

**Harborough District Council Regulation 19
Proposed Draft Local Plan Submission
Representations to the Evidence Base (SA)
Representations on behalf of Mulberry Land**

May 2025

Turley

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Client
Mulberry Land

Our reference
MULSQ3001

1. Introduction

Introduction

- 1.1 These representations have been prepared by Turley on behalf of Mulberry Land to the Regulation 19 public consultation on the '*Proposed Submission Draft Local Plan*' version of the *New Harborough Local Plan 2020 – 2041* ('*New Local Plan*') for Harborough District.
- 1.2 Mulberry is promoting land off Uppingham Road, Bushby ('the Bushby site'), which represents an opportunity to provide circa 850 dwellings, community facilities and uses, public open space, children's play space and sports pitches and would form a logical extension to the east of Bushby.
- 1.3 The site has not been included as a draft housing allocation in this version of the emerging Local Plan. These representations have been prepared primarily to promote the site for inclusion as a draft allocation suitable for housing. Representations are also made to various draft planning policies, along with commentary on the evidence base underpinning the New Local Plan, and discussion around housing land supply and the housing trajectory for the new plan period.
- 1.4 As per the transitional arrangements in Annex 1 of the National Planning Policy Framework (NPPF), the *New Local Plan* reached Regulation 19 (pre-submission stage) on or before 12 March 2025. Given its draft housing requirement meets at least 80% of local housing need, it is acknowledged that plan will be examined under the December 2023 version of the Framework, as such, references made are to the December 2023 version of the NPPF (unless otherwise specified). Whilst these representations do not repeat the NPPF unnecessarily, we do refer to relevant paragraphs as necessary.
- 1.5 The site has previously been promoted for 750 dwellings, but has a capacity of circa 850-900 dwellings. The Site was assessed in the Council's SHELAA 2024 (ref: 21/8150) as having a capacity of over 1,100 dwellings. On-going technical work undertaken by the Promoter will inform a more precise capacity in due course.

The Promoter

Mulberry Land

- 1.6 Mulberry Land ('Mulberry') is a privately owned, multi-disciplinary developer within both the commercial and residential sectors. Mulberry work closely with planning authorities to deliver proposals that directly address relevant economic, social and environmental objectives, embracing local and national policies. Mulberry has significant experience and expertise in promoting strategic land, for both residential, commercial and mixed-use schemes. Part of Mulberry Property Developments, they have a growing portfolio of land developments, ranging in size, across the UK.
- 1.7 They work closely with key stakeholders from landowners and local communities through to local planning authorities and politicians, to deliver developments which add value to everyone.

- 1.8 Mulberry uniquely are not only a promoter but also have a house building branch to the business, developing circa 350-400 homes per annum across the Midlands and Essex regions. Mulberry have extensive experience in the Harborough District area, having completed successful and exemplary developments at Great Bowden and Lutterworth more recently. Specifically considering land at Bushby, Mulberry would work with partners to deliver the residential development, meaning that at any time there would be two developers on site to enable accelerated delivery.

Format of representations

- 1.9 The primary purpose of these representations is to promote 'land off Uppingham Road, Bushby' as a site allocation for residential development within the New Local Plan.
- 1.10 These representations have been submitted via the Council's online consultation portal and should be read together with this Statement, which comments on the Council's evidence base (Sustainability Appraisal), and the Statement uploaded separately which provides the evidence base supporting the allocation of Land off Uppingham Road, Bushby. The following appendices are provided with this Statement:
- Appendix 1. Site Location Plan
 - Appendix 2. Landscape Constraints and Opportunities Plan & Concept Masterplan
 - Appendix 3. Initial Transport Appraisal (June 2021)
 - Appendix 4. Update to Initial Transport Appraisal (February 2024)
 - Appendix 5. Transport Technical Note (May 2025)

2. Representations to the Evidence Base (Sustainability Appraisal)

- 2.1 The following documents have been reviewed as part of these representations:
- Harborough Local Plan 2020 – 2041 (S-NLP 1).
 - Policies Map (S-NLP 3).
 - Harborough Proposed Submission Sustainability Appraisal (S-NLP 4).
- 2.2 Appendix F of the Sustainability Appraisal presents a map showing the location of the sites considered for allocation in the New Local Plan. The site being promoted by our clients for up to 850 new homes to the south of Uppingham Road in Bushby was given the reference 21/8150.
- 2.3 Appendix E of the Sustainability Appraisal contains a table which explains the Council's reasons for selecting or rejecting site options. It confirms that the Bushby site has not been taken forward as a proposed allocation *"Given its encroachment into open countryside to the south and east (towards Houghton on the Hill), the site is not considered an appropriate location for residential development when compared with other locations and deliverable sites of a similar scale within the Scraftoft, Thurnby and Bushby area. The site was put forward for mixed use development. As the site is not considered appropriate for residential development, it is unavailable for consideration for employment use."* We would point out that any employment to be considered at this location, would only be included as a supportive use such as small scale convenience opportunities in support of a residential development.
- 2.4 The above notwithstanding, the Landscape Constraints and Opportunities Plan and Concept Masterplan supporting these representations demonstrate how the site could come forward (see Appendix 2) incorporating landscaping and green space to the south, west and east of the site. This would essentially contain the development of the site, which would form a natural extension of the sustainable settlement of Bushby.
- 2.5 The site has been promoted for a mixture of uses, including employment and residential uses, to discount this site on the basis that it would be *"unavailable"* for employment use is incorrect.
- 2.6 Furthermore, the feedback provided by planning officers at the pre-application stage suggests that officers accept the site is capable of delivering sustainable development and does not appear to have any significant technical constraints to development (subject to further technical assessment).
- 2.7 Paragraph 6.49 notes that mitigation would be required should this site (and others) be considered for allocation through the plan given the *"high level of greenfield development, historic assets and Local Wildlife Sites in Harborough district"*.
- 2.8 Considering the potential impact of greenfield development, it is reiterated that Bushby is a sustainable location for development, located within the Leicester Urban Area, which is the area of focus to meet the needs of Harborough district and the

unmet needs of Leicester City, in accordance with the emerging development strategy. Although development of the site would inevitably result in the loss of some greenfield land, this should be considered against the importance of delivering much needed housing, in sustainable and accessible locations, whilst development would incorporate high quality design, public open space and integrate PROW's to ensure access is still retained to the countryside beyond the site (see Appendix 2).

- 2.9 Having regard to heritage assets, the Grade II Listed "*Milestone*" is located beyond the northern boundary of the site off Uppingham Road. There are several listed buildings within Bushby, although these are around 1km to the west of the site. This notwithstanding, during pre-application discussions officers acknowledged that there is little evidence of heritage assets on the site and limited within the vicinity of the site. Officers have recommended a heritage assessment is undertaken to assess any impact on the setting of the Bushby Conservation Area to support a planning application, which is considered to be a standard approach for development on sites such as this.
- 2.10 Paragraph 6.6 of the SA (Chapters) notes that the site could have "*significant negative effects as they contain all or part of a LWS, and some are also within 250m of national biodiversity designations*". The Bushby Spinney Local Wildlife Site is located centrally on site whilst the Scraftoft Local Nature Reserve, is approximately 2km to the north west of the site. The site lies within the SSSI Impact Risk Zone associated with several designations to the south-east, the closest of which is approximately 10km from the site. This notwithstanding, during pre-application discussions Officers acknowledged the presence of Bushby Spinney in the southern part of the site, but considered that there would be opportunities to enhance biodiversity on site.
- 2.11 Paragraph 2.41 of the Sustainability Appraisal sets out the methodology for how each site has been scored / appraised against the Sustainability Appraisal (SA) objectives in the SA framework (see Chapter 3), with symbols being attributed to each option to indicate their likely effects on each SA objective as shown in the table / image below. Where a potential positive or negative effect is uncertain, a question mark was added to the relevant symbol (e.g. +? or -?) and the symbol was colour coded in line with the potential positive, negligible or negative effect (e.g. shades of green, blue, purple, yellow, pink, etc.). A key to symbols and colour coding is shown below.

Symbol and Colour Coding	Description
++	Significant positive effect likely.
++/-	Mixed significant positive and minor negative effects likely.
+	Minor positive effect likely.
+/-	Mixed minor effects likely.
++/--	Mixed significant effects likely.
-	Minor negative effect likely.
--/+	Mixed significant negative and minor positive effects likely.
--	Significant negative effect likely.
0	Negligible effect likely.
?	Likely effect uncertain.

2.12 Chapter 7 of the SA presents the appraisals of the proposed site allocations in draft Policy SA01. The scores for a number of the proposed allocations against the SA objectives are set out within the table below. The Bushby site (land off Uppingham Road) was assessed within the Sustainability Appraisal and is included within the table below.

2.13 The Bushby site generally scores at a similar level to the sites chosen to be allocated for development in the New Local Plan and against several objectives, scores more highly.

SA Objective 6: Safeguard and improve community health, safety and wellbeing

2.14 The purpose of the objective is to score sites highly that are within walking distance of existing health services and facilities (good access to healthcare), while being in close proximity to open spaces and footpaths and cycle routes (more active lifestyles).

2.15 The site has been considered as likely to have significant positive effects (++) as it lies within 720m of **all** of the referenced assets. This includes a healthcare facility (Bushby Branch Surgery), an area of open space (off Davenports Hill), and footpaths along the A47.

2.16 The site's location, accessibility and connectivity into existing connections will promote health and wellbeing, allowing for access to the surrounding spaces and encouraging sustainable transport methods such as walking and cycling, which in turn will promote good health. There are significant opportunities to reduce levels of crime through careful and considered design initiatives, creating a safe and inviting residential environment. By comparison, sites identified for allocation have scored less favourably, achieving only minor positive effects.

SA Objective 9: Provide affordable, sustainable, good-quality housing for all

2.17 All of the residential site options are expected to have positive effects on this objective, due to the nature of the proposed development. It is expected that sites of a larger size may be able to offer a wider mix of housing, including affordable housing, as well as making a greater contribution towards local housing needs.

- 2.18 The site has been considered as likely to have a significant positive effect **(++)** as it could accommodate over 500 dwellings (up to 850 dwellings). This is a significant opportunity to deliver a wide range of housing, including the delivery of much needed affordable housing, potential for housing for older people, and housing for self-custom build opportunities. The promoter, Mulberry Land, operates an in-house house-building business which delivers housing of the highest quality. Therefore, the quality of housing stock will be improved. This means that not only is the site available, but it is deliverable and achievable in the shorter term given that the promoter specialises in delivery of housing.
- 2.19 Against SA9, sites much smaller than land at Bushby have been scored with a ++, such as land off Frolesworth Road for 475 homes, land west of Warwick Road for 475 homes, and land south of Gallow Field for 600 homes, which are significantly smaller. We question the logic used here, scoring these sites the same as that off Uppingham Road, and we strongly urge the Council to reconsider land at Bushby as a significant opportunity capable of delivering significant positive effects against this Objective, particularly when considering the smaller scale of the sites identified for allocation.

SA Objective 10: Support the sustainable growth of the economy and provide good employment opportunities

- 2.20 The site has been considered as likely to have a minor positive effect **(+)** as the site is within walking distance (600m) of either: public transport links or one or more Key and General employment area and / or major employment site.
- 2.21 However again this is something we strongly disagree with. The site should be considered as likely to have a significant positive effect **(++)** as public transport is available directly from the site into Leicester city centre, which provides access to a significant number of jobs. Given the proposed scale of the development at Bushby, there is also the opportunity to route a bus service into and through the site (through dialogue with operators) to enable improved access to employment opportunities.
- 2.22 The site at Bushby presents employment opportunities in support of the local economy given the potential for delivery of a local centre to include convenience shops and services on the site. Alongside this, the promoter has been engaging with a high-end leisure provider, which will provide significant employment opportunities for local people, whilst also diversifying the economy. Such employers offer a wide range of jobs at varying levels.
- 2.23 As an example, it is unclear how and why draft allocation S2 Land at Beeby Road for 175 dwellings is scored more favourably than land at Bushby, particularly given its separation and distance from key services, plus difficult issues surrounding sustainable transport and decent highway linkages.
- 2.24 Accessibility in a north-south direction around the eastern edge of Leicester is problematic from a highways perspective, given that the key routes into Leicester City run from east to west, such as the A47 Uppingham Road. This, coupled with the A6 further to the south, is the only route running into the City from the east, capable of handling higher levels of traffic associated with growth. Our concern remains that some allocations presented in the draft plan will simply not be deliverable due to highways constraints.

SA Objective 13: Promote sustainable transport and active travel use

- 2.25 This SA objective considers the proximity of development sites to sustainable transport links, which in turn affects the extent to which people are able to make use of non-car-based modes of transport to access services, facilities and job opportunities.
- 2.26 The site has been considered as likely to have a minor positive effect (+) as the site is more than 1.8km from a railway station but within 450m of a bus stop.
- 2.27 However, the site should be considered as likely to have a significant positive effect (++) as public transport is available directly from the site to Leicester city centre, providing access to Leicester City Railway Station, which in turn provides access to the rest of the UK including direct services to Lincoln, Sheffield, London St. Pancras International, Nottingham, Birmingham New Street and Cambridge.
- 2.28 As previously set out, through engagement with operators, there is an opportunity to route a bus service through the proposed development, thus delivering and promoting the use of an improved sustainable mode of transport. Walking and cycling routes will be enhanced and created throughout the proposed site, not only internally, but delivering connections via routes into Bushby, Thurnby and east to Houghton on the Hill.
- 2.29 Given the proposed scale of the site, reliance on private vehicles will be reduced for future residents, as the services delivered on site will ensure journeys are localised and within shorter distances.

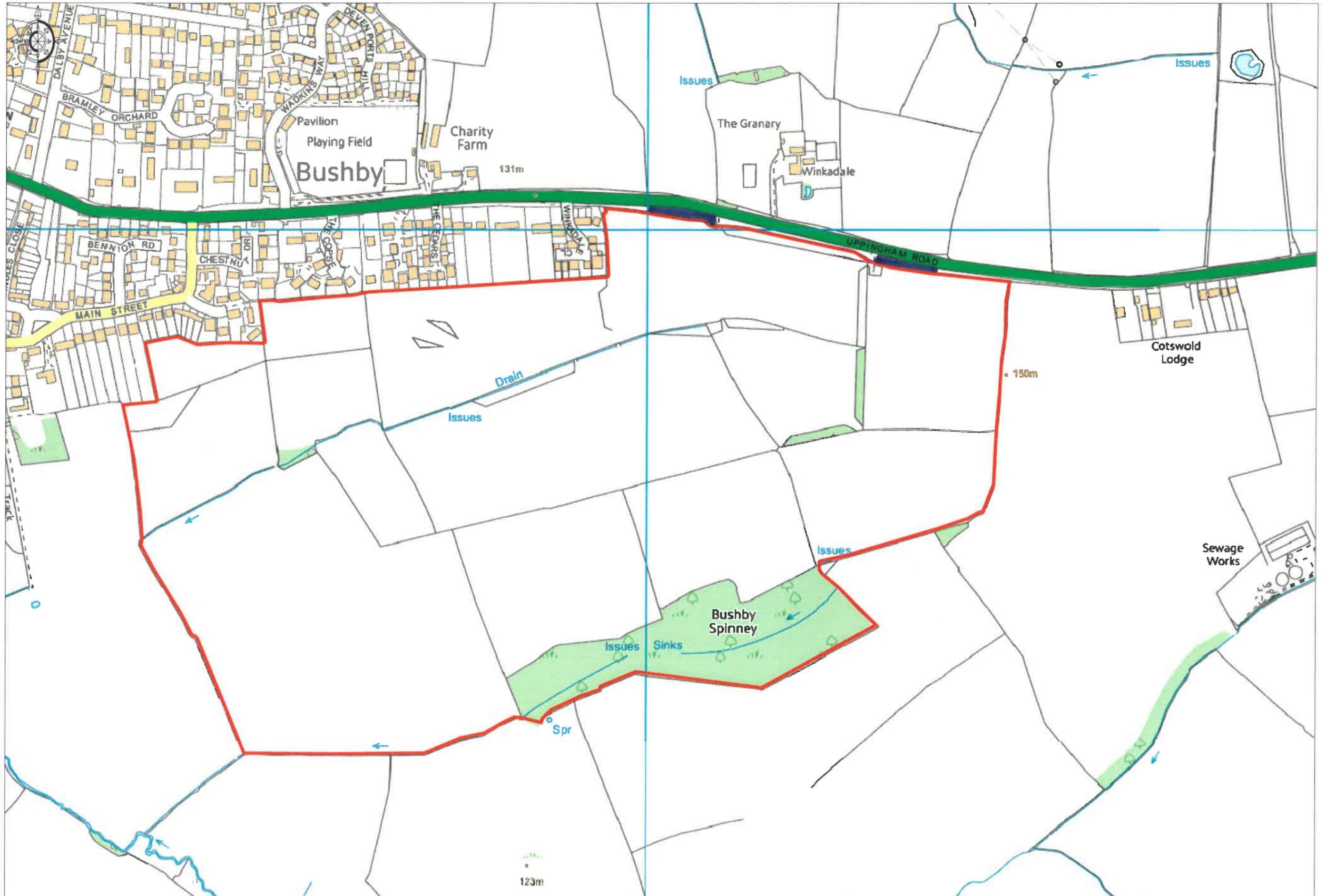
Conclusion

- 2.30 It is abundantly clear that the Bushby site has been found to be as sustainable, if not more sustainable, than most of the sites proposed for allocation for residential development in the New Local Plan. It is also clear that the site scores more highly than several of those identified for allocation by the emerging plan.
- 2.31 As set out above, the key reasons for the site being omitted from the emerging Local Plan pertain to the perceived impact development would have on the landscape, heritage assets, Local Wildlife Site and that it would be unavailable for employment development.
- 2.32 This notwithstanding, Officers confirmed through our pre-application discussions that there are not considered to be any significant constraints to development that could not be addressed through technical assessment and appropriate mitigation supporting a planning application. This has also been confirmed through the initial evidence base work undertaken and submitted with these representations.
- 2.33 Land at Bushby is absolutely developable, including for employment generating uses, given that it is promoted by a house building business who specialise in delivering high quality developments, who have also been liaising with potential providers interested in the site. The land is not restricted in any way and is not subject to any policy designations nor constraints that cannot be mitigated during the technical work required to support a planning application.

- 2.34 We maintain that there is continued strong evidence from the market for housing at this location, and we support a successfully developed residentially led community at Bushby, to introduce small-scale retail and leisure centre uses.
- 2.35 Accordingly, we strongly urge the Council to reconsider this site for allocation.

Site	Sustainability Appraisal scores for site allocations for housing													
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14
LAND OFF UPPINGHAM ROAD, BUSHBY – 850 HOMES (21/8150)	0	?	?/ ?	?	0	++	0	/+?	++	+?	0	/0	+	?
TB1 Thurby and Bushby – 125 homes	0	-?	?/ ?	-?	0	+	0	-/-?	+	+	0	/0	+	-?
S1 Scraftoft East – 950 homes	0	-?	?/ ?	?	0	+	0	-/+++?	++	+	0	/0	+	?
S2 Land at Beeby Road – 175 homes	0	-?	?	?	0	+	0	-/-?	+	+	0	/0	-	-?
MH1 Land east of Leicester Road – 250 homes	0	-?	?	?	0	+	0	++/+?	+	++	0	/0	++	-?
MH2 East of Market Harborough – 850 homes	0	-?	?/0	?	0	+	0	++/+?	++	+?	0	/0	+	?
MH3 Land south of Gallow Field – 600 homes	0	-?	?/0	?	0	+	0	-/-?	++	++	0	/0	+	?
L1 Land off Leicester Road – 230 homes	0	-?	?/0	-?	0	+	0	+/+?	+	++	0	/0	+	?
BA1 Land off Frolesworth Road – 475 homes	0	-?	?/0	-?	0	++	0	+/+++?	++	+	0	/0	+	?
GG1 Land north of London Road – 400 homes	0	-?	?/0	?	0	++	0	0/+?	+	+	0	/0	+	?
K1 Land west of Warwick Road – 475 homes	0	-?	?/0	?	0	+	0	0/+?	++	+	0	/0	+	?

Appendix 1: Site Location Plan



Ordnance Survey © Crown Copyright 2018. All rights reserved. Licence number 100022432. Plotted Scale - 1:7500

**Appendix 2: Landscape Constraints and
Opportunities Plan & Concept
Masterplan**

KEY:

-  Site boundary
-  Existing Public Right of Way
-  Existing bridleway
-  Existing watercourse
-  Local Wildlife Site - Policy G15
-  Green Wedge - Policy GD7
-  Conservation Area - Policy HC1
-  1m contours
-  Steep landform
-  Long view
-  Existing field access



Conservation Area largely 'inward facing' character in the vicinity of the site

High point of existing housing in Bushby - 130m

Existing vegetation provides visual screening along A47

Absence of development on high land contributes to perceivable separation between Houghton on the Hill and Bushby

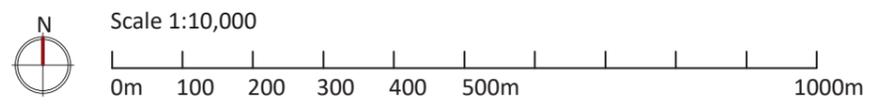
High point 149m

Low point 100m

Long views towards western facing slopes of the site

Established field pattern subdivides the site into smaller landscape compartments

Established woodlands screen long views from south



**Bushby,
Leicestershire**

Landscape Constraints and Opportunities Plan

Drwg No: 1081-01B
Drawn by: DA
Rev by: NJ
QM Status: Checked
Scale: 1: 10,000 @ A3

Date: 20.02.24
Checker: NJ
Rev checker: NJ
Product Status: Internal RT Review

KEY:

-  Site boundary
-  Existing trees / woodland
-  Existing hedgerow
-  Existing Public Right of Way
-  Existing bridleway
-  Existing watercourse
-  Proposed development area
-  Potential community uses / shop
-  Proposed vehicular/pedestrian access
-  Proposed pedestrian access
-  Indicative primary road
-  Indicative footpath
-  Proposed woodland screen planting
-  Indicative tree planting
-  Indicative SuDS pond



Community orchard

Potential 'Bushby Park':
Unifies old and new Bushby.

Play area

Pitches or school on plateau
(subject to requirements)

Retained agricultural land

SuDS areas provide buffer to
Local Wildlife Site
to discourage access

Potential reduced
ridge height buildings
/ bungalows on high
land

Proposed woodland
structure planting at
exposed fringes of
the site

Land use summary	
Site area:	74.5 ha
Proposed net developable area:	21.2 ha
Remaining land incl POS / BNG:	53.3 ha
<i>Up to 678 units @ average 32 dph</i>	
<i>Up to 742 units @ average 35 dph</i>	



Bushby, Leicestershire

Concept Masterplan

Drwg No: 1081-02B	Date: 20.02.24
Drawn by: KI	Checker: NJ
Rev by: NJ	Rev checker: NJ
QM Status: Checked	Product Status: Internal RT Review
Scale: 1: 5000 @ A3	

Appendix 3: Initial Transport Appraisal (June 2021)

LAND SOUTH OF UPPINGHAM ROAD BUSHBY

Initial Transport Appraisal

JNY11052-01
Initial Transport Appraisal
Version 1
02 June 2021

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
1	Transport Appraisal	Danesh Aryan	Melanie A'Lee	Brian Plumb	01.06.21

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Appendices

APPENDICES

APPENDIX A – POTENTIAL ACCESS ARRANGEMENTS

APPENDIX B – TRICS OUTPUT

1 INTRODUCTION

Introduction

- 1.2 RPS Consulting Services Ltd have been instructed by Mulberry Strategic Land Limited, to provide transport planning advice with respect to the potential development of land to the south of Uppingham Road, Bushby, Leicestershire.
- 1.3 This Initial Transport Appraisal report has been prepared to consider the issues and opportunities available as part of the proposed site being allocated within the Harborough District Council Local Plan for circa 1,000 residential dwellings. The scope of the assessment is to consider the opportunities for access to the site and the overall potential impact of the development on the local highway network. As part of this work, consideration will also be given to the opportunities to maximise sustainable travel to and from this location.
- 1.4 At this stage, the report provides an overview of the assessment of the development in relation to highways and transportation matters, including a review of potential impact on the surrounding highway network. Clearly, more detailed transport assessments will be required in the future to support any future planning promotion of the site and ultimately a planning application. However, overall, it is considered that this location for development represents a sustainable location and that suitable access can be provided for all modes of transport.

Report Structure

- 1.5 **Section 2** of the report considers the site location in relation to the existing surrounding transport network and the local facilities. The report also identifies the opportunities to travel to and from the site by modes of transport other than the private car.
- 1.6 Within this section details are also provided of the local census data to understand the general travel modes and work-place destination of the existing local residents within the vicinity of the site.
- 1.7 **Section 3** of this report provides an overview of the development proposals and the potential access arrangements for the site. This section also identifies the opportunities for improvements to the local highway network, together with measures that could be provided to improve accessibility of the site and hence the potential for sustainable travel.
- 1.8 **Section 4** considers the potential traffic that could be generated by the site and the potential impact of the development on the local highway network based on the distribution identified in Section 2.
- 1.9 **Section 5** reviews the potential impact of the development traffic on the local highway network and the junctions that are likely to require further detailed assessment within a Transport Assessment.
- 1.10 **Section 6** provides a summary and conclusion of the key issues and opportunities highlighted within the report.

Report Summary

- 1.11 The report concludes that the subject to the detailed assessment of various junctions, the development of the site offers the opportunity to accommodate circa 1,000 dwellings in a sustainable location. It has been identified that safe and suitable access can be provided to the development and that the residual cumulative impact on the local highway network is not considered likely to be severe.

2 EXISTING SITE AND SURROUNDING TRANSPORT NETWORK

Introduction

- 2.1 This section of the report provides details of the site location, the transport infrastructure in close proximity to the site and the accessibility to the site via modes other than the private car.

Site Context

- 2.2 The site is located on land south of Uppingham Road circa 1km southeast of the village of Bushby. The site is bound in part by A47 Uppingham Road and residential properties to the north, and agricultural fields to the east, west and south. Detail of the site's location is shown in **Figure 1** below.

Figure 1: Site Location Plan



- 2.3 The main routes that run near the site include A47 Uppingham Road and Main Street. Details of these routes are set out below.

Highway Network

Uppingham Road

- 2.4 Uppingham Road forms part of the A47 strategic route which connects with the A1 in the east to Leicester City west of the site. Uppingham Road is a single carriageway road forming the northern boundary of the site which is subject to the national speed limit for much of the site's frontage reducing to a 40mph speed limit to the western edge of the site.

- 2.5 Footways are provided on the northern side of the road in the vicinity of the site, although footways are available on both sides of the road from the junction with Winkadale Close towards Bushby and Thurnby. The roads within the vicinity of the site are street lit.

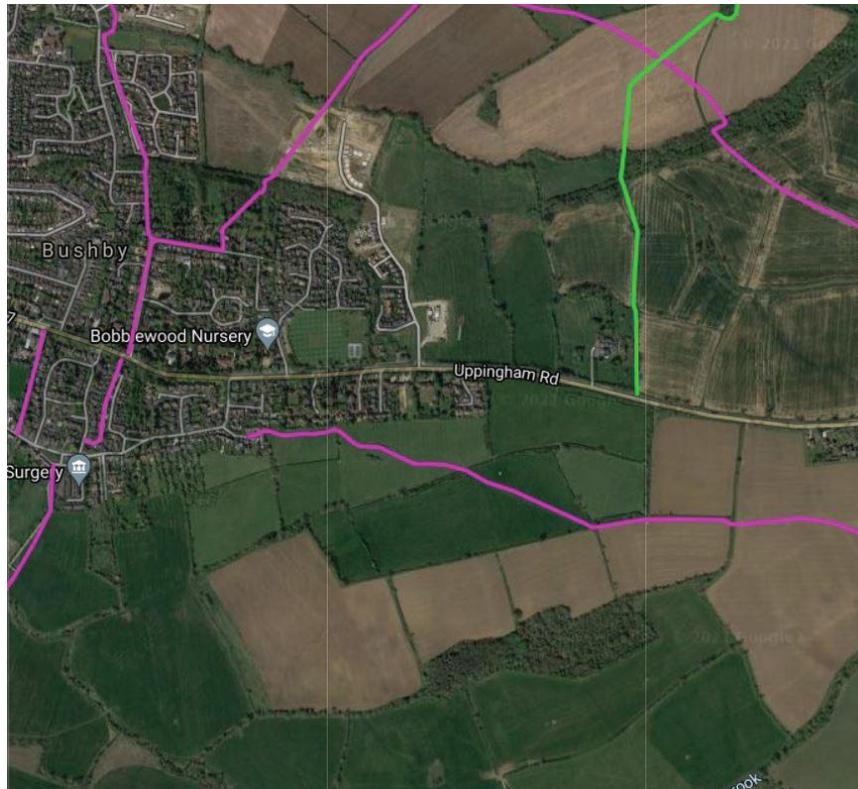
Main Street

- 2.6 To the northwest of the site, Main Street is a local minor road which forms a priority junction with Uppingham Road. Main Street provides access to the village of Thurnby as well as residential areas to the west/northwest of the site. The road is subject to a 30mph speed limit with a good network of footways.

Walking and Cycling

- 2.7 In the context of acceptable walking and cycling distances, Local Transport Note 1/04 states at paragraph 3.10.3:
- “There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1 km (0.6 miles) and for cycling, it is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT 2000.”
- 2.8 More recently published guidance is within Manual for Streets. This states in paragraph 4.4.1 that:
- “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”
- 2.9 PPG13 has since been replaced by the National Planning Policy Framework, however this states under Core Planning Principles that planning should:
- “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.”
- 2.10 Accordingly, it is considered that walking offers a realistic alternative to the car for journeys up to 2.0km and for cycling for journeys up to 5km.
- 2.11 There is a good network of footways to the west/northwest of the site which link the site with the villages of Bushby and Thurnby. Uncontrolled crossings in the form of pedestrian refuge islands are provided to the west of the site, 36m west of Winkadale Close and 20m west of Zouche Way in addition a signalised pedestrian crossing is also provided 45m west of Wadkins Way.
- 2.12 The Public Rights of Way (PROW) in the vicinity of the site are shown in **Figure 2** below.

Figure 2: Existing Public Rights of Way



- 2.13 The above plan shows that there is a Public Footpath (D11) passing through the site from Stretton Lane to the southeast to Main Street to the west.
- 2.14 There are no dedicated cycle routes near to the site, however on-road cycle lane is provided along Downing Drive to the northwest of the site.

Public Transport

Bus

- 2.15 The nearest bus stops to the site are situated on Uppingham Road near the proposed site access approximately 350m from the centre of the site. The bus service from these stops is route 747 the details of this service are summarised below.
- Route 747: Leicester City Centre – Houghton on the Hill – Uppingham
 - Days of Operation: Mon - Fri
 - Frequency: Approx. every 1-2 hrs
- 2.16 The bus service within the locality of the site provides a frequent service to Leicester City Centre Bus Station, from which point a wide range of other bus services can be accessed as well as providing access to Leicester City Railway Station.

Rail

- 2.17 The closest rail station to the site is Leicester City Station, which can be access via bus route 747 and a 10-11min walk.
- 2.18 Leicester City Rail Station is managed by East Midlands Railway and is served by EMR and CrossCounty routes. The Station has 222 cycle spaces and 515 car parking spaces with 15 accessible spaces.
- 2.19 The main destinations that the rail services serve from this station include Lincoln, Sheffield, London St. Pancras International, Nottingham, Birmingham New Street and Cambridge.

Local Facilities

- 2.20 **Table 2.1** below identifies some of the key local facilities available within the surrounding area and the distances from the site. Distances and times have been obtained from google maps which takes into consideration local topography. The distances have been taken from the potential pedestrian access points for the site.

Table 2.1: Walking & Cycling Distances to Local Facilities

Facility	Distance from Site Access via Uppingham Rd	Appropriate Journey Time (minutes)	
		Walking	Cycling
Educational Facilities			
Bobblewood Nursery (via Main Street)	320m	4min	1min
St. Luke's C of E Primary School (Via Main Street)	660m	8min	2min
Recreational / local Facilities			
Thurnby Memorial Hall (Via Main Street)	650m	7min	2min
Houghton & Thurnby Cricket Club (via Uppingham Road)	600m	7min	2min
Manor Field Play Park (via Main Street)	1.2km	13min	3min
Post Office Houghton on the Hill (via Uppingham Road)	1.9km	24min	7min
The Co-operative Food Store (Via Main Street)	1.2Km	14min	3min
Health			
Warwick Healthcare Limited Pharmacy (Via Main Street)	290m	3min	1min
Bushby Branch Surgery (Via Main Street)	500m	6min	1min
Public Transport			
Bus Stops – Uppingham Road	30m	<1min	-

- 2.21 The above table demonstrates that there are a good range of facilities that are accessible from the site which are within walking / cycling distance, including education facilities, food stores, community facilities, recreation facilities and public transport. To improve accessibility to the local bus stops and

facilities, the opportunity exists to provide a new pedestrian crossing on Uppingham Road and improved footways, details are provided in section 3.

Travel to Work Characteristics

- 2.22 The site lies within the Thurnby and Houghton Ward (Harborough O11B) and the 2011 Census data base has been reviewed to obtain modal split data for this area is shown below in **Table 2.2**, which is considered likely to demonstrate the modal split for journeys to work of the local residents.

Table 2.2: Journey to Work Mode Split (2011 Census)

Mode	Percentage Main Mode of Travel to Work
Train	2%
Bus, minibus or coach	4%
Driving in a car or van	84%
Passenger in a car or van	6%
Bicycle	1%
On foot	3%
Other	0%
Total	100%

- 2.23 The census data shows that within the local area some 6% of residents use public transport to travel to work (2% train and 4% bus), with 4% travelling by foot / cycle resulting in 10% of existing residents currently travelling to work by sustainable modes.
- 2.24 To understand the reasons why 90% of residents drive by car to their work-place destination, it is necessary to establish where they travel to. **Table 2.3** identifies the key destinations (UK) travelled to by local residents for their place of work.
- 2.25 From this it can be seen that the majority of travel for work is toward Leicester and the key employment areas around Leicester. From this is can be seen that there is the potential to increase sustainable travel for journeys to Leicester specifically toward bus travel.

Table 2.3: Key Work-Place Destinations in the UK (2011 Census)

Location of Employment	% of Residents (all Modes)
Leicester	63%
Oadby & Wigston	8%
Blaby	9%
Charnwood	5%
Houghton on the Hill, Thurnby & Bushby	5%

Location of Employment	% of Residents (all Modes)
Market Harborough	3%
Hinckley & Bosworth	3%
Billesdon	1%
Lutterworth	1%
Rest of UK	2%

Summary

- 2.26 In terms of sustainability, the site is within easy walking distance of existing bus services, although the range of services available is limited. The existing service does however serve Leicester City Centre where over 60% of existing residents currently work, therefore providing residents with the opportunity to travel by non-car modes. The site is also accessible to good range of local facilities by walking and cycling.
- 2.27 It is considered that the site’s location provides residents with an opportunity to travel by modes other than the private car which would be further enhanced through the provision of a Travel Plan. However it is recognised that the sites location within a rural village will however see a higher proportion of movements by the private car. Further details of potential accessibility improvements are provided in **Section 3**.

3 DEVELOPMENT PROPOSALS

Introduction

- 3.1 This section of the report provides an overview of the potential development allocation together with the opportunities the site offers to improve accessibility and provide improvements to the local highway network.

Development Proposals

- 3.2 The potential for development could see circa 1,000 residential dwellings on land south of Uppingham Road (A47), Bushby with two new accesses onto Uppingham Road (A47).

- 3.3 Leicestershire County Council's design policy IN5 states:

"Para 1.30 – We will normally apply restrictions on new accesses for vehicles and the increased use of existing accesses on:

- Roads with a speed limit above 40mph or
- Roads with a speed limit of 40mph or less which are essentially rural in nature
- Routes where the access would affect bus-corridor or bus priority measures being put in place;
- Roads that are at or near capacity and;
- Roads where there is an existing problem with road safety."

- 3.4 The development area is situated at the edge of a 40mph speed limit, therefore as part of this proposal the opportunity exists to extend the 40mph speed limit further eastward to include the proposed accesses onto the A47.

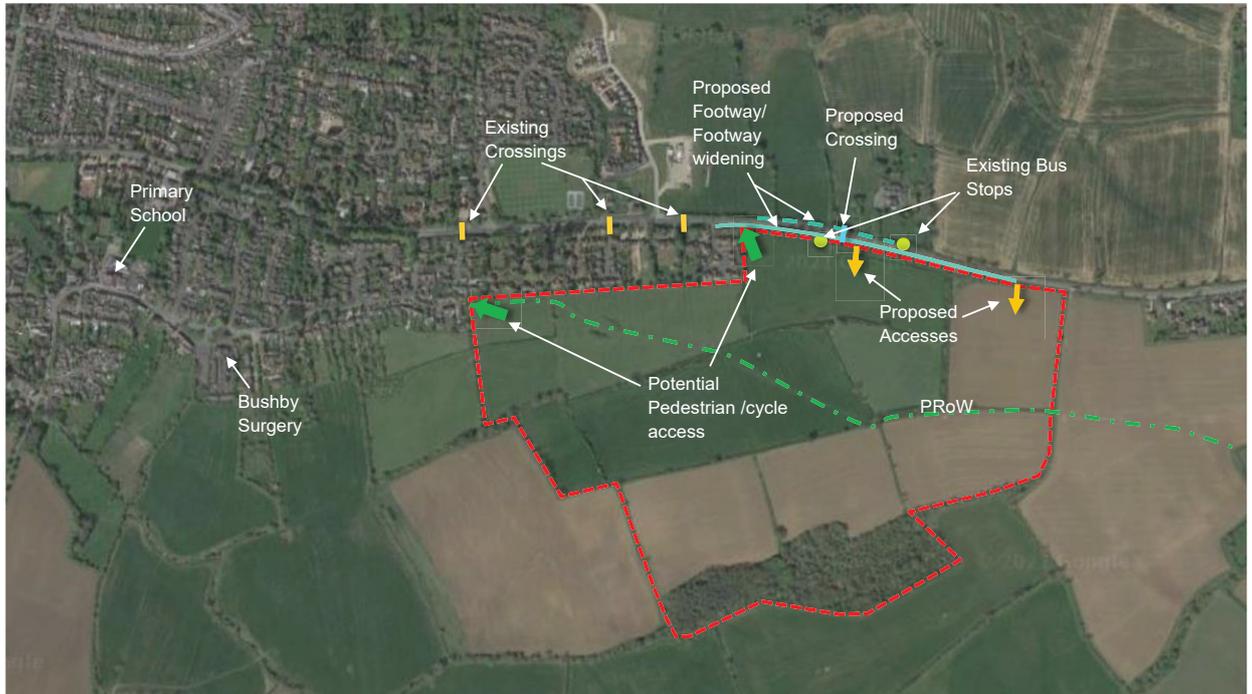
- 3.5 As part of the access arrangements, the existing bus layby on the southern side of Uppingham Road will need to be relocated to the west of the proposed access. This is considered to benefit both existing and proposed users of the service as it would move the stop close to existing and proposed residents.

- 3.6 The proposed development of 1,000 dwellings would be served by two priority junction arrangements situated at the western and eastern end of the site together with ghost island right turn lanes. Visibility achievable from the accesses would accord to DMRB standards for a 40mph speed limit. A plan showing this proposed arrangement is included in **Appendix A**.

Pedestrian / Cycle Access

- 3.7 Access to the site for pedestrians would be via the two points of access onto Uppingham Road although additional pedestrian accesses could also be provided to the western end of the site as well as connecting to the existing PRow which in turn leads onto Main Street which would provide residents with a safe route to walk or cycle to access local facilities. A plan showing the potential links is provided below.

Figure 3 – Proposed Accessibility Plan



3.8 The proposal would also include for a new 2m wide footway along the southern side of Uppingham Road connecting to the existing footway west of the site and the local bus stop as well as widening of the existing footway along the northern side.

3.9 To allow pedestrians to safely cross Uppingham Road, a new pedestrian refuge island is proposed to the western side of the proposed western access.

Public Transport

3.10 The site is well located to the bus stops on Uppingham Road which would be upgraded to provide bus shelters, raised kerbs and real time information.

3.11 The opportunity also exists to divert the existing bus service that continues along Uppingham Road into the site and improve the existing frequency to provide a more frequent 30min service to Leicester City centre.

Travel Planning Measures

3.12 Should the site be allocated, a Travel Plan would also be provided to support a planning application. A Travel Plan would include initiatives, targets and measures proposed to encourage residents of the site to use modes other than the private car. These measures may include, but not be limited to the following:

- Provide details of footway / suitable roads for cyclists and cycle parking locations;
- Providing public transport information including bus stop locations, timetables etc;
- Providing residents with bus taster tickets for local bus routes;

- Providing links to web sites that enable residents to plan their journeys;
- Provide a site-based website; and
- Provide details of car sharing clubs.

3.13 The provision of a Travel Plan together with initiatives within the site and good connections to existing infrastructure would make it easier for residents of the site to be able to use modes other than the private car and in turn encourage the use of non-car modes.

Summary

3.14 In summary, this section demonstrates that safe and suitable access could be provided to serve the level of development proposed. The opportunity also exists to provide improvements to the existing footway and connecting to the existing footway network as well as providing a new crossing on Uppingham Road which would provide a safe location for residents to cross.

3.15 The site also benefits from an existing PRoW which links to Main Street and in turn would allow residents to walk/cycle to the local facilities including the local health centre and primary school.

3.16 Improvements would also be provided to the existing bus stops as well as the opportunity to divert the existing service into the site and improve the frequency of the service providing residents with greater opportunities to use non-car modes.

3.17 Any application for the proposed development would be accompanied by a Transport Assessment and a Travel Plan which would demonstrate the opportunities to enhance the use of sustainable transport modes.

4 TRIP GENERATION AND DISTRIBUTION

Introduction

- 4.1 This section of the report considers the potential traffic generation from the site and also the potential distribution of traffic based on the 2011 Census database. **Section 5** reviews the potential impact of this traffic on the surrounding highway network. For the purpose of this initial review it is assumed that the site could potentially accommodate up to 1,000 dwellings.

Trip Generation

- 4.2 To predict the vehicle trips that would be attributable to the proposed site, comparable TRICS sites for C3 private houses have been selected from the TRICS database 7.6.4.
- 4.3 The vehicle trip rates have been used extracted from the selected comparable sites for a weekday morning and evening peak hour and daily trip rates are set out in **Table 4.1**. A fully copy of the TRICS report is included in **Appendix B**.

Table 4.1: All Person Trip Generation, Circa 1,000 Dwellings

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Vehicle trip rate (per dwelling)	0.140	0.366	0.506	0.339	0.175	0.514
Vehicle Trips	140	366	506	339	175	514

- 4.4 The above table predicts that a development of circa 1,000 dwellings is likely to generate around 506 two-way vehicle trips in the AM Peak and 514 two-way vehicle trips in the PM Peak, this is prior to the introduction of the Travel Plan which will aim to see fewer vehicle trips.

Trip Distribution and Assignment

- 4.5 The 2011 Census provides detailed data regarding the location of usual residence and place of work for the Output Areas that covers the site. A summary of the place of work destinations that residents are likely to travel to / from the site is provided in **Section 2** and based on this information it is predicted that 90% of residents would travel westward of the site and 10% would travel eastward. A review of the potential impact on the highway network is provided in **Section 5**.

Summary

- 4.6 This section of the report identifies the potential traffic movements that would be generated by a development of 1,000 dwellings. The traffic movements associated with development on this site have been based on a vehicle trip generation assessment taken from the suitable surveyed sites from the TRICS database. The vehicle trip generation assessment predicts that a development of circa 1,000 dwellings could generate 506 two-way vehicle movements in the morning peak hour and 514 two-way vehicle movements in the evening peak hour.

- 4.7 The distribution of external trips has been based on the 2011 journey to work census data which identifies that around 90% are likely to travel westward and 10% will travel to the east.
- 4.8 The predicted trips generated from the site are considered to be suitably robust as they are based on the existing census modal splits and no discount has been applied for measures associated with a Travel Plan.

5 POTENTIAL HIGHWAY IMPACT

Introduction

- 5.1 This section of the report considers potential traffic impact that a development of circa 1,000 residential dwellings may have on the local highway network. This review considers the predicted traffic movements from the site and the junctions that are likely to require further investigation as part of a detailed Transport Assessment.

Predicted Traffic Impact

- 5.2 Based on the trips and distribution identified in **Section 4**, the key junctions that would require further investigation as part of a TA are likely to be to the west of the site and include:
- Station Road / Uppingham Road junction;
 - Uppingham Road/ Grange Lane;
 - Station Lane/ Scraptoft Lane;
 - A47/ Spencefield Lane B667; and
 - A47/ A563
- 5.3 Beyond these junctions, the impact is considered to be minimal as the traffic will disperse onto the surrounding highway network. The extent of network to be assessed will however be agreed with the local highway authority as part of any pre-app scoping discussions.

Summary

- 5.4 This section considers the potential increase of traffic movements on the local highway network as a result of the potential development on land south of Uppingham Road. It is considered that based on the predicted trip generation from the site at least 5 junctions plus the site accesses would need to be assessed to determine the impact of the development traffic.
- 5.5 Detailed assessment of the impact of the development traffic on the local highway network will be undertaken as part of any future Transport Assessment prepared in support of the proposed development. Therefore, it is considered that through appropriate mitigation the level of traffic generated by development is unlikely to have a severe residual cumulative impact on the local highway network and would accord with the policies set out in NPPF.

6 SUMMARY AND CONCLUSION

6.1 This report has been prepared on behalf of Mulberry Strategic Land Limited, to provide an initial transport and highway appraisal for the potential development of land south of Uppingham Road, Bushby. This Initial Transport Appraisal report has been prepared to consider the issues and opportunities available as part of the proposed allocation of the site within Harborough's Local Plan. The development is anticipated to be able to accommodate circa 1,000 residential dwellings.

6.2 The site is located on land south of Uppingham Road circa 1km southeast of the centre of Bushby village. The site is bound in part by Uppingham Road / residential properties to the north, and agricultural fields to the east, west and south.

6.3 The site is located within close proximity to existing bus services, as well as being accessible to local facilities by walking and cycling. The main workplace destination is Leicester and surrounding towns. Leicester City is accessible via the existing bus services and access to Leicester City railway station is a short walk from the main bus station.

6.4 There are a good range of local facilities available within the village which are within easy walking and cycling distance of the site. It is therefore considered that the site's location provides residents with a realistic alternative to travel rather than the private car.

6.5 The proposed development would be served by two vehicular points of access off Uppingham Road which would be in the form of priority junction arrangements with ghost island right turn lanes. As part of the proposals the opportunity exists to extend the existing 40mph speed limit further to the east of the site

6.6 Pedestrians and cyclists will be able to use the proposed vehicular access points to access the site although additional pedestrian/ cycle accesses could be provided to the west of the site and link to the existing residential areas via the existing PRow. A new crossing facility would be provided on Uppingham Road to enable pedestrians to cross the road safely and access the eastbound bus stop as well as the facilities on the north side of Uppingham Road. A more detailed review of pedestrian and cycle access will be undertaken as part of a TA and also to determine the most suitable form of crossing needed.

6.7 Off site improvements for pedestrians would include new a new footway on the southern side of Uppingham Road which would link to the existing footway network to the west of the site and improvements to the existing footway on the northern side of the site.

6.8 For access to bus services, the opportunity exists to divert the existing service into the site as well as upgrading the existing local bus stops on Uppingham Road. The existing service is currently hourly as such the opportunity exists to increase the frequency to 30mins to provide residents with a viable alternative mode of travel to Leicester City centre.

6.9 The traffic movements associated with potential development on this site has been based on a vehicle trip generation assessment taken from suitable surveyed sites within the TRICS database. The vehicle trip generation assessment predicts that a development of circa 1,000 dwellings could generate 506 two-way vehicle trips in the AM peak period and 514 two-way vehicle trips in the PM Peak.

6.10 The distribution of external trips has been based on the 2011 journey to work census data which identifies that the majority of local resident's work in Leicester and therefore around 90% are likely travel west of the site and 10% to the east.

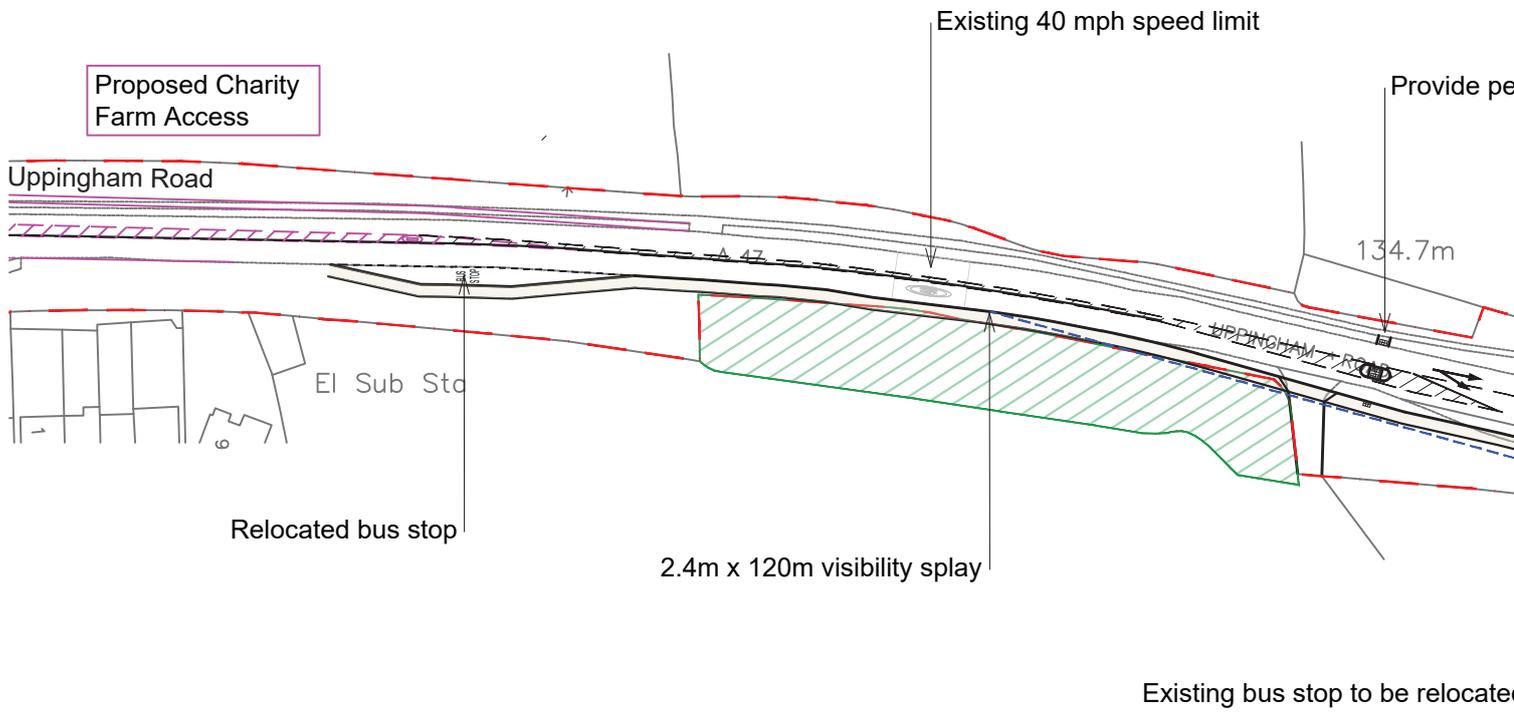
-
- 6.11 Overall, this initial appraisal is considered to be robust as it does not take into account any benefits associated with a Travel Plan.
- 6.12 Based on the predicted trip distribution from the site it is considered that at least five junctions would need to be assessed to determine the impact of the proposed development traffic, these would be to the west of the site where the predominate flow of traffic movements would be. The assessment of impact would be undertaken as part of a Transport Assessment which would be submitted to support a planning application on this site should it be allocated. In addition, a Travel Plan would also be provided which will identify measures to encourage the use of modes other than the private car.
- 6.13 The site is located within easy walking / cycling distance of a range of facilities and public transport services which will assist in minimising the number and length of car journeys. In addition, safe and sustainable access to the site can be achieved for all users. It is also considered that the level of traffic likely to be generated by the site can be suitably mitigated and unlikely to have a severe impact on the local highway network.
- 6.14 Accordingly, it is considered that the sites location accords with the relevant Local and Central Government Policy Guidelines and offers a good location for residential development maximising the potential for sustainable travel for the future residents.
- 6.15 In conclusion it is considered that subject to the detailed transport assessment of various junctions, the development of the site offers the opportunity to accommodate circa 1,000 dwellings in a sustainable location. It has been identified that safe and suitable access can be provided to the development and the residual cumulative impact on the local highway network is not considered likely to be severe.

Appendices

Appendix A – Potential Access Arrangements

NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any errors or omissions.
2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Appendix B – TRICS Output

Calculation Reference: AUDIT-515506-210527-0522

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
HC HAMPSHIRE		1 days
SC SURREY		1 days
WS WEST SUSSEX		1 days
04 EAST ANGLIA		
NF NORFOLK		2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 514 to 1040 (units:)
 Range Selected by User: 500 to 1500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 13/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 3 days
 Thursday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
 Directional ATC Count 2 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 2 days

10,001 to 15,000 3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000 2 days

125,001 to 250,000 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known 2 days

Yes 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

<p>1 HC-03-A-16 HOUSES & FLATS RIDGEWAY/MEADOW WAY WINCHESTER BADGER FARM Edge of Town Residential Zone Total No of Dwellings: 1040 Survey date: THURSDAY 07/12/00</p>	<p>HAMPSHIRE</p> <p>Survey Type: DIRECTIONAL ATC COUNT</p>
<p>2 NF-03-A-12 MIXED HOUSES & FLATS ROUND HOUSE WAY NORWICH CRINGLEFORD Edge of Town Residential Zone Total No of Dwellings: 981 Survey date: THURSDAY 05/10/17</p>	<p>NORFOLK</p> <p>Survey Type: DIRECTIONAL ATC COUNT</p>
<p>3 NF-03-A-22 MIXED HOUSES & FLATS ROUND HOUSE WAY NORWICH CRINGLEFORD Edge of Town Residential Zone Total No of Dwellings: 984 Survey date: TUESDAY 13/10/20</p>	<p>NORFOLK</p> <p>Survey Type: MANUAL</p>
<p>4 SC-03-A-02 SEMI DETACHED A24 EPSOM Edge of Town Residential Zone Total No of Dwellings: 514 Survey date: TUESDAY 03/10/00</p>	<p>SURREY</p> <p>Survey Type: MANUAL</p>
<p>5 WS-03-A-11 MIXED HOUSES ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings: 918 Survey date: TUESDAY 02/04/19</p>	<p>WEST SUSSEX</p> <p>Survey Type: MANUAL</p>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	1	1040	0.021	1	1040	0.015	1	1040	0.036
01:00 - 02:00	1	1040	0.001	1	1040	0.001	1	1040	0.002
02:00 - 03:00	1	1040	0.005	1	1040	0.004	1	1040	0.009
03:00 - 04:00	1	1040	0.002	1	1040	0.000	1	1040	0.002
04:00 - 05:00	1	1040	0.000	1	1040	0.004	1	1040	0.004
05:00 - 06:00	1	1040	0.008	1	1040	0.026	1	1040	0.034
06:00 - 07:00	1	1040	0.025	1	1040	0.107	1	1040	0.132
07:00 - 08:00	5	887	0.068	5	887	0.331	5	887	0.399
08:00 - 09:00	5	887	0.140	5	887	0.366	5	887	0.506
09:00 - 10:00	5	887	0.125	5	887	0.169	5	887	0.294
10:00 - 11:00	5	887	0.110	5	887	0.123	5	887	0.233
11:00 - 12:00	5	887	0.117	5	887	0.124	5	887	0.241
12:00 - 13:00	5	887	0.128	5	887	0.125	5	887	0.253
13:00 - 14:00	5	887	0.137	5	887	0.133	5	887	0.270
14:00 - 15:00	5	887	0.145	5	887	0.137	5	887	0.282
15:00 - 16:00	5	887	0.213	5	887	0.174	5	887	0.387
16:00 - 17:00	5	887	0.252	5	887	0.152	5	887	0.404
17:00 - 18:00	5	887	0.339	5	887	0.175	5	887	0.514
18:00 - 19:00	5	887	0.310	5	887	0.169	5	887	0.479
19:00 - 20:00	1	1040	0.266	1	1040	0.181	1	1040	0.447
20:00 - 21:00	1	1040	0.182	1	1040	0.135	1	1040	0.317
21:00 - 22:00	1	1040	0.133	1	1040	0.061	1	1040	0.194
22:00 - 23:00	1	1040	0.084	1	1040	0.035	1	1040	0.119
23:00 - 24:00	1	1040	0.076	1	1040	0.034	1	1040	0.110
Total Rates:			2.887			2.781			5.668

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	514 - 1040 (units:)
Survey date range:	01/01/00 - 13/10/20
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 4: Update to Initial Transport Appraisal (February 2024)

TECHNICAL NOTE

Project Title: Land South of Uppingham Road, Bushby, Leicestershire
Report Reference: 794-PLN-TRP-00079-01
Date: 14 February 2024

UPDATE ON INITIAL TRANSPORT APPRAISAL

Introduction

- 1.1 RPS Consulting Services Ltd are instructed by Mulberry Strategic Land Limited, to provide transport planning advice with respect to the potential development of land to the south of Uppingham Road in Bushby, Leicestershire.
- 1.2 An Initial Transport Appraisal report was prepared by RPS in June 2021, to consider the issues and opportunities available as part of the proposed site being allocated within the Harborough District Council Local Plan for approximately 1,000 new dwellings. The scope of that assessment considered the opportunities for access to the site and the overall potential impact of the development on the local highway network.
- 1.3 RPS have now been instructed to review those previous work in the context of the ongoing assessment work that has been undertaken to support the proposals at North Scraftoft, and to identify any additional assessment work that may be required as a consequence of that development.
- 1.4 In this regard it is assumed that the proposals for the Land South of Uppingham Road remain the same (for up to 1000 dwellings) with two points of access to the site from the Uppingham Road.

Scraftoft Proposals and Assessment Methodology

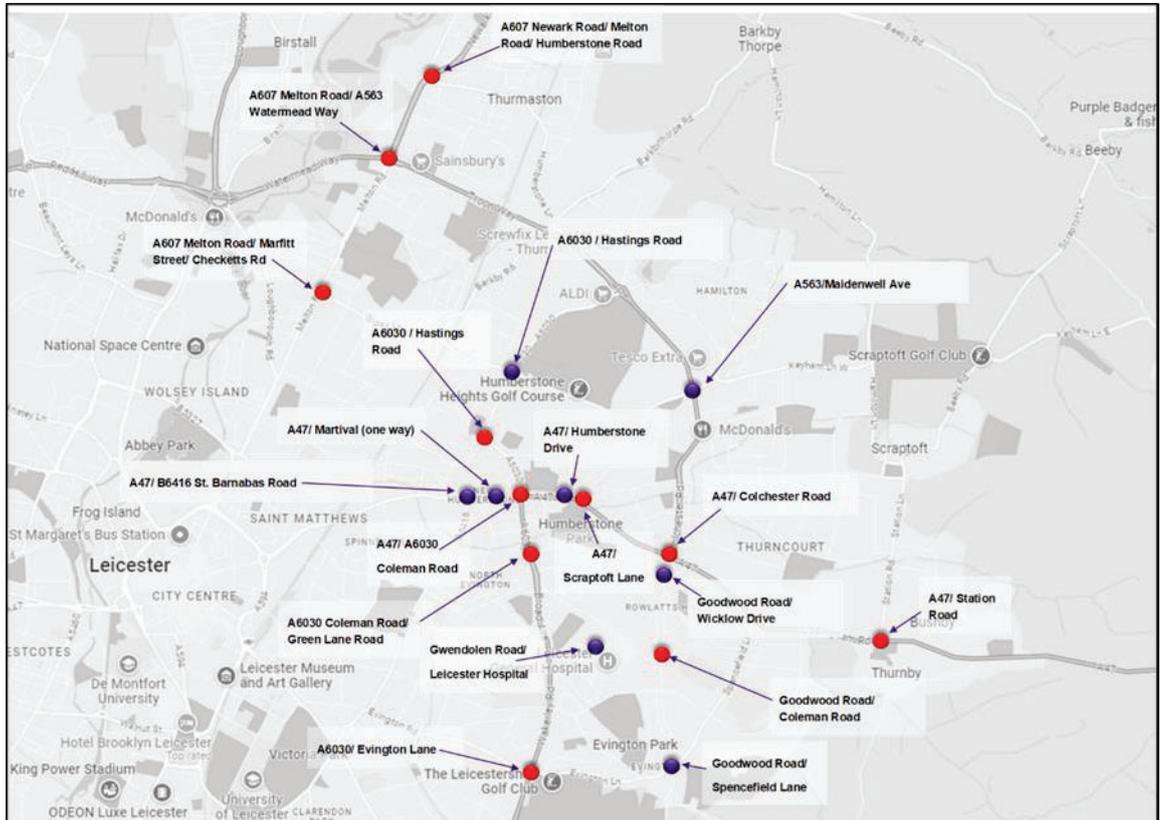
- 1.5 The proposals that have been submitted in relation to Scraftoft relate to the development of up to 1,200 dwellings, together with a Care Home and a 2FE Primary School.
- 1.6 The Scraftoft development has been assessed within the Pan Regional Transport Model (PRTM) which covers the majority of Leicestershire and is generally required by Leicestershire County Council (LCC) Highways Department for developments in excess of circa 250 dwellings. Hence in the case of the land south of Uppingham Road, it would be expected that this site will also require assessment within the PRTM.
- 1.7 The basis of the assessment of the Scraftoft scheme has adopted trip rates for the residential development as set out below. These were agreed with LCC in February 2018 and were based on agreed trip rates of four other sites with development quantum ranging between 130 and 416 units. Clearly these were much smaller in scale than the Scraftoft proposals.

Table 1: Scraptoft Vehicle Trip Generation – 1,200 Dwellings

	Arrivals		Departures		Two-way	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Weekday AM Peak (08:00 – 09:00)	0.191	229	0.578	694	0.769	923
Weekday PM Peak (17:00 – 18:00)	0.492	590	0.292	350	0.784	940

- 1.8 The more recent review of trip rates for the Scraptoft scheme has highlighted other sites within Leicestershire where the trip rates adopted are much lower. In this regard the Thorpebury SUE development to the north of Scraptoft, has been assessed on the basis of trip rates relating to 0.439 two way trips in the AM peak and 0.479 two way trips in the PM peak.
- 1.9 Likewise the Land East of Lutterworth SUE has been assessed on the basis of trips rates relating to 0.446 two way trips in the AM peak and 0.426 two way trips in the PM peak. Turning to the Broadnook Development, north of the A46 Birstall has been assessed on the basis of 0.573 two way trips in the AM peak and 0.653 two way trips in the PM peak.
- 1.10 Hence the assessment within the Scraptoft TA of the development based on the agreed trip rates will provide a very robust assessment.
- 1.11 Based on these trip rates and by adopting a local zone for the distribution of the traffic the PRTM assessment has been undertaken. The Area of Influence (AOI) of the development is defined as the area over which traffic flows change by +/- 5% and 30+/- Passenger Car Units (PCU's). This can be a reduction in flows as well as an increase in the overall traffic volume. Traffic volume changes below this level on the network are not considered to be material to the operation of links or junctions on the network and are therefore not considered as part of the overall assessment of the development.
- 1.12 Within this AOI, LCC require further detailed review and assessment where the Volume over Capacity (V/C) % data exceeds 85% V/C with or without development. Accordingly the PRTM assessment highlighted the following junctions within the vicinity of the development. These were subject to further review, either as detailed capacity junction assessment or high level overview. The extent of junctions assessed are shown below in **Figure 1**.

Figure 1: Junctions from the PRTM Assessment highlighted for further review



- 1.13 In most cases the high level overview demonstrated that the impact of the development traffic at each of these junctions was less than 5% in the morning and evening peak periods.
- 1.14 The key junctions requiring more detailed assessment and resulting in mitigation as part of the Scraftoft North application were as follows;
- A47 / Station Road – Proposed junction improvements as identified in the original TA: result shows significant capacity improvements;
 - Scraftoft Lane / A563 Hungarton Boulevard – Upgrade of existing MOVA operating system; and
 - A563 Maidenwell Ave / Lower Keyham Lane/ A563 – Contribution towards improvements to this junction or implementation of improvements identified.
- 1.15 Of those junctions the A47 / Station Road is the most pertinent to the Uppingham Road, Bushby scheme.
- 1.16 It should however also be noted that a detailed review was required of the key junctions to the south of the A47 and also those further south toward the B582 Gartree Road and A6.
- 1.17 As yet there has not been any feedback by either the County Council Highways Department or the City Council Highways team on the latest Scraftoft submissions.

Uppingham Road Bushby Scheme

1.18 The Initial Transport Appraisal for the land south of Uppingham Road suggested the following trip rates be applied to the development quantum, in order to determine the number of trips generated by the development.

Table 1.2: Proposed Bushby Vehicle Trip Generation – 1,000 Dwellings

	Arrivals		Departures		Two-way	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Weekday AM Peak (08:00 – 09:00)	0.140	140	0.366	366	0.506	506
Weekday PM Peak (17:00 – 18:00)	0.339	339	0.175	175	0.514	514

1.19 In this regard it is considered that these remain valid for the purpose of assessment of the development.

1.20 For the overall impact of the development the Initial Transport Appraisal identified 5 junctions likely to require further assessment as these include:-

- Station Road / Uppingham Road junction
- Uppingham Road / Grange Lane
- Station Lane / Scraftoft Lane
- A47 / Spencefield Lane B667
- A47 / A563

1.21 All of the above junctions have been reviewed as part of the Scraftoft North Development.

1.22 However, for the assessment of the Uppingham Road, Bushby development, it is considered that LCC will require this to be undertaken in PRTM and to follow the similar process as the Scraftoft development. That said the base model review for Uppingham Road should be very similar to Scraftoft and hence the Local Model Validation work required for Uppingham Road should be relatively easily achieved.

1.23 The basis of review of Uppingham Road and the AOI will also follow a similar approach and hence it is anticipated that the overall impact of the development will highlight similar junctions to those shown in Figure 1 above. That said the net impact of the development and the detailed review of the key junctions is still likely to be those identified in paragraph 1.20 above as taken from the Initial Transport Appraisal.

1.24 Any assessment of the development within PRTM will take account of the Local Plan growth within Harborough DC and the wider area and will also be required to consider Scraftoft in the overall assessment. Hence any smaller current or consented developments will be covered by the background growth.

Summary

- 1.25 In summary therefore, the details set out in the Initial Transport Assessment remain valid in terms of the assessment criteria and key junctions likely to be affected by the development. However it is clear that any assessment of the Bushby scheme will be required to be assessed within PRTM which will then involve a wider area review of the congested junctions within the AOI.
- 1.26 The experience of dealing with the Scraftoft scheme offers an insight to the likely junctions which will require further review. These will include the network to the south of the A47 and towards Gartree Road. However the likely impact of the development and the detailed junction assessments will be in the context of the key junctions already identified.
- 1.27 It is therefore concluded that the Initial Transport Assessment remains valid other than the means of assessment of the local highway network which will need to be undertaken within LCC's PRTM model.

Appendix 5: Transport Technical Note (May 2025)

TECHNICAL NOTE

Project Title: Land South of Uppingham Road, Bushby, Leicestershire
Report Reference: 794-PLN-TRP-00255-01
Date: 1 May 2025

HARBOROUGH DISTRICT COUNCIL REGULATION 19 PROPOSED DRAFT LOCAL PLAN SUBMISSION

Introduction

- 1.1 RPS Consulting Services Ltd is instructed by Mulberry Strategic Land, to provide transport planning representations with respect to the potential development of land to the south of Uppingham Road in Bushby, Leicestershire.
- 1.2 An Initial Transport Appraisal report was prepared by RPS in June 2021, to consider the issues and opportunities available as part of the proposed site being allocated within the Harborough District Council Local Plan for approximately 1,000 new dwellings. The scope of that assessment considered the opportunities for access to the site and the overall potential impact of the development on the local highway network.
- 1.3 The Transport Appraisal was updated in February 2024 in the context of the ongoing assessment work that has been undertaken to support the proposals at North Scraftoft, and to identify any additional assessment work that may be required as a consequence of that development.
- 1.4 This Technical provides an update on the position with respect to Transport Planning for the Uppingham Road site.

Leicestershire County Council LTP4 Core Document

- 1.5 The strategic vision of the LTP4 Core Document (2026 -2040) is as follows:

“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.”
- 1.6 The five core themes which form the structure and direction of the LTP4 Core Document include:
 - Enabling Health and Wellbeing
 - Protecting the Environment
 - Delivery Economic Growth
 - Enhancing Our Transport Networks Resilience
 - Embracing Innovation

1.7 Some of the key challenges Leicestershire faces are housing demand and employment demand. With regard to housing demand, the LTP4 states the following:

“A key aspect of the LTP will be to support the Local Plan Process in the delivery of new homes across the county. The latest Leicester & Leicestershire Housing and Economic Needs Assessment (HENA) commissioned by the local authorities and the Leicester and Leicestershire Enterprise Partnership (LLEP) has identified that during the period of 2020 to 2041 an additional 120,000 dwellings will be required across the county.”

1.8 Some of the key challenges which the LTP4 will need to address by 2043 are as follows:

- 29% increase in vehicle kilometres travelled across the county
- A need to accommodate an additional 120,000 homes
- 5.5% increase in carbon emissions impacting on air quality and the health of our communities
- 26% increase in demand for rail travel
- 7% reduction in average speeds across the network
- Only a 1.2% increase in travel by active modes on existing low level of usage

1.9 The LTP4 Core Document comprises of six core policies:

- Core Policy 1: Delivering the Vision
- Core Policy 2: Managing Demand
- Core Policy 3: Enabling Travel Choice
- Core Policy 4: Delivering Solutions
- Core Policy 5: Embracing Innovation
- Core Policy 6: Evaluating Progress

1.10 The LTP4 Core Document (2026-2040) concludes that enabling growth (homes and jobs) is a key challenge within Leicestershire which the LTP4 aims to address. A larger emphasis is also placed on delivering transport solutions which support and benefit the health and wellbeing of communities and the potential benefits of active travel.

Harborough District Council Draft Local Plan

1.11 The site accords with Policy DS03 (Tackling Climate Change and Enhancing the Natural Environment) given its location close to the existing urban area and the opportunities for residents to walk, cycle or make use of public transport for trips to and from the proposed development as discussed below.

1.12 With two vehicular accesses onto the A47 and a significant frontage along this strategic transport link, the site provides several opportunities for sustainable travel.

1.13 The A47 is already a bus corridor into Leicester City Centre and the site could deliver high quality bus stop infrastructure as well as providing an opportunity for a minor (and therefore feasible, in terms of journey time) diversion into the site on a loop with the two vehicular accesses.

- 1.14 The site has the opportunity to create a network of sustainable links within its own boundaries as well as ensuring these can further benefit the surrounding land uses. The site is bisected by PROW D11 which connects to Main Street within Thurnby and continues eastward toward Houghton on the Hill.
- 1.15 The site accords with Policy DS05 (Supporting Strategic Infrastructure).
- 1.16 The site frontage along the A47 affords the opportunity for an extension of the existing cycle route to the north side of the A47 provided as part of the Bushby Fields development. This then links into the wider cycling infrastructure proposals that Leicestershire County Council may bring forward as part of its strategic improvements to support the Local Plans across the whole County.

Strategic Transport Impact Assessment (STIA)

- 1.17 As part of the Local Plan process undertaken across Leicestershire by the Local Planning Authorities, Leicestershire County Council (LCC) as Highway Authority has commissioned a considerable body of transport analysis brought together as the South Leicestershire Joint Transport Evidence.
- 1.18 In terms of the evidence to support the local plan the recently published document, South Leicestershire Joint Transport Evidence, Stage 1 Report (Jan 2025), appears to include the site within the Option 2 testing. It is assumed that this evidence then leads into the more specific evidence which is included on the Strategic Transport Impact Assessment (STIA) (Jan 2025) However what do not appear to be evident is the specific Local Plan Allocations testing and the reasoning for discounting sites including the omission site which is the subject of this technical note.
- 1.19 The work undertaken with the Strategic Transport Impact Assessment highlights each of the proposed allocations and then seeks to attribute mitigation to each of these including measures for walking, cycling and public transport. Whilst the land south of Uppingham Road has not been included within the analysis, many of the proposed allocation sites offer far more challenging infrastructure issues.
- 1.20 The inclusion of sites identified as Ref 8241 Land North of A47 East of Zouche Way, Ref 8227 Scruptoft and Bushby and Ref 8090 Land East of Beeby Road all require the upgrading of the A47 junction at Station Road and all require measures to improve walking, cycling and bus access. However, none of these sites offer any greater opportunities in terms of sustainable access and vehicular access than the objection site considered in this technical note.
- 1.21 Furthermore, the proposed allocations to the south and north of the A47 east of Leicester, including those at Houghton on the Hill, arguably offer far less sustainable locations for development given that the predominant direction of travel will be to the west and toward Leicester City.
- 1.22 Whilst many of the other proposed allocation sites included within the assessment have access difficulties and impact complex areas of the transport network, whereas this site has already secured positive impact for its vehicular strategy for the A47 from LCC. This should be given considerable weight alongside the sustainable opportunities for travel available in this location.

- 1.23 Accordingly it is considered that this site offers a realistic opportunity to deliver sustainable development in a location which abuts the existing urban area, and in immediate proximity to other more recent development consented by HDC.

Summary

- 1.24 In summary therefore, the omission of the Uppingham Road site from the Draft Local Plan and its supportive documents should be rectified, given the evidence in support of the proposed development site and the issues associated with other more challenging sites contained within the local plan evidence.
- 1.25 Having direct access onto the A47 with the benefit of access to existing bus services, together with the pedestrian and cycle links that can be provided will offer realistic opportunities for sustainable travel. Furthermore vehicle access is readily achieved and can ensure traffic is routed via the key transport corridors within this part of Leicestershire.

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