

Mr Roy Denney,

Item 6.B

You have been sent this email because you or somebody else has submitted a comment on a Planning Application to your local authority using your email address. A summary of your comments is provided below.

Comments were submitted at 2:18 PM on 19 Jun 2015 from Mr Roy Denney.

Application Summary

Address: Money Hill Site North Of Nottigham Road And South Of A511 Ashby De La Zouch Leicestershire

Proposal: Development of 605 residential dwellings including a 60 unit extra care centre (C2), a new primary school (D1), a new health centre (D1), a new nursery school (D1), a new community hall (D1), new neighbourhood retail use (A1), new public open space and vehicular access from the A511 and Nottingham Road (outline - all matters other than part access reserved)|cr||cr|

Case Officer: James Knightley

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Customer Details

Name: Mr Roy Denney

Email: roydenney@hotmail.com

Address: 33 Clovelly Road, Glenfield, Leicester LE3 8AE

Comments Details

Commenter Type: Consultee

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comments: I am submitting these comments on behalf of the Leicestershire Local Access Forum (LLAF) which wishes to make what we trust you will find constructive suggestions.

The benefits of the footpath, bridleway and cycleway networks are multi-dimensional and have impacts on sustainable transport, green infrastructure, recreation, tourism, local economies, health and general well-being. They are an essential mechanism for linking communities and facilities if we are to reduce motorised transport and the carbon emissions that ensue.

Whenever new developments are considered it is important that improvements to the foot/bridle/cycle path network are considered. Such changes will normally have beneficial impacts on local economies and the aspiration should be for improvements rather than for maintenance of the status quo. Considering their public utility, footpaths have very low maintenance costs. The larger the scale of any developments, the greater should be the opportunity to enhance all aspects of the foot/bridle/cycle paths network.

The most important property of the network is the inter-connectedness of the network itself. Every opportunity should be taken to improve the inter-linking of the network so that it becomes more useful to the public. For the maximum public benefits, the main target groups are schoolchildren and

short-distance commuters. In essence, these require direct routes from A to B. Such routes should also provide safe and pleasant access to and from public transport facilities, local shops, medical centres etc. and preferably be off-road.

As far as this proposed development is concerned the existing public footpath most affected is O89, which is part of the Ivanhoe Way. As such this route, approaching the major historic town as it does, should be enhanced to provide an off-road access to Ivanhoe College, Ashby Grammar School, the Hood Leisure Centre, Library and Town Centre shops. Giving the route its name would elevate it above being just another anonymous 'estate path'. We further suggest there be off-road pedestrian/cycle access to Woodcote Primary School, and to the employment on Smisby Road.

We would also remind you that O89 leads, in Ashby, to BW O92, which in turn leads to BW O88 which are multi-user routes which can take cyclists and horse riders out of Ashby safely past the A511 to the quieter Nottingham and Smisby Roads area. This links up to a permissive route that goes all the way to Staunton Harold. It would greatly benefit the people of Ashby and visitors to the town if this multi user route could be extended into Ashby town centre. This could also link up with a proposed route to Hicks Lodge. This should be borne in mind when considering the status of any links.

In line with recent Government papers regarding cycling, planners could insist on separate Cycleways on all new developments. Given there is a patchy history when mixing bikes with pedestrians, horse riders or vehicles, with numerous confrontations, this may also be something which could be considered.

We would also ask that you review the public transport provision. We would hope that the existing Ashby Town Service to the Marlborough Way estate could be extended to circulate through this area.

The LLAF is an independent statutory body, set up as a result of the Countryside and Rights of Way Act (CROW) 2000, and exists to represent the interests of everyone concerned with access to the countryside and the public rights of way network including footpaths, bridleways and byways, cycleways and areas of open access.

Section 94 of the CROW act makes it a statutory function of the Forum to give advice to a range of bodies, including local authorities, on access issues in respect of land use planning matters.

Ministers have advised that in particular forums were asked to focus on the impact and options for minimising possible adverse effects, of planning policies and development proposals in respect of future public access to land and identifying and expressing support for opportunities to improve public access, or associated infrastructure, which might be delivered through planning policies or new development.

Roy Denney
Chairman, Planning & Travel Committee
Leicestershire Local Access Forum