

A511 Bardon Link Road

Statement of Community Engagement

Leicestershire County Council

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Quality information

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1. Introduction

Purpose of the Statement of Community Engagement

- 1.1 Leicestershire County Council (LCC) is preparing to submit a full planning application to LCC as planning authority for the Bardon Link Road: a new section of highway extending southwards from the A511 Bardon Road and linking to the housing development at Grange Road. AECOM has been commissioned by LCC to prepare the planning application supporting documents. The scope of the commission includes the preparation of a Statement of Community Engagement (SCE). This Statement of Community Engagement (SCE) provides an overview of the engagement activities that have been undertaken by LCC as applicant, prior to the submission of a planning application for the Bardon Link Road Scheme.
- 1.2 The SCE outlines the engagement methods used, outlines the approach to advertising and provides a summary of the feedback received.
- 1.3 These activities adhere to the guidance provided within the Leicestershire County Council, Statement of Community Involvement, 2015, within which it states that;

'Leicestershire County Council is very much in favour of applicants holding pre-application discussions with stakeholders and the local community.'

Context for the SCE

- 1.4 The revised National Planning Policy Framework, July 2021, emphasises the importance of pre-application engagement with the local community and where relevant with statutory and non-statutory consultees. It suggests that addressing issues earlier can help local authorities issue timely decisions and can reduce unnecessary delays and costs.

Project Overview

Aim of the Proposed Scheme

- 1.5 The proposed Bardon Link Road scheme, herein referred to as 'the Proposed Scheme' is being promoted by LCC. The Proposed Scheme is one part of the wider A511 Growth Corridor Scheme which comprises improvements made to nine locations between the A42 junction 13 at Ashby, to the Field Head roundabout near junction 22 of the M1, including the upgrading of a section of Stephenson Way from a single to a dual carriageway.
- 1.6 The Proposed Scheme, in combination with the other junction improvements associated with the wider A511 Growth Corridor Scheme, will link the A511 with the new housing development at Grange Road, improve congestion along the A511 and surrounding roads, unlock further locations for homes and jobs, and improve journey times for users of the corridor.
- 1.7 LCC held a series of public consultation events in September 2019 to present and discuss the proposed improvements for the A511. Following this consultation, further design work was undertaken. Most of the junction improvement works proposed as part of the A511 Growth Corridor Scheme will be progressed under LCC's permitted development rights and so will not require planning applications.

Description of Development

- 1.8 The Proposed Scheme will comprise:
 - construction of approximately 450 m new highway:
 - demolition of four properties, to the south of A511 Bardon Road:
 - construction of a fourth arm to the south of the Bardon Road/Stephenson Way roundabout:
 - construction of an underpass below the railway for the new road to pass through:

- creation of a shared cycle/footway along the length of the new road;
- diversion of a public right of way: and
- associated drainage works, including a culvert through the railway embankment and a drainage pond.

2. Public/Stakeholder Engagement

Approach to Public Consultation

- 2.1 The proposals for the A511 Bardon Link Road were available for public consultation and comment during the period 27th September through to 31st October 2021. The consultation comprised a series of informal discussions with directly affected neighbours, consultation events held on two days at The Hermitage Park Hotel, Coalville where members from the project team attended and spoke with interested parties and a dedicated web page on the LCC website.

Publicising the Exhibition

- 2.2 A range of publicising activities have been undertaken, including:

- On Monday 13th September 2021 two members of the LCC project team hand delivered 29 letters (a copy of which is available in Appendix A, document A.1). The letter included a plan showing a sketch of the Proposed Scheme. This letter was delivered to those residents located immediately adjacent to the proposed new road. These were identified as the Zone 1 properties. Following the initial distribution of the letters on Monday 13th September, each of the 29 properties was visited again on the 16th and 17th September to give the residents an opportunity to discuss the scheme proposals and to address any questions. The feedback received at this point indicated that the engagement was well received and much appreciated. During this exercise only 5 of the 29 properties resulted in no reply.
- On Wednesday 15th September, a further 1,700 letters, including the sketch plan of the Proposed Scheme were delivered via 1st class Royal Mail to a wider area of properties around the scheme, identified as Zone 2 as well as to a number of stakeholders. A copy of this letter and the sketch plan is available within Appendix A (A.2 and A.3).
- On Friday 17th September, posters were displayed around the Coalville area at the following locations:
 - Stephenson College
 - McDonalds
 - Aldi
 - Lidl
 - Morrison's
 - Coalville Post Office (located in Asda on Ashby Road)
 - Costa Coffee, Coalville Precinct
 - The new Coalville indoor market, Marlborough Square
 - Coalville Library
 - North West Leicestershire District Council Offices, Whitwick Road
- The details of the proposed link road were available to access during the consultation period via LCC's website on the 'Current Engagement' page:

<https://www.leicestershire.gov.uk/have-your-say/current-engagement/>

From here the online consultation platform, Confers, could be accessed to find further information including scheme plans and computer generated images of the proposed changes. There was also a FAQ section and a short questionnaire at the end of the presentation where feedback could be provided, these details are still available for viewing on the LCC website. Once the consultation had closed, the links were moved to the 'You said, we did' page of LCC's website which allowed the public to continue to view the consultation material while the project team were analysing the feedback received:

<https://www.leicestershire.gov.uk/have-your-say/you-said-we-did>

- LCC's online consultation platform, 'Confers' is available at this link:
<https://leicestershire.confers.com/room/presentation?roomid=51#page/home>

Within this platform people are able to add their comments/views on particular parts of the Proposed Scheme. Confers is an interactive site allowing people to participate by using a thumbs up, thumbs down tag which can be placed on the plan and add a comment to it if minded. The LCC project team are able to interact through replying to comments.

- LCC set up a dedicated email address where the public could submit questions/queries they had during the consultation period. This email address is monitored on a daily basis and remains available for the public to contact the LCC project team:

A511MRN@leics.gov.uk

- The LCC Customer Service Centre were also briefed on the Proposed Scheme. Should phone calls be made to the general phonenumber, these calls were diverted to members of the project team if further discussion was required. Both the LCC Customer Services Centre and North West Leicestershire District Council (NWLDC) Customer Services Centre were provided with copies of the letters / plan / FAQs / questionnaires and contact telephone numbers for the project team to facilitate responses to any questions / queries they received.
- There was direct engagement with the Lead Member and the relevant County Councillors as well as a copy of the letter and plan being uploaded to the Members' Hub, viewable by all Leicestershire County Councillors. Local District Councillors were also notified of the events and received a copy of the letter and plan to inform them should they receive any calls from their constituents on the matter.
- A media release was issued to The Coalville Times, who published a notice on Thursday 23rd September (6 days prior to the first public consultation in-person event) advertising the consultation days and inviting the public to join in.
- Twitter and Facebook live feeds about the consultation events were shared the day before and on the day of the events which were generated by LCC Communications Team.

2.3 The two in-person public consultation events took place at The Hermitage Park Hotel, Whitwick Road, Coalville on Wednesday 29th September from 10am until 3pm and Friday 1st October from 4pm – 8pm. The latter was attended by LCC's Lead Member.

3. Feedback and Analysis

Introduction

- 3.1 This section of the SCE provides a summary of the feedback received during the consultation process. The feedback was collected via completed feedback forms handed out at the drop-in event, online responses, emails received through the dedicated scheme email address, phone calls through to the LCC customer services team and through discussions held during the consultation events.
- 3.2 In total,
- 46 people attended the two public consultation events held over the two days; 26 visited on 29th September and 20 visited on 1st October:
 - 201 visitor sessions were logged on the online consultation website, Confers:
 - 13 emails received via the dedicated scheme email inbox: and
 - 68 feedback forms were received.
- 3.3 Whilst the overall number of people attending the public consultation events was relatively low, those who did attend were very engaged and the majority stayed to discuss the proposals for on average 45 minutes. The majority of the attendants had heard about the consultation events through local flyers and attended to discuss not only this scheme but the wider A511 Growth Corridor Scheme too.

Equalities Questions

- 3.4 The initial questions (Questions 1 to 3) of the online questionnaire and feedback forms asked consultees to provide additional information about themselves to help LCC understand the demographics and location of those responding. These questions were not mandatory. An overview of the responses provided is presented below:

Gender

- 3.5 Consultees were asked their gender, given the options: female, male or prefer to self-describe. More responses were received from males (45.59%) than any other group.

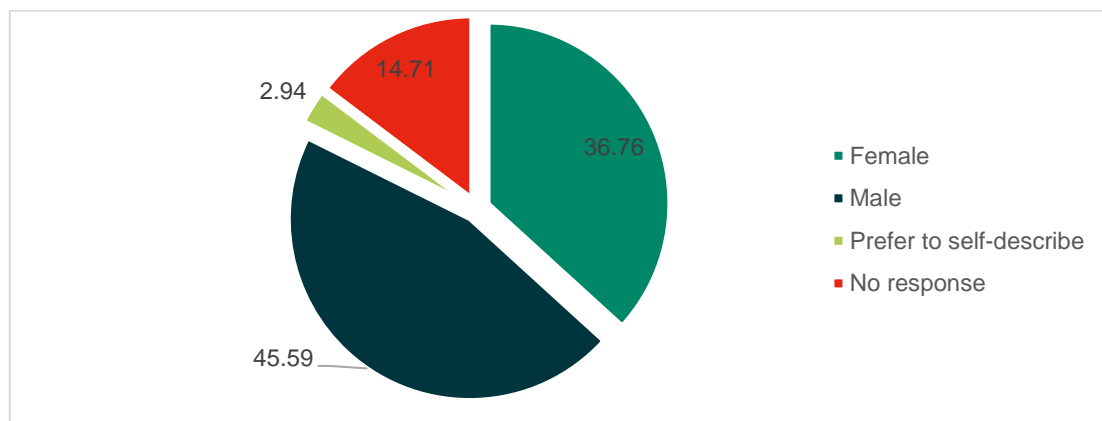


Figure 3-1: Indication of Gender

Age

3.6 Consultees were asked to provide their age. Figure 3-2 below indicates the age split of consultees.

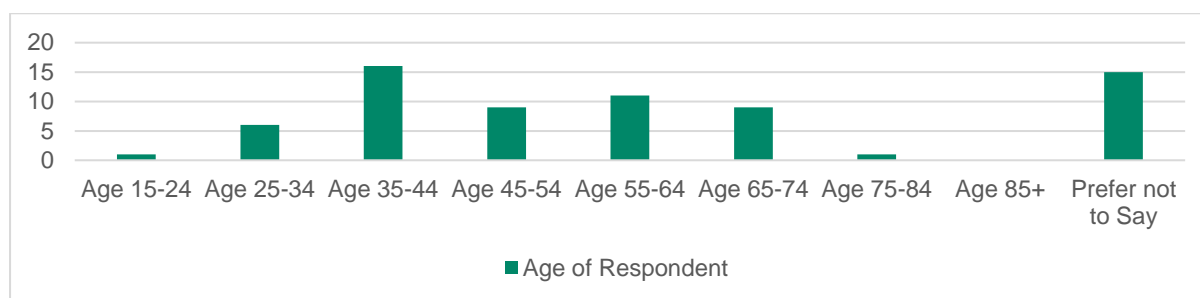


Figure 3-2: Age Profile of Consultees

Employment Status

3.7 Consultees were asked about their employment status and were given the options: Employee in full time job (30 hours plus per week), Employee in part-time job (less than 30 hours per week), Self-employed full or part-time, wholly retired from work or, doing something else. The graph below presents the results from this question. Almost half (47.06%) of consultees indicated that they were employed on a full time basis.

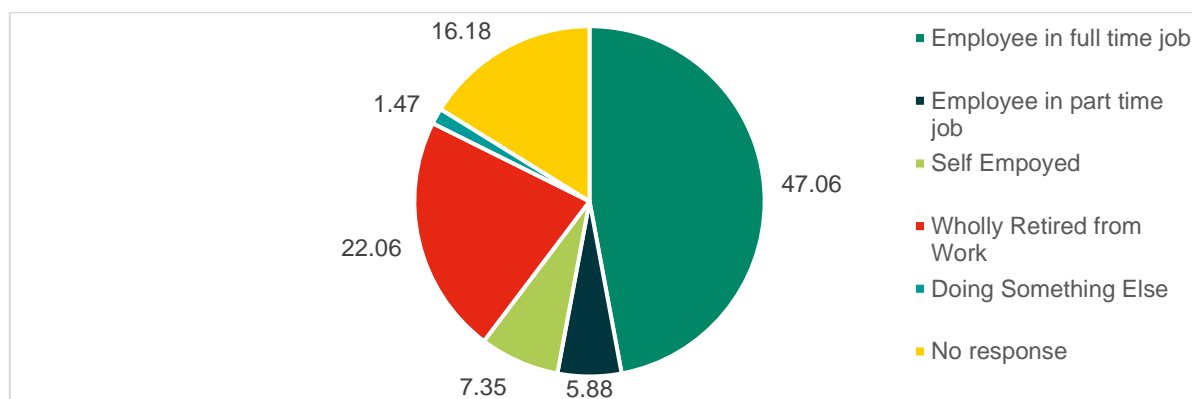


Figure 3-3: Consultee Employment Status

Detailed Feedback Analysis

3.8 This section provides an analysis of the feedback that was received as part of the consultation process. All consultation responses were included in the analysis including feedback form responses, emails and phone calls and comments made on the online consultation platform.

3.9 In addition to the feedback detailed below, the online consultation website contained a 'thumbs up/thumbs down' voting option, for which the overall feedback was:

- 24 consultees voted thumbs up:
- 26 consultees voting thumbs down.
- 151 visitors to the online consultation platform did not use the voting options.

3.10 Of the 201 visitors to the online consultation platform, 32 open text comments were received, a breakdown to the issues raised and a response to those issues is provided below.

3.11 It should be noted that the consultees were not required to answer every question and therefore there may be different response rates to each question. Further, the response rate in the analysis below has been rounded to the nearest decimal place and therefore does not always equal precisely 100%. The section below provides an in-depth analysis of the responses provided to each question. For those questions which provided space for comments, the feedback has been grouped into a number of themes.

3.12 In response to questions 4, 5, 6 and 7 consultees were given the following choices to select:

- Strongly disagree
- Tend to disagree
- Neither agree nor disagree
- Tend to agree
- Strongly agree
- Don't know (questions 6 and 7 only)

Question 4 and 4a: To What Extent do you Agree or Disagree with the Proposed Designs?

3.13 The results from this question are presented in Figure 3-4. A total of 37 consultees disagreed to some extent with the proposed designs, 25 of whom strongly disagree; 28 consultees elected to agree to some extent to the proposed design.

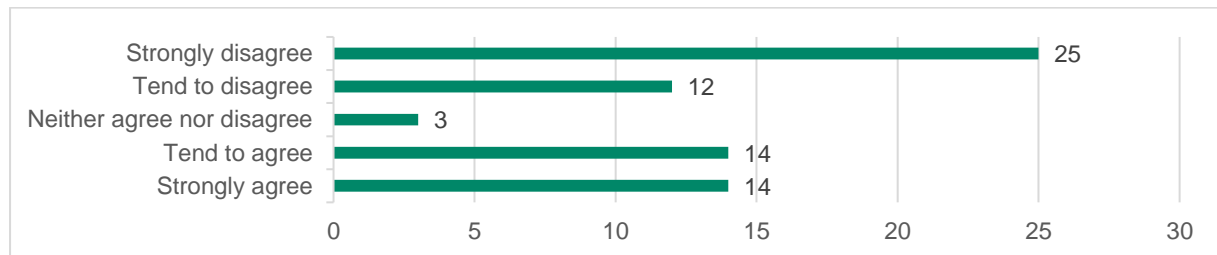


Figure 3-4: Chart Showing: To What Extent Consultees Agree/Disagree with the Proposed Design

- 3.14 Question 4a asked the consultee to provide further reasoning for the answer they gave at question 4. An open, free-text box was provided for comments. The responses given were varied and for analysis reasons have been grouped into themes. The responses are detailed in Table 3-1 below.
- 3.15 Whilst the consultation was specifically about the proposed Bardon Link Road, a large number of the consultees made comments referring to the wider A511 improvement works, with comments referring to the junction improvement works proposed at other junctions outside of the scope of this planning application, and other comments detailing the potential impact of the proposed A511 improvement works on the surrounding small villages.
- 3.16 Other highlights from the response to this question include congestion with some contradictory comments received. Whilst a number of consultees referred to existing levels of congestion, some consultees suggested congestion was not an issue and many of those who referred to the congestion levels indicated that they did not consider the proposed link road would help relieve congestion.

Table 3-1: Common Themes Raised in Response to Question 4a

Issues by Theme Raised by Consultees	Number of times theme raised
The wider A511 improvement work proposals:	
<ul style="list-style-type: none"> Consultees made various comments with regards to the wider A511 Improvement Scheme including: A request to ensure the other improvements along the A511 route are progressed, comments with regards to the proposed works at other junctions along the A511 corridor, the impacts of the A511 works on the surrounding villages, progression of the Bardon Bypass. 	14
Congestion:	
<ul style="list-style-type: none"> Consultees commented on the exiting high levels of congestion in the area 	12
<ul style="list-style-type: none"> Comments indicating that consultees don't believe the scheme would improve congestion levels. 	8
<ul style="list-style-type: none"> Comments indicating that the proposed scheme would improve the current congestion level 	4
<ul style="list-style-type: none"> Suggestions that the scheme is only being built to benefit the proposed new developments 	4
<ul style="list-style-type: none"> Consultees commented that they did not consider congestion in the area to be an issue 	2
<ul style="list-style-type: none"> Concerns that the congestion issue will be moved elsewhere 	1
Public Transport	
<ul style="list-style-type: none"> Comments requesting more public transport links 	5
<ul style="list-style-type: none"> Comments suggesting the Proposed Scheme would improve public transport / active travel links in the area 	3
<ul style="list-style-type: none"> Re-opening of the former railway line should be considered 	2
Impact on Wildlife and Open Space	
<ul style="list-style-type: none"> Concerns with regards to the loss of open countryside/vegetation 	4
<ul style="list-style-type: none"> Concerns with regards the negative impact the scheme will have on wildlife 	3
<ul style="list-style-type: none"> Concerns with regards to the loss of open space 	2
Pollution	
<ul style="list-style-type: none"> Comments suggesting the Proposed Scheme would increase pollution levels (noise/vibration/air) 	7
<ul style="list-style-type: none"> Comments suggesting pollution is currently an issue 	3
<ul style="list-style-type: none"> Comments with regards to the pollution impact during the construction phase 	1
Levels of Development in the area	
<ul style="list-style-type: none"> Many consultees mentioned the levels of recent housing and employment development witnessed within the area causing the traffic problems seen. 	6
Pedestrian Experience	
<ul style="list-style-type: none"> Consultees indicated that the pedestrian / cycle routes being offered within the scheme could be better, with improved facilities particularly at the road junctions for both pedestrian and cyclists. 	5
Other comments	
<ul style="list-style-type: none"> Concern with regards to the loss of existing homes 	2
<ul style="list-style-type: none"> Concern with regards the cost of the Scheme or questions with regards to the funding of the Scheme 	2
<ul style="list-style-type: none"> Concern raised with regards to the impact on property value locally 	1
<ul style="list-style-type: none"> Comment raised in response to the consultation material not being good enough 	1

Question 5 and 5a: To what extent do you agree or disagree that the scheme will help to reduce congestion on the local highway network?

- 3.17 More consultees (35) chose to either disagree (14), or strongly disagree (21) in response to this question. Eighteen consultees agreed that it would improve congestion levels, two consultees did not answer and 13 suggested that they neither agree nor disagree with the statement.

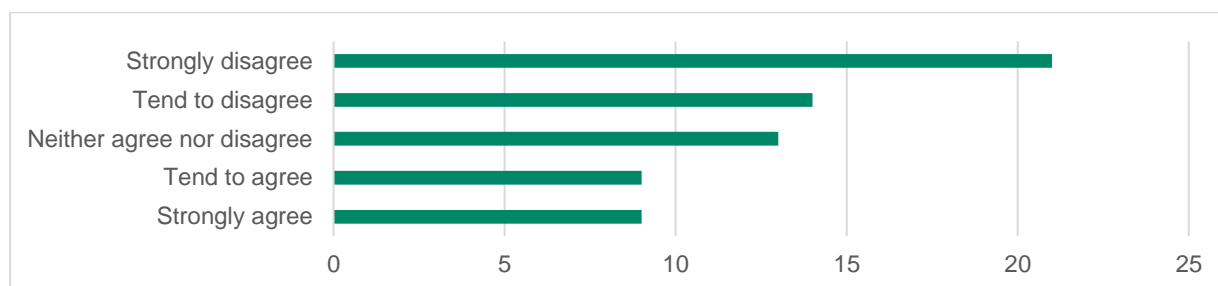


Figure 3-5: Chart Showing: To What Extent Consultees Agree/Disagree that the Proposed Scheme will help to reduce congestion

- 3.18 Question 5a asked the consultee to provide further reasoning for the answer they gave at question 5. An open, free-text box was provided for comments. The responses given were varied and for analysis reasons have been grouped into themes. The response is detailed in table 3-2 below.
- 3.19 Consultees comments with regards to congestion comprised; concern with regards the increase in volume of traffic going onto the A511 as a result of the link road; concern that the issue is being shifted elsewhere locally and that the scheme is only concentrating on a very small area.
- 3.20 Traffic management was raised within numerous comments, with reference to inclusion of speed limits and enforcement required through the use of speed cameras on the new road, as well as across the wider area. Weight restrictions to reduce the number of HGV's using roads in the area was also raised.
- 3.21 Many mentioned that they believed the Proposed Scheme was being created only for the benefit of the new housing developments located to the south of the A511.

Table 3-2: Common Themes Raised in Response to Question 5a

Issue Theme Raised by Consultee	Number of times theme raised
The wider A511 improvement work proposals:	
Consultees requested a commitment to the development of the Bardon Bypass;	3
Consultees referred to other areas along the A42/M1 corridor as associated with the wider A511 improvement scheme	
Congestion	
<ul style="list-style-type: none"> Concern that the Proposed Scheme is only being progressed to support the new developments. 	9
<ul style="list-style-type: none"> Concerns with regard the Proposed Scheme would increase the volume of traffic going onto the A511 	9
<ul style="list-style-type: none"> The Proposed Scheme would be shifting the issue elsewhere or only concentrates on a small section of a much larger issue 	6
<ul style="list-style-type: none"> The Proposed Scheme will improve congestion as it will provide other options for travel 	4
<ul style="list-style-type: none"> The number of cars on the road need to be reduced 	1
<ul style="list-style-type: none"> The Proposed Scheme would create congestion at the roundabout junction 	1
Public Transport	
<ul style="list-style-type: none"> Comments suggesting better active travel links/public transport facilities are required within the area 	5
<ul style="list-style-type: none"> Suggestions that the railway should be re-opened to improve the public transport offering 	2
Traffic Management	
<ul style="list-style-type: none"> The current HGV presence in the area is an issue 	7
<ul style="list-style-type: none"> Improved traffic management is required, suggesting speed cameras 	4
Various other comments, these include:	
<ul style="list-style-type: none"> Concern with regards to the level of development within the area adding to congestion levels 	4
<ul style="list-style-type: none"> The Proposed Scheme encourages use of the private car 	2
<ul style="list-style-type: none"> Pollution 	2
<ul style="list-style-type: none"> Cost 	1

Question 6 and 6a: To what extent do you feel we have adequately incorporated walking and cycling into the scheme?

3.22 More consultees voted 'agree' (31) with 10 voting that they strongly agree that walking/cycling had been adequately incorporated into the Proposed Scheme. Overall, 23 consultees disagreed with this of which 18 strongly disagreed.

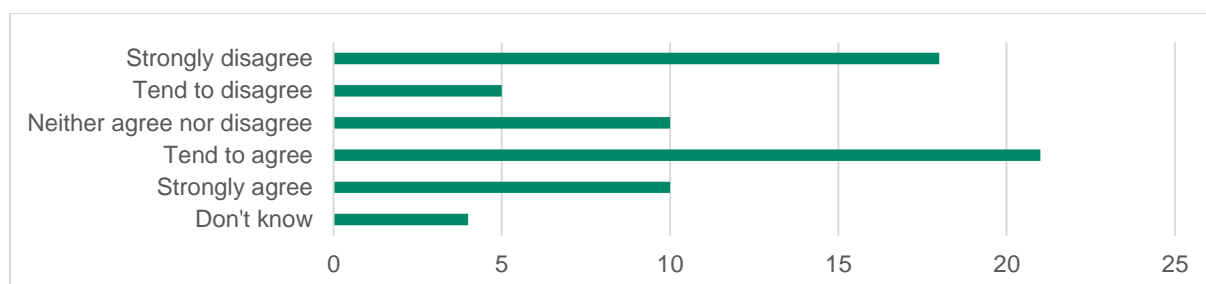


Figure 3-6: To What Extent Consultees Agree/Disagree that Walking/Cycling has been Adequately Incorporated into the Proposed Scheme

3.23 Question 6a asked the consultee to provide further reasoning for the answer they gave at question 6. An open, free-text box was provided for comments. The responses given were varied and for analysis reasons have been grouped into themes. The response is detailed in table 3-3 below.

3.24 The main comment themes relate to increasing and improving the active travel provision.

Table 3-3: Common Themes Raised in Response to Question 6a

Issue Theme Raised by Consultee	Number of times theme raised
Increase/Improve the active travel facility provision.	
• More room for cyclists	4
• More links for cyclists and pedestrians	4
• Plans do not go far enough to enhance the active travel offering	4
• The active travel links should not be situated adjacent to the road	2
A511 wider area	
• More pedestrian crossing points are needed along the A511	5
• There needs to be more provision for active travel along the A511	2
Safety concerns with regards to the amount/speed and type of traffic using the proposed road	7
Comments suggesting the details within the consultation material were not clear, were scarce, insufficient	7
Comments suggesting the proposed walking and cycling provision is adequate for the Scheme	5
Comments suggesting that as the existing pedestrian/cycle links are used very little, that the provision of more links is not an issue	3
The following issues were also raised:	
• Should be focussing efforts on reducing traffic not accommodating it	1
• Lighting details are needed	1
• Concern with regards to the disruption caused by the construction phase of the development	1
• Request to use the former railway line as a cycle link	1
• Concern regards the long term maintenance of the active travel links	1

Question 7 and 7a: To what extent do you agree or disagree that our plans to assess the schemes impact on the local environment are adequate?

3.25 The outcome of the responses to question 7 shows whilst more consultees voted strongly disagree (19) in response to this question, suggesting they didn't feel the plans presented adequately assess the Scheme's impact on the local environment, 15 consultees voted agree, indicating they felt the impact on the local environment was assessed adequately.

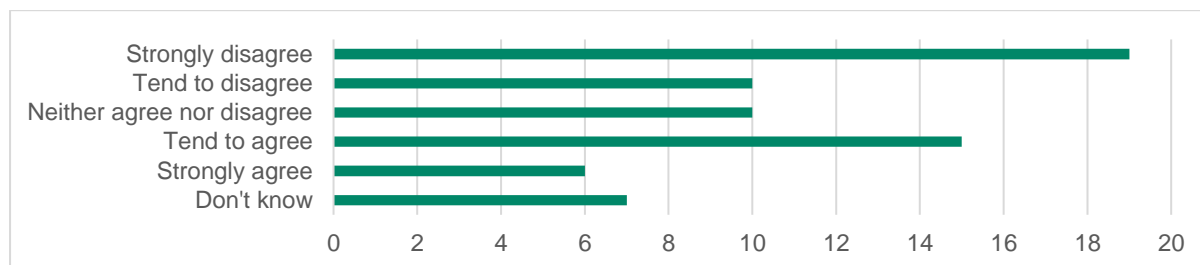


Figure 3-7: What Extent Agree/Disagree that Plans Adequately Assess the Impact on the Local Environment

3.26 Question 7a asks the consultee to provide further reasoning for the answer they gave at question 7. An open, free-text box was provided for comment. The response is detailed in table 3-4 below.

3.27 The main theme relates to consultees suggestions that the Proposed Scheme will have a negative impact on the environment, wildlife and on pollution in the local area, including noise, air and light pollution levels.

Table 3-4: Common Themes Raised in Response to Question 7a

Issue Theme Raised by Consultee	Number of times theme raised
The Proposed Scheme will have a negative impact on	
• Pollution	9
• The environment	5
• Wildlife	5
Consultation	
• Lack of notice with regards the consultation	3
• Consultation plans look impressive	3
Opportunities for more tree planting and creating new accessible green space has been missed	3
Concern with regards to the levels of development in the area	3
Pedestrian/Cyclist Facilities	
• The scheme does not encourage active travel uptake	3
• Safe pedestrian environment will be destroyed by the scheme	2
Other comments received include:	
• The increase in traffic at Hugglescote Cross-road	1
• Welcome the use of a sustainable drainage system (SuDS) within the plans	1
• Local level assessment of car usage a waste of time	1
• The Proposed Scheme serves only the new homes	1
• Concern with regards to the loss of homes	1
• More thought to long-term effects required	1
• More public transport links required	1
• Scheme needs EIA	1

Question 8 Do you have any concerns about the environmental impact the Scheme which we have not considered?

3.28 A free text box was provided for consultees to provide their response to this question. An overview of the responses is provided in table 3-5 below.

Table 3-5: Common Themes Raised in Response to Question 8

Issue Theme Raised by Consultee	Number of times theme raised
The Proposed Scheme will cause damage to wildlife and green space	7
Pollution	
• The Proposed Scheme will increase CO2 through promotion of car travel	5
• Air Quality at Bardon Road	4
• Noise impacts caused by the Proposed Scheme	1
Levels of Development Locally	
• Concerns with regards the level of development in the area	4
• The area is becoming more industrial through the local development	1
Private car use	
• The Proposed Scheme promotes car travel	6
• The Proposed Scheme should promote more public transport use	2
More tree planting should be a part of the Proposed Scheme	4
No concerns about the environmental impact of the Proposed Scheme	5
Other comments received in response to this question comprise:	
• Concern regarding the impact on other nearby roads, shifting traffic	1
• Residents need to be kept informed	1
• Traffic management issues, specifically the speed limit needs to be enforced	1
• Insufficient detail available to consultees	1
• An EIA should be required	1
• Should develop brown field sites first	1

Question 9: Do you feel that there are any other impacts of the scheme that we have not considered?

3.29 A free text box was provided for consultees to provide their response to this question. An overview of the responses is provided in table 3-6 below.

Table 3-6: Common Themes Raised in Response to Question 9

Issue Theme Raised by Consultee	Number of times theme raised
Wider A511 Growth Corridor Improvement Scheme	
• Impact on the other villages	3
• Comments with regards other junctions in the wider scheme	1
• Would prefer the Bardon Bypass	1
Development within the area	
• Concern with regards the level of development in the area	3
• The Scheme will promote further development to the south of Bardon Road	2
Concern with the impacts on pollution in the local area, specifically noise from the new development for the existing residents, CO2 emissions	3
No other impacts needed considering	3
Lack of public transport in the area	2
Scheme will create extra traffic on Bardon Road	2
Scheme will have a negative effect on property value	2
Safety concerns for pedestrians and cyclists	2
More active transport links should be included within the scheme	2
Concerns with regards the long-term maintenance of the road specifically; graffiti and litter	2
Consideration should be given to signalling the roundabout junction	2
Other comments received in response to this question comprise:	
• An alternative to roads should be considered	1
• The scheme does not present good value for money	1
• Alternative roads should have been considered	1
• Traffic restrictions should be included within the plans	1
• Disruption to local residents during the construction phase	1

Question 10: Is there anything further you would like this scheme to include?

3.30 The questionnaire presented an open text box for responses to be input. Whilst 5 consultees responded: no, and 3 responded that the scheme is not wanted, the other responses are summarised below.

Table 3-7: Common Themes Raised in Response to Question 10

Issue Theme Raised by Consultee	Number of times theme raised
Pedestrian and Cycle Facilities	
• A Dedicated cycle lane should be provided	6
• Linking in the multi-user route at the old mineral railway	2
• The plans should do more to prioritise people over cars	2
• There should be an improvement to the pedestrian links on offer within the plans	1
• Ensure there is safe access for pedestrians during the construction phase	1
Comments with regards to the wider A511 Improvement Works:	
• The Scheme should create a Bardon Relief Road; promote a link from the Flying Horse to Copt Oak;	4
• A pedestrian crossing is needed at Shaw Lane	2
Inclusion of traffic management:	
• Speed limits throughout the scheme; weight restriction roads	5
• Comments regarding the use of HGVs in the area	2
Concern with regards to the levels of development within the area	3
Landscaping Issues	
• Inclusion of more tree planting/hedgerow creation and woodland creation	3
• More green benefits should be incorporated into the scheme such as play/open space	1
Measures to reduce pollution should be incorporated into the scheme	3
Better public transport including rail links should be incorporated into the scheme	2
Other comments received in response to this question comprised:	
• The scheme will promote community severance	1
• Hugglescote Parish Council have road name ideas	1
• There needs to be junction improvements at Bardon Close	1
• There is clear justification for the Scheme	1
• The scheme will increase traffic	1
• Concern with regards to the impact on the countryside	1

Question 11: Is there anything else you want us to consider during the construction period?

3.31 Consultees were provided with an open free-text box to provide an answer to this question. Four consultees responded: no, and five consultees responded with comments suggesting the Proposed Scheme is not required. The other comments provided are summarised below.

Table 3-8: Common Themes Raised in Response to Question 11

Issue Theme Raised by Consultee	Number of times theme raised
Construction Environment Management	
• Construction noise restrictions	4
• Maintain access to the area for recreational purposes during construction	4
• Prompt removal of traffic management once no longer required	3
• Reduce mud on road caused by construction vehicles	3
• Limit the tree hedgerow loss	2
• Agree haul routes beforehand	2
• Agree acceptable construction hours of work	1
Local Participation	
• Include local residents more regularly within the planning process	3
• Include local apprenticeships/local sourced labour in the construction process	2
Protect the disused railway line and bridge for active travel links	2
Various other issues were raised only once including:	
• Reference to the 2019 consultation on the A511 corridor improvement scheme	1
• Ensure safe access for emergency services	1
• Include solar panels along the length of the proposed route.	1

4. Summary and Conclusion

- 4.1 The applicant has undertaken pre-application consultation with the local community as encouraged by the National Planning Policy Framework and the Leicestershire County Council Statement of Community Involvement (SCI).
- 4.2 In summary, and as presented above, there were a number of consistent themes evident throughout the feedback including:
- **Speed Limits:** concern raised with regards to the existing speed limits witnessed along the A511 and a consensus that speed limits along the new road and near the junction should be lowered and imposed through the installation of speed cameras or other highway management measures.
 - **Environmental Impact:** throughout the comments received concern with regards the loss of open space/green fields, as a result of the Proposed Scheme, the need for more tree planting and the potential negative impact it will have on the local wildlife has been raised.
 - **Congestion:** the issue of congestion was contentious. Whilst the majority of consultees agreed there are existing congestion issues in the area, consultees expressed different opinions as to whether they felt the Proposed Scheme would in fact improve or worsen the current situation.
 - **Pollution:** increased levels of air and noise pollution, both during construction and once the Proposed Scheme is in operation was also raised. Some consultees stated the pollution levels would likely worsen and some stated that the Proposed Scheme would improve pollution levels.
 - **Public Transport and Active Travel:** throughout the questions this theme was raised by many consultees. Whilst the Proposed Scheme will include a shared cycle/pedestrian path and although some consultees agreed that this was beneficial, others suggested that the Proposed Scheme did not go far enough and more could be incorporated to improve the pedestrian/cyclist experience.
 - **Construction Phase Disturbance:** throughout the questionnaire responses, concerns were raised with regards to the potential disturbance to local residents that may occur during the construction phase. Specifically, noise associated with construction, mud on the local roads from construction vehicles exiting the site, working hours and the impact on local roads of the extra construction vehicles.
- 4.3 Table 4.1 illustrates how the consultation themes have been addressed:

Table 4-1: Applicants Response to the Main Issues Raised Through Public Consultation

Consultation Feedback Themes	Applicants Response
Traffic Management <ul style="list-style-type: none"> • Speed limits • Weight Restrictions 	<p>The new Bardon Link Road will be subject to a 30 mph speed limit. This will be indicated by the presence of street lighting (as detailed in the Highway Code). A traffic calming scheme will also be installed on the new road, in the form of speed cushions. Speed cushions comprise raised features that span part of the carriageway, not the full highway width. Speed cushions allow vehicles with a larger wheelbase (such as a bus or ambulance) to straddle it without feeling the bump, therefore ensuring the link road remains bus friendly. The introduction of the speed cushions on the link road, creates an element of self-enforcement as vehicles are physically prevented from driving too fast over the cushions.</p> <p>A weight limit is proposed for the Bardon Link Road to prevent HGVs from using the route as a cut through. An exception would be included for vehicles accessing properties off this road where there is no alternative route (e.g. delivery vehicles to properties on the new housing development).</p>
Environmental Impact <ul style="list-style-type: none"> • Pollution • Loss of green space 	<p>The Proposed Scheme has been subject to EIA Screening in accordance with the Town and Country Planning (EIA) Regulations 2017. LCC as the planning authority determined that the Proposed Scheme does not constitute EIA development and that a statutory EIA is not required.</p>

Consultation Feedback Themes

Applicants Response

<ul style="list-style-type: none"> • Loss of vegetation: trees/hedgerows: • Impact on the wildlife 	<p>Nonetheless a series of environmental surveys and assessments have been undertaken and the following reports accompany the planning application:</p> <ul style="list-style-type: none"> • Air Quality Assessment Report – this reports on assessments of impacts on air quality during both construction and operation of the Proposed Scheme. • Heritage Statement – this considers potential impacts on heritage assets, including any potential of direct physical impacts and impacts due to changes in setting. • Ecology Reports - including a Preliminary Ecological Appraisal Report, Reptile Survey Report, Bat Survey Reports, Riparian Mammals (Otter and Water Vole) Survey Report, Aquatic Ecology Report. A confidential Badger Survey Report has also been prepared. • Biodiversity Net Gain Report – this describes how biodiversity net gain will be achieved on the Proposed Scheme. • Phase 1 Geo-environmental desk study report – this includes a qualitative geotechnical assessment together with a Conceptual Site Model and a preliminary risk assessment to assess potential risk from contamination. • Landscape and Visual Impact Assessment – this assesses the temporary and permanent potential impacts on landscape and visual impacts of the Proposed Scheme. • Arboricultural Impact Assessment Report – this includes the results of tree surveys and includes a tree protection plan and recommendations for the protection of trees in accordance with BS 5837:2012 - <i>Trees in relation to design, demolition and construction</i>. <p>During construction of the Proposed Scheme, potential environmental impacts will be managed and monitored through the implementation of the Contractor's Construction Environmental Management Plan (CEMP) which will be approved by the planning authority prior to the start of works on site.</p>
<p>Congestion</p> <p>Throughout the responses concern was raised about the current levels of congestion in the area and the potential impact of the Proposed Scheme.</p>	<ul style="list-style-type: none"> • Traffic modelling has been undertaken in support of the wider A511 Growth Corridor and this planning application; full details of which are presented within the Transport Assessment (TA) which is submitted in support of the planning application. The TA summarises that the Proposed Scheme will create worsening performance at two junctions prior to implementation of the wider A511 Growth Corridor (with impacts addressed via the wider A511 Growth Corridor project). Several junctions improve in performance with the Proposed Scheme, reflecting the greater variety of routeing options for traffic around Coalville. • The roundabout junction with the inclusion of the extra southern arm has undergone modelling which has demonstrated that the proposed layout can accommodate the predicted traffic growth.
<p>Public Transport and Active Travel</p> <ul style="list-style-type: none"> • Pedestrian Experience • Cycle Network • Bus/Rail 	<p>The Proposed Scheme includes a lit shared footway / cycleway on both sides of the new highway which will form a continuation of the footway / cycleway provision proposed along the developer's spine road.</p> <p>Leicestershire Footpath No. N86 will be crossed by the new Bardon Link Road. The public footpath will be subject to a slight diversion to facilitate this crossing but will otherwise be retained as existing.</p> <p>Uncontrolled crossings are proposed on each arm of the roundabout to facilitate pedestrian movements through the junction. These crossings will include dropped kerbs and tactile paving.</p> <p>The new Bardon Link Road has been designed to a sufficient width, with speed cushions rather than speed bumps to facilitate the use by buses if the proposed scheme gains planning permission and the necessary demand is demonstrated.</p>
<p>Construction Phase Disturbance</p>	<p>Whilst there will be some disturbance during the construction phase, both the noise and air quality assessments prepared to inform the design of the</p>

Consultation Feedback Themes

Applicants Response

	<p>scheme have concluded that the impacts will be short term and minimal. Further to this, it is likely that should the Proposed Scheme gain planning consent a condition of that consent would be the preparation and submission of a Construction Environment Management Plan (CEMP). This is a document which is often prepared by the on-site contractors and will contain detail with regards to mitigation ensuring that the environment is protected during the construction period. It is common for a CEMP to contain details including;</p> <ul style="list-style-type: none"> • Working hours • Number of vehicles to and from the site • Dust management: and • Wheel cleaning
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Consultation Material:

Some comments received referred to the consultation material. Whilst some consultees mentioned that the plans were clear others suggested there was not enough detail available.

The consultation material was advertised: via letter to the immediate neighbours of the scheme site, online, through posters, leaflets and on the radio. A dedicated website, email address, phone number and manned drop-in events were arranged. The detail within the consultation contained the proposed alignment of the link road, an indicative landscape layout showing the possibilities with regards planting and open space. Due to the evolving nature of the Proposed Scheme, these plans were indicative.

Other Themes Raised

Applicants Response

Concern with regards levels of development within the Coalville Area

- Grange Road housing development
- Coalville SUE

A number of comments raised queries with regards to the amount of development that has taken place in relatively close proximity to the Proposed Scheme site. It is acknowledged that the Proposed Scheme lies close to a large, new housing development on the allocated site to the north of Grange Road. The site is allocated for housing and there are other nearby employment use allocations.

The level of development is set by local plan policy contained within the North West Leicestershire District Council Local Plan and is outside of the scope of this Proposed Scheme.

Wider A511 Growth Corridor Improvement Works

- Previous consultation
- Bardon Bypass
- Alternative routes

The wider A511 Growth Corridor Improvement works comprise junction improvement works to eight junctions and the upgrading of Stephenson Way from a single to a dual carriageway. These works have been widely publicised and have been thorough their own public consultation in September/October 2019; a process which informed design of these improvements and fed into the Outline Business Case.

The wider improvement works are being delivered under LCC's permitted development rights and as such do not require planning consent.

Some responses queried why a Bardon Road Bypass (also referred to as a Bardon Relief Road) was not being progressed. This relates to a former proposal to build a bypass of the A511 through Bardon: an area to the south-east of Coalville.

Assessment work was undertaken in 2012 and was reported to the North West Leicestershire Highways Forum in October 2012. The assessment work concluded that in providing what is, in effect, a parallel route to Bardon Road that offered little in terms of significant time savings, the business case/value for money for/of the project was likely to be poor. In turn, this meant that there appeared to be little or no case for securing public investment. Whilst the work is now 9 years old, LCC remain of the view that the fundamental conclusions about the Bardon Road Bypass remain valid.

Appendix A : Public Consultation Letters

A.1 Letter hand delivered to 29 properties in Zone 1



To the Occupier

Date: September 2021
My Ref: A511 MRN Growth Corridor
Contact: Customer Services 0116 305 0001
Project Team 0116 3058136
Email: A511MRN@leics.gov.uk

Dear Occupier,

A511 MRN Growth Corridor - Scheme Update

As you may be aware from previous consultations on proposals for the A511, Leicestershire County Council has continued to seek government funding to upgrade a series of junctions along the A511 between A42 Junction 13 and Field Head Roundabout on the A50.

The existing A511 corridor, despite its importance, suffers from congestion and delays, particularly during the peak travel periods. High levels of congestion and changes in lane and road widths affect journey times, road safety and influences how and when people chose to travel along this route. If nothing is done, these transport conditions are likely to worsen over time with the proposed future growth within the Coalville and North West Leicestershire area. This will make the area unattractive to live and work in.

We are therefore continuing to develop changes to the 9 locations along the A511 corridor, drawings of which are available to view by going to www.leics.gov.uk/A511MRN

A key part of the scheme will be the creation of a new link road connecting the A511 Bardon Road roundabout with the housing developments off Grange Road. The plan enclosed with this letter provides an overview of the scheme at this location.

The new link road will require planning permission and we plan to submit a planning application early 2022. To support this next stage, Leicestershire County Council are launching a public consultation event to seek residents and interested parties' views on the proposed changes.

As someone directly affected by these works, we want you to see the proposals before they are more widely shared with others. Officers will therefore be in the area on **16th and 17th September** to talk to you about the project and answer any questions you may have. If you are not available on these dates, there will be a further opportunity to talk to the project team in person at one of the consultation events taking place at the end of September, or if you

Environment and Transport Department,
Leicestershire County Council, County Hall, Glenfield, Leicestershire LE3 8RJ
Telephone: 0116 305 0001 Fax: 0116 305 0006 Minicom: 0116 305 0007
Email: etd@leics.gov.uk
Director: Ann Carruthers
www.leics.gov.uk

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wish to raise any questions beforehand, please telephone 0116 3058136 and a member of the team will be able to help.

This is your opportunity to express your thoughts, what concerns you may have and share any local or specialist knowledge that may help to inform the proposals we progress.

The public consultation events are due to be held on Wednesday 29th September 2021 between 10am and 3pm and Friday 1st October 2021 between 4pm and 8pm, both at the Hermitage Park Hotel, Whitwick Road, Coalville LE67 3FA

A questionnaire will be made available at the events or alternatively the consultation material can be viewed online by using the following <https://www.leicestershire.gov.uk/have-your-say/current-engagement>.

If you require the consultation material in an alternative format, such as a paper copy, please telephone 0116 3057009 and this will be arranged for you

Yours faithfully,



Ann Carruthers
Director for Environment and Transport &
Senior Responsible Officer for the scheme

Enc: new link road illustration

A.2 Letter posted out to 1,700 properties in Zone 2



Dear Sir/Madam,

RE: A511 Growth Corridor Scheme

As you may be aware from previous correspondence, Leicestershire County Council is seeking government funding to upgrade a series of junctions along the A511 between A42 Junction 13 near Ashby-de-la-Zouch and Field Head Roundabout in Markfield.

We are therefore continuing to develop changes to the 9 locations along the A511 corridor, drawings of which are available to view by going to www.leics.gov.uk/A511MRN

A key part of the scheme will be the creation of a new link road connecting the A511 Bardon Road with the housing developments off Grange Road. The new link road will require planning permission, and a planning application will be submitted in early 2022. A copy of the latest scheme plan is enclosed.

To inform the planning application process we will be undertaking a consultation exercise with local residents and other interested parties to allow individuals to have their say on the new road and junction design.

The consultation period will start on **Monday 27th September 2021** and will close at **midnight on Sunday 31st October 2021**.

To access the virtual consultation page and complete a short questionnaire, please visit <https://www.leicestershire.gov.uk/have-your-say/current-engagement>

Two public consultation events will also be held on Wednesday 29th September 2021 between 10am and 3pm and Friday 1st October 2021 between 4pm and 8pm, both at the Hermitage Park Hotel, Whitwick Road, Coalville LE67 3FA

This is your opportunity to express your thoughts and any concerns you may have, and to share any local or specialist knowledge that could inform any proposals that are put forward.

If you require the consultation material in an alternative format, such as a paper copy, please telephone (0116) 3057009 and this will be arranged for you.

Yours faithfully,

Ann Carruthers
Director for Environment and Transport &
Senior Responsible Officer for the scheme

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A.3 Sketch plan distributed with consultation letters



