
SUSTAINABILITY ASSESSMENT

Application for outline permission for the construction of a new dwelling with details of landscaping and design reserved

At Ben Venuto, Thornton Lane, Markfield LE67 9RP

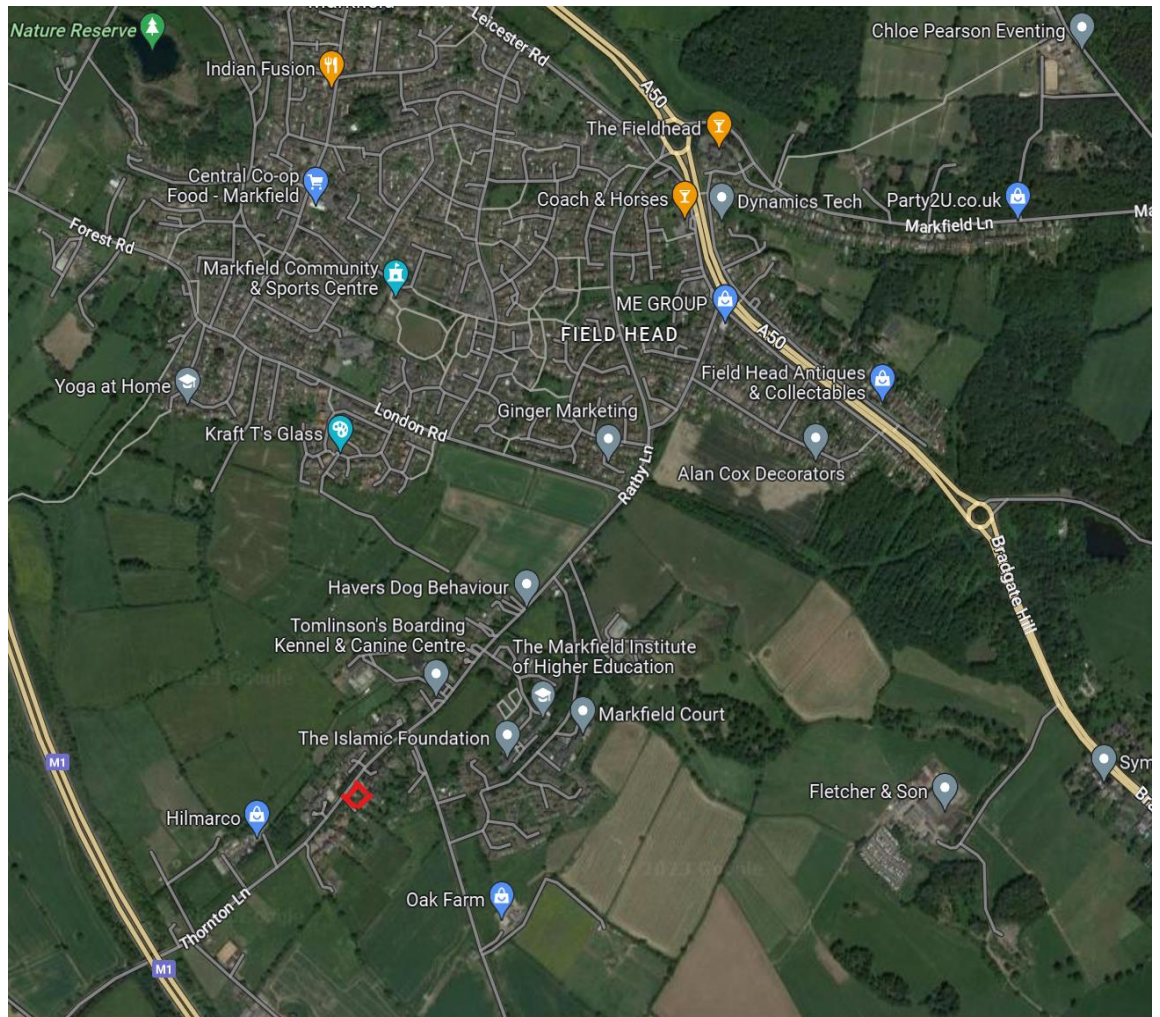
1. The site

- 1.1 The application site at Ben Venuto is located to the south of Markfield approximately 0.6 miles from the village. The site itself hosts one existing dwelling and sits with in a row of existing residential properties. With a population of approximately 4,500, Markfield is allocated as a key rural centre under Policy 7 of the Hinckley and Bosworth Core Strategy (2009). This is because it houses a good variety of local services and is well served by public transport.
- 1.2 Access to the site is achieved via the existing driveway serving Ben Venuto off Thornton Lane. Thornton Lane has a single lane in each direction, and has a speed limit of 40mph in the vicinity of the site. It is punctuated by a number of similar private driveways serving other residential properties in the area.



Site access

- 1.3 The site itself lies within a secondary cluster of development which comprises the settlement of Markfield. The image below shows the central core of the village to the north with a significant cluster of further development around the College which includes the site, (edged red).



- 1.4 The sustainability credentials of the site are discussed below.

2. **Pedestrian Travel**

- 2.1 Guidance on walking distances between developments and local amenities is taken from 'Providing for Journeys on Foot', published by the Institution of Highways & Transportation in 2000¹. Guidance has also be taken from the Department of Transport's

¹ Institute of Highways & Transportation, I., 2000. Guidelines For Providing For Journeys On Foot. 1st ed. London: Northwestern University

Manual for Streets (MfS) (2007)².

2.2 The 'Providing for Journeys on Foot' (2003) report states the maximum preferred walking distance for commuting and accessing services is 2km. This suggestion is supported by the 'Manual for Streets' (2007), (MfS), which states that walking "...offers the greatest potential to replace short car trips, particularly those under 2km" in Paragraph 4.4.1. MfS also indicates that the propensity to walk is influenced not only by distance but also the quality of the walking experience. Following the existing road network the application site is approximately 1.5km from the centre of Markfield. It is of course much closer to other facilities in the village including the nearby college.

2.3 The table below shows the distance from the site to a number of key facilities.

Facility	Distance (KM)
College	0.57
Medical Centre	1.5
Supermarket	1.5
Bus stop	0.4
Pub	1.4
Nursery	1.3
Community Centre	1.5
Primary School	1.5
Restaurant	1.3
Secondary School	4.2

2.4 It is clear from this that there are significant number of local facilities within a reasonable walking distance of the site.

2.5 Pedestrian access to Markfield can be taken from both the existing road network or the network of local Public Rights of Way (PROWs) identified in figure 2 below.

² Department for Transport, 2007. Manual for Streets, Thomas Telford Publishing

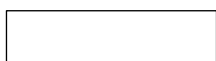




Figure 2 – Public rights of way

As shown there are two PROWs close to the site which provide a safe access to Markfield without the need to use the road network. Footpath R9 identified is located to the north of the application site, a short walk along Thornton Lane. The footpath itself is approximately 1km in length and connects directly to the settlement of Markfield. Thornton Lane also provides the opportunity for an easy and commodious walk into Markfield. The route is flat, lit, it is not remote and has pavements in situ along the whole route. The images below show the route between the site and facilities in the village



Close to site – pleasant street lit footway



Junction with Ratby Lane – level footway with benches and communal areas



Ratby Lane – well lit well maintained footway



Ratby Lane – Footway with good surveillance



Ratby Lane – clear level footpath



London Road – clear footway with seating



London Road – footway through new housing areas



Chitterman Way - Pleasant suburban route



Local facilities

3. **Cycle Journeys**

- 3.1 The National Statistics fact sheet 'Cycling in Great Britain' (Department for Transport, 2003) states that the average length of a cycle stage was 2.4 miles (3.9km) and that circa. 90% of cycle trips were under 5 miles (8km) in length.
- 3.2 These distances are consistent with preceding PPG13³ guidance which states that cycling offers strong potential to substitute for car trips for those journeys under 5km (especially those made as part of a multi-modal trip that includes cycling). A 5km cycle distance is equivalent to a cycling time of 15 to 20 minutes. The 5km cycling catchment area is shown below.
- 3.3 As shown Markfield is well within this 5km threshold set out in PPG13. The larger settlements of Groby and Ratby also fall within this 5km distance as do extensive employment uses located at Bardon on the edge of Coalville.

³ Communities and Local Government, 2006. Planning Policy Guidance 13: Transport. Planning Policy Guidance 13: Transport, [Online]. 1, 1 to 42.

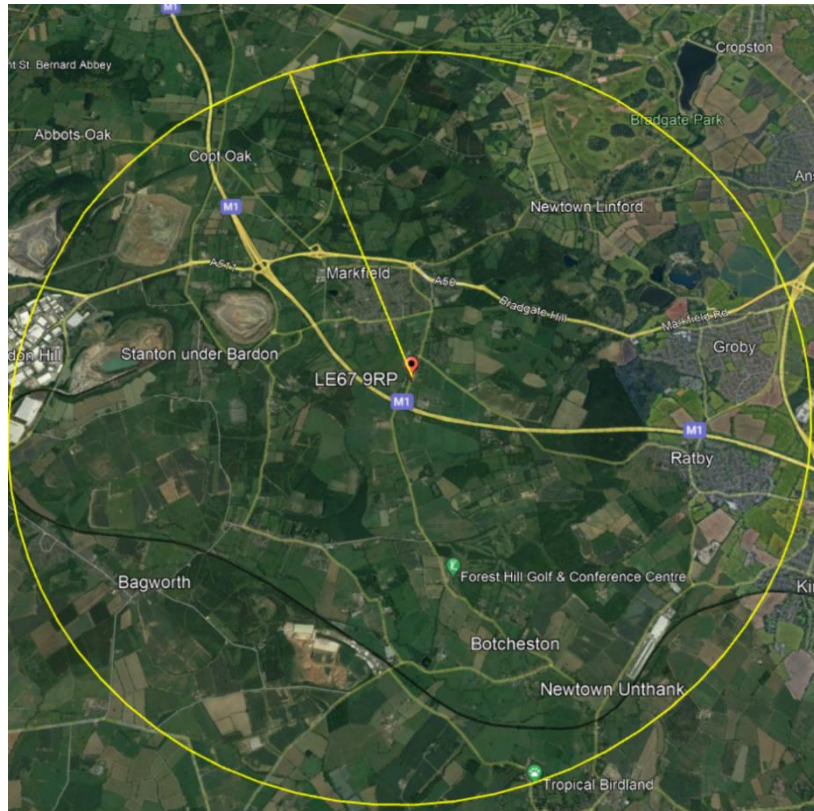


Figure 1: Figure 3 5km cycling distance area from the site

4. **Existing Local Bus Routes**

- 4.1 As discussed above the site is within easy walking and cycling distance of Markfield which is served by the 29, 29a, 29b and x29 bus routes running between Burton on Trent and Leicester with a bus scheduled approximately every 30 minutes travelling in each direction. Although the primary timetabled stop for these routes in Markfield is the cemetery there are number of stops throughout Markfield at which the each of the referenced busses can and will stop. A full list of stops and times for the 29, 29a, 29b and x29 can be found below in Appendices.
- 4.2 The 125 service runs along Thornton Lane itself and links Leicester with Coalville on a two hourly frequency.
- 4.3 Full timetables are included in the appendices below. Based on the above information, the site has good links to the local bus network providing opportunities for sustainable travel to take place.

5. **Summary**

- 5.1 The application site lies within a small outlier of Markfield and is not remote or isolated from it in any way. There is a continuous band of development linking the site to the village centre. There is a good choice of routes into the core of the village including lit level pavements along Thornton lane, Ratby Lane and London Road. The pleasant walk of just under 1 mile offers the opportunity for a healthy and sustainable lifestyle and is readily achievable.
- 5.2 The appraisal above shows that the site is well connected to the pedestrian, cycle and public transport networks that exist within the area. There are easy walking and cycle opportunities to access supporting facilities in Markfield and public transport. The latter allows for multi-mode trips to higher order centres. The site is a sustainable location for a single dwelling.

Appendices – Links to Bus Timetables

Arriva 29 Bus

<https://bustimes.org/services/29-leicester-to-coalville?date=2023-06-20>

Arriva 29a Bus

<https://bustimes.org/services/29a-leicester-to-coalville>

Arriva 29b Bus

<https://bustimes.org/services/29b-leicester-coalville>

Arriva X29 Bus

<https://bustimes.org/services/x29-leicester-amazon>

Diamond Bus East Midlands 125 Bus

<https://www.diamondbuses.com/bus-services/em/em-125-leicester/>

Roberts Travel 120 Bus

<https://www.robertstravelgroup.co.uk/images/pdf/local/120.pdf>