

FINAL

**TRANSPORT
FEASIBILITY STUDY**

for

**LAND OFF COOKS
LANE, WIGSTON**

on behalf of

**DAVID WILSON HOMES
LTD**

Q/209711/JIC/R001
25 August 2009

Title: Transport Feasibility Study
Project: Land off Cooks Lane, Wigston
Client: David Wilson Homes Ltd
Issue: 1
Project No. 209711

Prepared by:


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Date 25/08/09

Checked by:


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Date 25/8/09

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Date 25/8/09

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1. INTRODUCTION

- 1.1 This report has been commissioned by David Wilson Homes Ltd to investigate access feasibility and associated transport infrastructure requirements for the proposed development of land off Cooks Lane, Wigston, Leicestershire.
- 1.2 The potential extent of development land is shown in **Figure 1** and comprises approximately 24 hectares of land to the north and south of Cooks Lane. For the purposes of this study a development of a maximum of 450 residential dwellings has been assumed.
- 1.3 The Local Planning Authority for the area is Oadby & Wigston Borough Council (OWBC) and the Local Highway Authority is Leicestershire County Council (LCC). An initial consultation exercise has been carried out with LCC and the comments of the relevant highway officer are summarised in this report.

2. EXISTING HIGHWAY NETWORK

- 2.1 The proposed development site is situated on land to the north and south of Cooks Lane in Wigston. Cooks Lane is an existing single carriageway route, which, for the majority of its length, is of insufficient width to allow two vehicles to pass each other. Cooks Lane has no street lighting facilities or footways and has limited frontage access; providing vehicular access to less than 20 residential dwellings and a couple of farms and associated buildings. A Public Right of Way crosses Cooks Lane providing a pedestrian route from Wigston Magna to the Grand Union Canal (south of the site) and observations on site indicated that Cooks Lane is well used by pedestrians.
- 2.2 Cooks Lane is a no through route and therefore has limited vehicular traffic flow. The carriageway has a rather tortuous horizontal alignment and this, together with the restricted width, means that vehicle speeds are observed to be fairly low (below 30mph).
- 2.3 To the west of the proposed site, Cooks Lane forms the minor arm of a simple priority T-junction with the A5199 Welford Road. The junction has restricted visibility out of Cooks Lane to the north and has limited junction radii, making it difficult for larger vehicles to turn left into and out of the junction without encroaching onto the opposing carriageway.
- 2.4 The A5199 Welford Road is a Class I county road that forms a link between Leicester city centre, to the north, and Northampton town centre, to the south. Along the proposed site frontage the A5199 Welford Road is subject to a speed limit of 30mph and has an overall highway width in excess of 15 metres. The carriageway width is approximately 6.5m and there is a 1.5m wide footway to the east side of the carriageway only, with wide verges to both sides of the existing carriageway. Street lighting facilities are provided on the east side of the carriageway only.
- 2.5 The proposed site is bounded to the north by Newton Lane, a single carriageway route providing a link between Wigston Magna and the village of Newton Harcourt. Along the proposed site frontage, Newton Lane is subject to a speed limit of 60mph, although this speed limit reduces to 30mph immediately to the west of the proposed development site frontage.
- 2.6 The rural section of Newton Lane has a carriageway width of approximately 6m, with verges on either side, which are approximately 3 to 4m in width. This section of Newton Lane has no footway facilities or street lighting facilities and forward visibility at various locations along the route is limited due to changes in the vertical alignment. The observed vehicle speeds at the entry/exit point of the built up area are generally higher than 30mph and there is a vehicle activated speed limit sign on Newton Lane for westbound vehicles as they enter the built up area.

Traffic Flow Data

- 2.7 Traffic flow data has been obtained from LCC for the A5199 Welford Road and Newton Lane. The data for the A5199 Welford Road has been obtained from a classified link count carried out to the north of the Guthlaxton Lane roundabout junction on 1 April 2009 and the data for Newton Lane has been obtained from a classified link count carried out on 9 May 2006 to the west of Meadow Way.
- 2.8 The results from the traffic surveys are contained in **Appendix A** to this report and indicate that the A5199 is subject to two-way traffic flows of approximately 1,100 during a typical weekday peak hour. Newton Lane is subject to two-way traffic flows of approximately 650-750 vehicles during a typical weekday peak hour.

Highway Safety

- 2.9 Recorded personal injury accident data for the lengths of the A5199 Welford Road and Newton Lane that front the proposed development site has been obtained from LCC for the period between 1 April 2006 and 30 April 2009. This data is included in **Appendix B** to this report and indicates that there has been only 1 recorded injury accident in the vicinity of the proposed site access locations in the 3 latest year period, although this was a fatality.
- 2.10 The single accident occurred on Newton Lane, to the west of the junction with Guthlaxton Way, and happened as a result of a vehicle travelling eastwards on Newton Lane swerving into the opposing carriageway and colliding with an oncoming vehicle travelling in the opposite direction. The driver of the first vehicle provided a positive breath test. The accident occurred in September 2008, with the vehicle activated speed limit sign being installed in March 2007 as part of an area wide programme.
- 2.11 Recent discussions with officers at LCC have revealed that a potential traffic calming scheme is included within the 2009 / 2010 Transportation capital programme. A formal scheme has yet to be developed but discussions with relevant officers revealed that LCC are investigating a possible change in the speed limit on the length of the A5199 Welford Road between the Guthlaxton Way junction and Kilby Bridge from 30mph to 40mph. Consultation on this proposal is programmed for September/October 2009, with scheme implementation expected prior to April 2010.
- 2.12 Whilst a satisfactory site access junction could be designed to a major road design speed of 40mph, the development proposals and associated site access junction would support the retention of the current 30mph speed limit. It is therefore recommended that representations are made to LCC as part of any scheme consultation to retain the existing 30mph speed limit along the A5199 Welford Road in the vicinity of the proposed development.

3. DEVELOPMENT PROPOSALS

- 3.1 The proposed development would comprise of a maximum of 450 residential dwellings on land to the north and south of Cooks Lane. The exact mix and tenure of dwellings has yet to be determined, however, it is envisaged that the scale/mix of housing would be similar to that on the adjacent residential development off Guthlaxton Way.

Site Access

- 3.2 Due to the scale and nature of development proposed, the highway officers at LCC have recommended that the site be served by a minimum of two points of access onto the existing highway network. It is therefore proposed that vehicular access to the site be provided off a continuous route linking the A5199 Welford Road and Newton Lane.
- 3.3 The principle of access to the proposed development site off the A5199 Welford Road has been discussed with the relevant highway officers at LCC who have confirmed that a suitably designed roundabout junction would be appropriate in this location. A potential outline access design for a roundabout junction is shown on Drawing Number 209711-Q-002. This junction has been designed in accordance with 'Design Manual for Roads and Bridges (DMRB) TD 16/07: Geometric Design of Roundabouts'.
- 3.4 Two potential access options have been developed for access off Newton Lane; a priority T-junction and a small roundabout junction. For both of these options it is recommended that the existing 30mph speed limit on Newton Lane be extended eastwards to a point beyond the proposed site boundary. This would require a revision to the Traffic Regulation Order on Newton Lane and would therefore be subject to public consultation.
- 3.5 A potential priority T-junction design is shown in drawing number 209711-Q-004. This junction includes for the provision of a ghost island right turn lane on Newton Lane to accommodate right turning vehicles into the site. This junction arrangement would replicate the existing junction of Newton Lane with Guthlaxton Way, to the west of the proposed development site, and is therefore considered to be appropriate for the scale and nature of development proposed.
- 3.6 A potential roundabout junction is shown in drawing number 209711-Q-001. This form of junction could provide greater operating capacity than a priority junction and could be utilised in the future to access further development to the north of Newton Lane. A roundabout junction would also act as a 'gateway' feature to slow vehicle speeds on the approach to the built up area. Both of these junctions have been designed to operate with sufficient spare capacity for the level of

development traffic proposed and this issue is dealt with in greater detail in Section 5 of this report.

Internal Highway Layout

- 3.7 The internal highway layout of the development proposed would be designed in accordance with national guidance contained in the Department for Transport / Communities and Local Government document 'Manual for Streets' and local guidance contained in the LCC document 'Highways, transportation and development'.
- 3.8 In accordance with the local design guidance, it is recommended that the main residential access road should have a minimum carriageway width of 5.5metres. However, if bus penetration of the site is required, it is recommended that a minimum carriageway width of 6 metres is provided.
- 3.9 The proposed internal access road would cross the existing route of Cooks Lane at a point approximately 450 metres from the existing A5199 Welford Road / Cooks Lane junction. Although the relatively low traffic flows along Cooks Lane could mean that a priority crossroads junction could be provided in this location, it may be beneficial to close Cooks Lane to through traffic at this location and provide a simple priority T-junction, with the internal development access road being the major road. This arrangement would maintain access off Cooks Lane for existing properties to the west, whilst the farms to the east could gain access via the proposed internal development route. Rights of way for pedestrians, cyclists etc could be maintained along Cooks Lane as part of this arrangement. A potential junction layout is shown on drawing number 209711-Q-003. This layout would mean that development traffic would not be able to access/egress the site via the junction of Cooks Lane and the A5199 Welford Road, which has been raised as a potential concern by LCC due to the substandard nature of this junction.
- 3.10 Car parking for the proposed development would be provided in accordance with local guidance and could include for the provision of some appropriately designed on-street car parking.

4. SUSTAINABLE TRANSPORT

- 4.1 The proposed development site is located approximately 1 mile to the south-east of Wigston town centre and there is a 1.5m wide footway along the full site frontage onto the A5199 Welford Road. To the north of the roundabout junction with Guthlaxton Way there are footway facilities on both sides of the A5199 Welford Road, providing a convenient pedestrian route towards Wigston town centre. Signal controlled pedestrian crossing facilities are provided at the crossroads junction of the A5199 Welford Road with Newton Lane and the B582 Moat Street.
- 4.2 Footway facilities along Newton Lane are provided on both sides of the carriageway between its junctions with the A5199 Welford Road and Guthlaxton Way. The footway to the south of the carriageway terminates just to the east of the Guthlaxton Way junction, whilst to the north of the carriageway the footway continues for approximately 200 metres to the east of the Guthlaxton Way junction, but is poorly maintained. A central pedestrian refuge island is provided on Newton Lane on either side of the Guthlaxton Way junction.
- 4.3 There is also an existing Public Right of Way that crosses Cooks Lane; linking Newton Lane, to the west of the Guthlaxton Way junction, with the Grand Union Canal to the south of the proposed site.
- 4.4 There are no specific cycle routes in the immediate vicinity of the proposed site, although there is a traffic free cycle route to the north of the proposed site along the B582 Station Road. This route provides a link to South Wigston and Blaby. There is a further traffic free route to the north of Newton Lane that forms part of a route between Newton Harcourt and Oadby.
- 4.5 Enhanced cycle facilities have also recently been introduced on the A5199 Bull Head Street through Wigston town centre. A shared use footway/cycleway has been provided to the west of the carriageway from the signal controlled crossroads junction with Newton Lane to link with an existing route on the B582 Oadby Road. The scheme also upgraded crossing points at the crossroads junction to provide for cyclists.
- 4.6 In terms of public transport, the nearest bus stops to the proposed site are provided on the A5199 Welford Road and on Guthlaxton Way, both to the north of the proposed site. Two bus services currently pass the site on the A5199 Welford Road; the Arriva 49 and 49B services between Leicester and Fleckney. The services operate on a combined 15 minute daytime frequency from Monday to Saturday and an hourly frequency on Sundays. The services operate on almost identical routes, with Service 49 diverting through the Meadow Way and Guthlaxton Way residential estates and Service 49B diverting through part of the Guthlaxton Way estate only.

- 4.7 South Wigston rail station is approximately 2 miles to the north-west of the proposed development site. The station is managed by East Midlands Trains and there are frequent services to Leicester and Birmingham New Street from this station. There is no car or cycle parking at the station and there are no direct bus services between the proposed site and the rail station. It is therefore unlikely that travel by rail would be a reasonable and realistic alternative for potential site users.

Potential Sustainable Transport Improvements

- 4.8 Footways would be provided along the site frontage on both the A5199 Welford Road and Newton Lane as part of the development proposals. The existing 1.5m wide footway along the A5199 Welford Road could be widened to a minimum of 2m for the length between the site and the roundabout junction with Guthlaxton Way and appropriate pedestrian and cycle crossing facilities would be provided at the proposed site access junction with the A5199 Welford Road.
- 4.9 Improvements would be made to the existing footway to the north of Newton Lane in terms of width and surfacing and the existing footway to the south of Newton Lane would be extended to the proposed site access junction and appropriate pedestrian crossing facilities incorporated into the site access junction design.
- 4.10 It is recommended that the potential for extending the 30 mph speed limit eastwards on Newton Lane be investigated as part of the proposed site access works.
- 4.11 The existing Public Right of Way that crosses the proposed site could be enhanced, with appropriate surfacing, signing and lighting improvements provided, where necessary.
- 4.12 In terms of improving linkages for cyclists, there may be the potential to provide a cycle route along the A5199 Welford Road to the north of the site. This could provide a cycle route from the site to Wigston town centre and form a link with existing routes towards Oadby. This would need to be looked at in greater detail with relevant officers at LCC.
- 4.13 The development of approximately 450 residential dwellings could result in a two-way person trip generation in the region of 4,500 trips during a typical weekday and 600 trips during a typical weekday peak hour. Current journey to work data for the Wigston Meadowcourt ward suggests that approximately 9% of existing residents travel to work by bus (source: 2001 Census). If an increased modal split of 12% for buses was applied to all person trips for the development proposed, this would result in approximately 72 new bus passenger journeys during a typical weekday peak hour.

- 4.14 The above bus passenger demand could be accommodated as part of a 30 minute service frequency and it is therefore proposed that a 30 minute bus service be provided through the proposed development site. This could be provided either via the enhancement of existing services or the provision of a new dedicated bus service.
- 4.15 Enhancements to an existing bus service (e.g. diversion of Service 49B through the site) would be likely to require the provision of additional vehicles in order to maintain existing service frequencies. Similarly, the provision of a new 30 minute frequency bus service between the proposed site and Leicester city centre would require a minimum of 3 buses to operate (using existing timetabled journey times). Assuming operating costs of £120,000 per annum and a subsidy period of 3 years for the service to become self-funding would result in a contribution of approximately £1.1M for bus services associated with the development proposed.
- 4.16 In order to provide bus penetration of the proposed development site, a minimum carriageway width of 6m would be required on the internal development route. Further bus infrastructure improvements, such as new bus stops, shelters and real time passenger information, could also be required within the proposed development.

5. POTENTIAL DEVELOPMENT IMPACT

- 5.1 A preliminary trip generation exercise has been undertaken in order to assess the operating capacity of the proposed site access junctions. The potential trip generation for the 450 dwelling residential development proposed has been derived using version 2009(b) of the TRICS database. Average trip rates for the weekday morning and evening peak hours were obtained for sites of a similar scale and in similar locations to the development proposed.
- 5.2 The trip generation exercise predicted a total of 291 vehicle trips for a typical weekday morning peak hour and 299 vehicle trips for a typical weekday evening peak hour. Due to the proposed development layout, it has been assumed that 70% of these trips would access/egress the site via the A5199 Welford Road junction, with 30% of the development trips entering/leaving the site via the proposed Newton Lane access junction.
- 5.3 In terms of the assignment of development trips onto the local highway network, this has initially been undertaken using observed ratio's from the traffic surveys undertaken on the A5199 Welford Road and Newton Lane.
- 5.4 Junction capacity assessments were then undertaken for the proposed site access junctions on the A5199 Welford Road and Newton Lane (both T-junction and roundabout junction options). The capacity assessments were undertaken using the DfT approved programs PICADY for the priority controlled junction and ARCADY for the potential roundabout junctions. In priority and roundabout junction assessments, a Ratio of Flow to Capacity (RFC) is used as the key signifier of the junction operation. An RFC of 0.85 is considered the limit at which working capacity is reached and, above this, traffic flows may start to become unstable and some queues could start to develop.
- 5.5 The results of the junction capacity assessments are contained in full in **Appendix C** of this report and are summarised below in **Table 1**. The results indicate that both site access junctions would operate with sufficient spare capacity during both the morning and evening peak hours. It can be seen that the T-junction on Newton Lane would operate with more spare capacity than a roundabout junction, although the optimum layout for this junction may be dependent on aspirations for further development to the north of Newton Lane.

Table 1 - Site Access Junction Capacity Assessments

Junction	AM Peak		PM Peak	
	Max. RFC	Max. Queue	Max. RFC	Max. Queue
A5199 Welford Road	0.666	2	0.663	2
Newton Lane (T-junction)	0.164	1	0.086	1
Newton Lane (Roundabout)	0.416	1	0.472	1

- 5.6 As a sensitivity test, the proposed site access junction on the A5199 Welford Road was re-assessed assuming a 15% growth in background traffic on the A5199 Welford Road. This was undertaken to ensure that the proposed junction has been sufficiently designed to cater for future traffic growth in the area. The results of these sensitivity tests indicate that the junction would continue to operate with some spare capacity (maximum RFC's of 0.823) in the weekday peak hours. A 15% growth in traffic equates to approximately 10 years of traffic growth using NRTF central growth factors or 15 years of growth using NRTF low growth factors. It can therefore be seen that the site access junctions have satisfactory operating capacity for a design year of at least 2019.

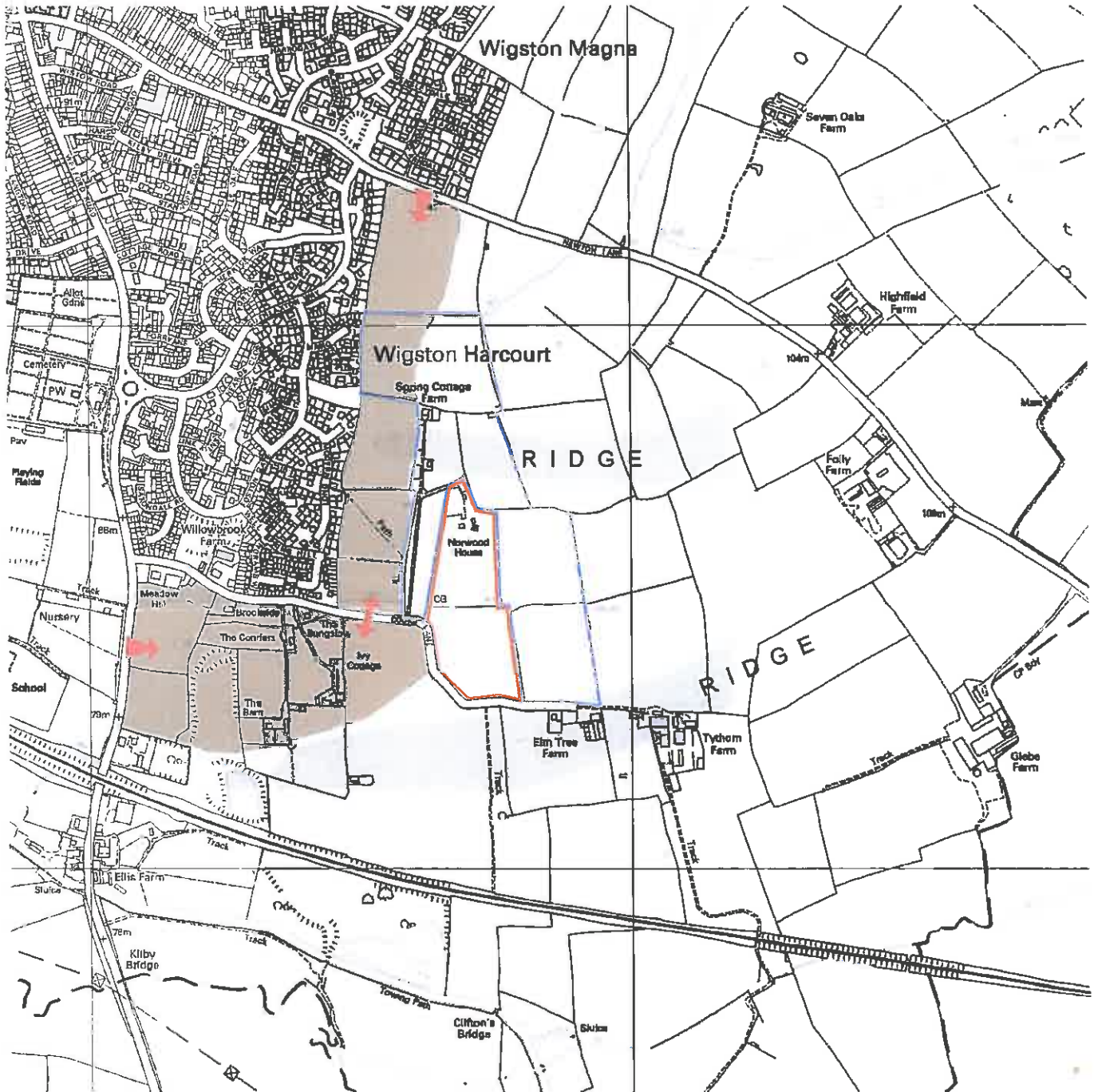
6. CONCLUSIONS AND RECOMMENDATIONS

- 6.1 This report investigates the feasibility, in terms of access and transportation, of a potential 450 dwelling residential development on land to the north and south of Cooks Lane, Wigston in Leicestershire.
- 6.2 Initial consultation with the Local Highway Authority, Leicestershire County Council (LCC), has indicated that the scale and nature of development is such that two separate points of access to the proposed site would be required from the local highway network. It is therefore recommended that access to the proposed development be provided from the A5199 Welford Road and Newton Lane, with the internal development access road linking the two access points via an at-grade crossing of Cooks Lane.
- 6.3 For the site access junction onto the A5199 Welford Road, it is recommended that a three arm roundabout junction be provided and a potential outline design is shown on drawing number 209711-Q-002. This junction has been assessed in terms of operational capacity and it is considered that the junction has sufficient operating capacity for a minimum design year of 2019.
- 6.4 Two access options have been considered for Newton Lane; a simple priority T-junction and a three-arm roundabout junction. Both junctions would operate with spare capacity for a design year of 2019 and beyond and both junctions have been designed assuming that the 30mph speed limit on Newton Lane would be extended eastwards to incorporate the proposed site access.
- 6.5 A potential priority T-junction design is shown on drawing number 209711-Q-004 and incorporates a ghost island right turn lane on Newton Lane. A potential three-arm roundabout junction layout is shown on drawing number 209711-Q-001. This layout incorporates land to the north of Newton Lane and could be upgraded to include a 4th arm to access further development on land to the north of Newton Lane at some point in the future.
- 6.6 In order to form a continuous highway link between the two proposed site access junctions the internal highway route would need to cross the existing route of Cooks Lane. It is recommended that a simple priority T-junction be provided at the point where the development access route crosses Cooks Lane, with the western arm of Cooks Lane closed to vehicular traffic at this point (pedestrian and cycle access would be maintained).
- 6.7 It is recommended that a minimum carriageway width of 6 metres is provided on the internal development access route to allow for bus penetration of the proposed development. In order to cater for the predicted increase in demand for bus services as a result of the development

proposed, it is recommended that enhancements to existing bus services or the provision of a new bus service are incorporated into the development proposals. The internal highway route would also need to provide for appropriate bus infrastructure such as bus stops, shelters and, potentially, real time passenger information.

- 6.8 Potential pedestrian and cycle improvements could include widening of the existing footway on the A5199 Welford Road, extension/enhancement of the existing footways on Newton Lane, enhancements to the existing Public Right of Way that crosses the site and possible provision of a cycle route on the A5199 Welford Road between the site and the signal crossroads junction in Wigston town centre.
- 6.9 Further work would be required as part of any Transport Assessment to support a planning application for the proposed development, including assessing the impact of development traffic on the wider highway network. As a minimum, it is considered that assessments would be required at the A5199 Welford Road / Guthlaxton Way roundabout junction and the signal controlled crossroads junction of the A5199 Welford Road with Newton Lane.

Figure 1



Development Parcel
 24 ha x 62.5% @30ph = 450 dwellings

Wheatcroft
 Hoskins

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North

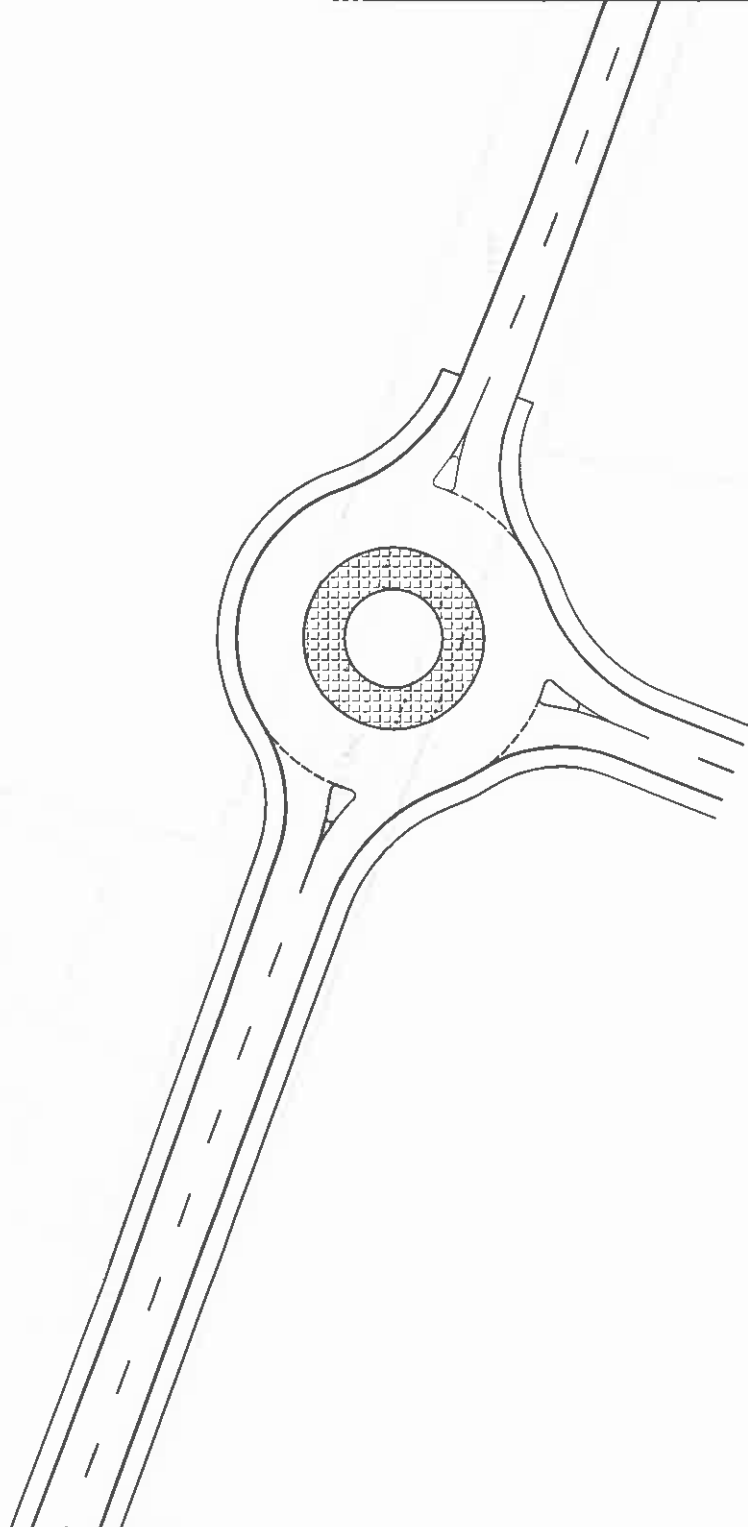
Cooks Lane, Wigston, Leicestershire

Option C

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Drawings



Based upon the Client's Survey No. 11/2001 Made of 2008 with permission of the Controller of the Land Registry, the information shown on this plan is correct to the best of our knowledge and belief.

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Client

David Wilson Homes
Land off Newton Lane &
Welford Road, Wigston

Title
Potential Newton Lane
Site Access Junction

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Date
Aug-2009

Project No
209711

Drawing No
209711-Q-001

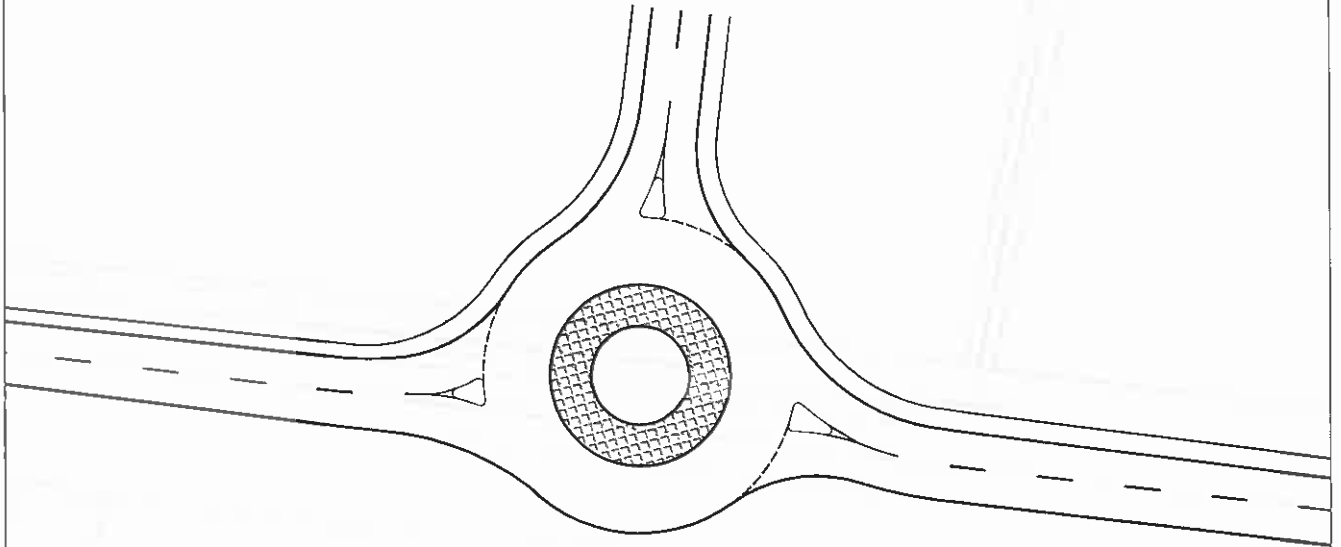
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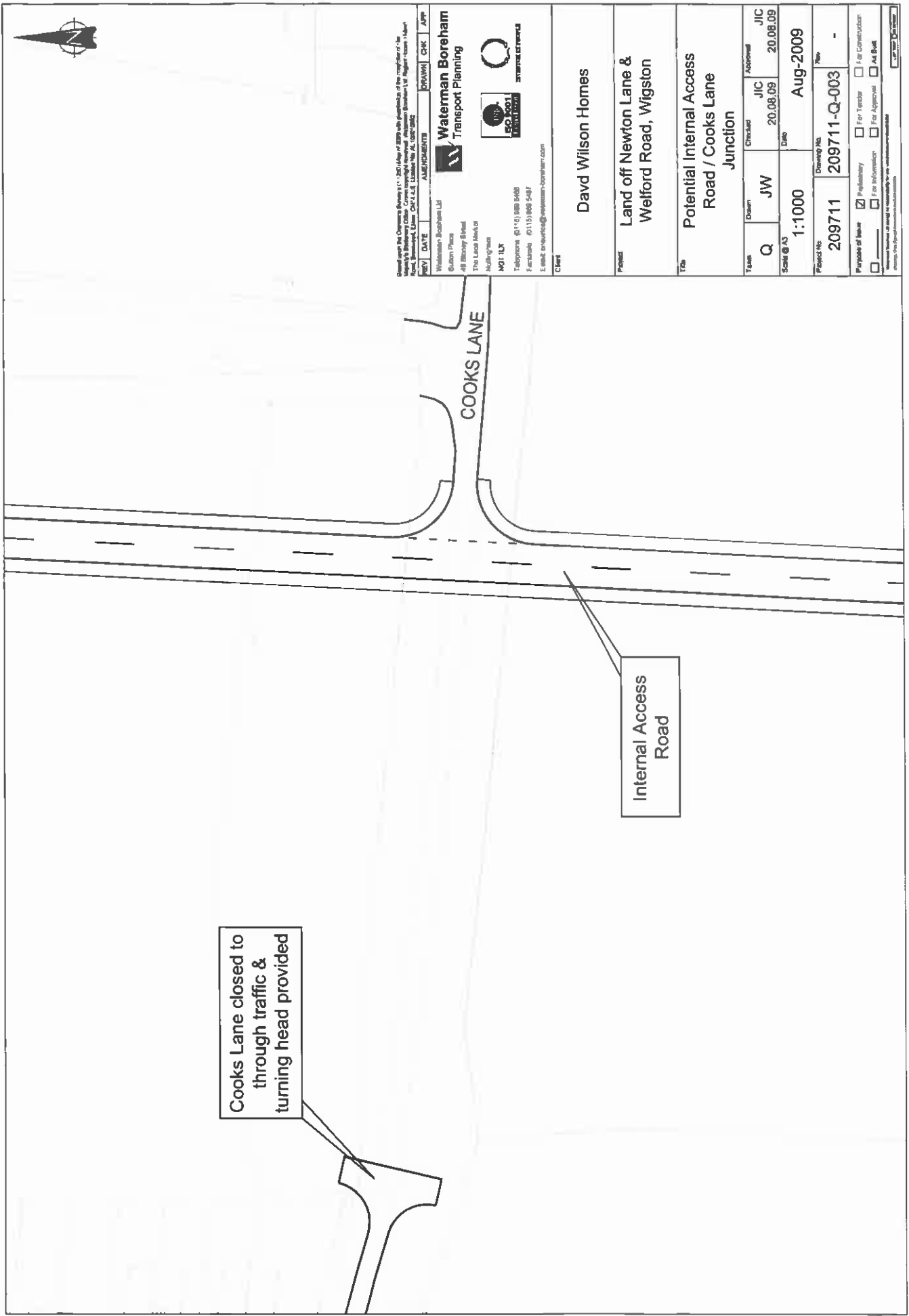
David Wilson Homes
 Land off Newton Lane &
 Welford Road, Wigston
 Potential Welford Road
 Site Access Junction

David Wilson Homes
 Land off Newton Lane &
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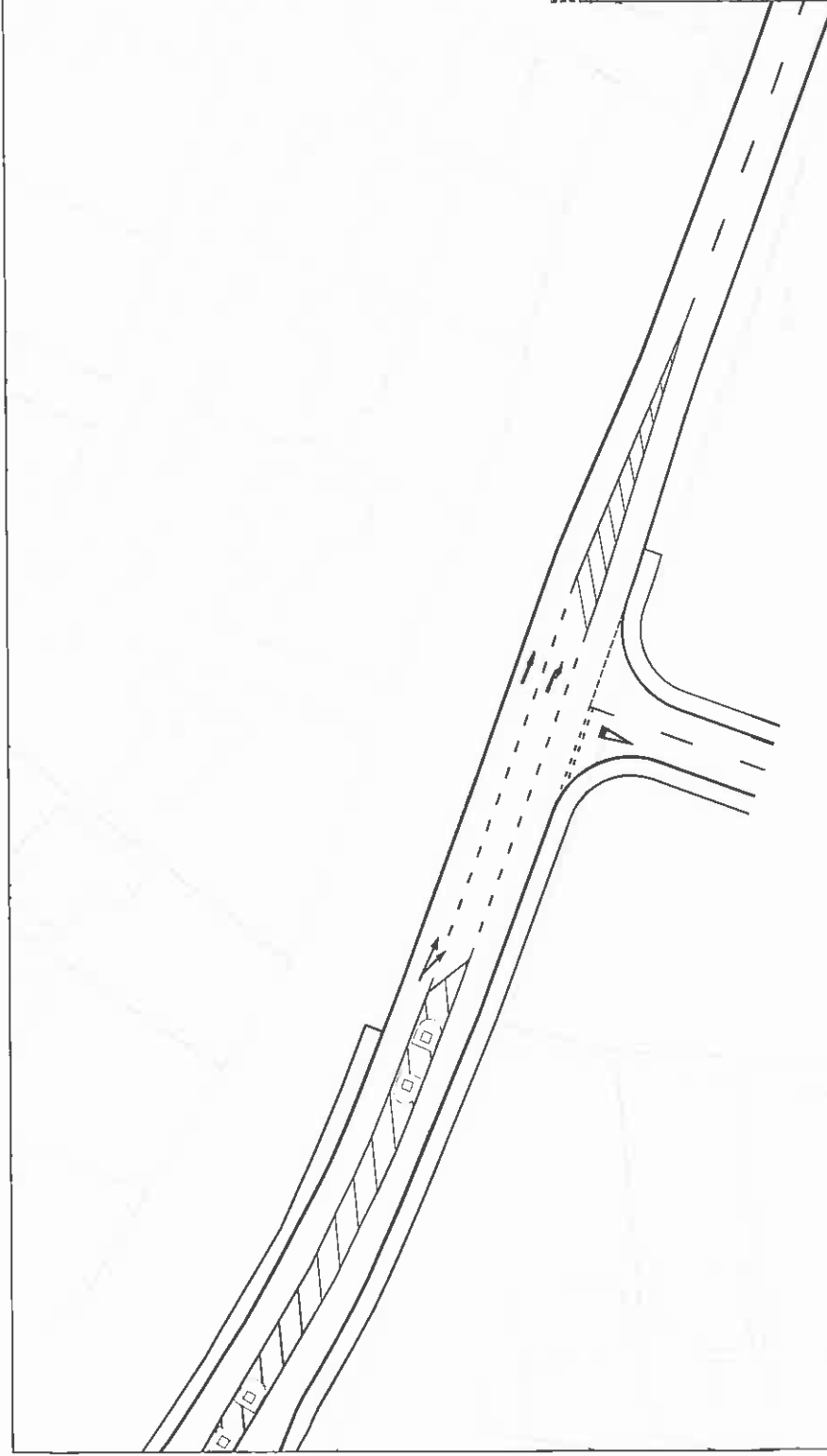
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Project No.	209711-Q-002		Rev	
Purpose of Issue: <input checked="" type="checkbox"/> Preliminary <input type="checkbox"/> For Tender <input type="checkbox"/> For Construction <input type="checkbox"/> For Information <input type="checkbox"/> For Approval <input type="checkbox"/> As Built				

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<p>Project: Land off Newton Lane & Welford Road, Wigston</p>					
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Issue	Drawn	Checked	JIC	Approval	JIC
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ISO 9001
 REGISTERED
 INDEPENDENTLY

REV	DATE	DESCRIPTION	BY	CHK	APP
Project David Wilson Homes Land off Newton Lane & Welford Road, Wigston					
Title Potential Newton Lane Site Access Priority T-Junction					
Drawn	Checked	JIC	Approved		
Q	JW	20.08.09	20.08.09		
Scale @ A3	1:500	Date	Aug-2009		
Project No.	209711	Drawing No.	209711-Q-004		
Purpose of Issue: <input type="checkbox"/> For Information <input checked="" type="checkbox"/> For Tender <input type="checkbox"/> For Construction <input type="checkbox"/> For Approval <input type="checkbox"/> As Built					