

From: Nigel Palmer <info@marketbosworthsociety.com>
Sent: 24 December 2024 09:53
To: tim.hartley@hincjkeybosworth-bc.gov.uk; Tim Hartley
Cc: Planning Folder New
Subject: 24/01079/OUT

Dear Tim

Merry Christmas!

I have not been able to load the following comments via the Consultee Portal due to the limitation on characters. I have therefore attached the Market Bosworth Society Comments below:

Application 24/01079/OUT

The Market Bosworth Society does not normally comment upon applications outside the Market Bosworth Conservation Area for which it is a consultee. However, several members have spoken to me about this proposed plan and have asked that I make a representation via the Society as some of our members do not find it easy to make their own comments. For that reason, the Society is making a comment now.

All the members I have spoken to, local residents are against this development for many reasons. Most of which are not seen as valid planning reasons, but they are valid to the community and must carry weight, nonetheless. There is little appetite within the community for this development as was found by the results of the Statement of Community Involvement. Out of 811 enquiries issued only 17 were returned and they were 100% against the development.

In 1947 the first Town and Country Planning Act was enacted under a Labour Government. The purpose was to control urban sprawl into the countryside by laying down procedures. Since then, the Act has been amended several times but this concept has been retained and therefore arguably the wish of the community not to have additional houses built in the countryside could be seen as a legitimate planning objection. Most, if not all Planning Officers are members of the Royal Town Planning Institute, RTPI. The *raison Detre* of the RTPI is to *"To advance the science and art of planning, working for the long-term common good and wellbeing of current and future generations."* Once again it is difficult to overlook the local community even against a background of a national housing shortage. Although much of that apparent shortage has been created by land banking and empty properties funded by greed.

My members are alarmed by the changes being made to Market Bosworth. They have already seen it grow by around 120 homes since 2016 with another 120 planned for the allocated site. Elsewhere there is an application for another 90 and this of 126. The proposals mean another potential 336 houses. If all these applications are permitted with the existing growth Market Bosworth will have grown by over 50% which is simply not sustainable. The community supported and still does the current Neighbourhood Plan which although now undergoing a Regulation 16 review is still valid up to 2026. So far the plan has over delivered on the minimum new housing target of 108 and in the Spring of next year a further development on allocated land will commence, more than doubling that initial expectation. At the referendum 80% of the community voted not to develop land on the north of Station Road as is proposed here. This development will obviously have a huge impact upon the local infrastructure. The Doctor's Surgery cannot be extended, and patients already face a significant wait to see a GP. There is no NHS dentist availability in Market Bosworth as the surgery is already working beyond capacity. The schools are full and many who have moved to Market Bosworth are forced to transport their children to Stoke Golding and Hinckley to attend a school. This is by private travel as there is one bus route to Leicester and one to Atherstone with no buses to Stoke Golding or to Hinckley. Add to that the Medieval town centre, with narrow streets, fragile cottages (16th Century foundations were mostly earth with a plinth of stone) tight corners and of course limited parking and the impact on hundreds of new homes on the quality of life on the community can easily be understood. Remember the community has already supported the delivery of almost double the minimum target set in the current Neighbourhood Plan. This is far beyond being a NIMBY community. It is urban sprawl specifically not permitted by the Town and Country Planning Act 1947.

The land north of Station Road has been identified in the Market Bosworth Neighbourhood plan as benefitting from views and vistas held in value by the community. The views affected by this application are set out clearly in the Market Bosworth Neighbourhood Plan as number 11 and 12. The land is also a heritage site within Market Bosworth as it was there that Group Captain Walter Churchill DSO DFC used the landing strip to land his Hurricane Aircraft whilst checking on progress of the building of a new factory across the road. Members cannot therefore align this determination to destroy the heritage and valued views and vistas.

This is not the first attempt to develop this piece of land. Previously an application was brought forth for a very similar development and was dealt with under APP/K2420/W/21/3279808 by an appeal hearing. The main issue is detailed under section 6 and was set out in the hearing response as:

The main issue is the effect of the appeal proposal on the character and appearance of the area, with particular regard to Important View 1, Vista 11 and public footpath S70/1.

That consideration remains valid for this application which appears to have ignored a major part of the previous appeal hearing. I do not intend to repeat paragraphs 7 to 34 here they can be found under the above reference, but I will repeat the final paragraph 35 which states categorically that “*Consequently, in this particular case the other material considerations do not justify allowing this appeal given the harm that has been identified and the resulting conflict with the development plan when taken as a whole.*” That application was turned down.

It is impossible to distinguish with any amount of clarity how this current application will not be viewed in exactly the same way when it is examined under similar circumstances. Gaps in houses will not enhance but destroy views 11 and 12. The development also goes against the wishes of 80% of the participants in the Neighbourhood Plan Referendum, a significant number which must not be ignored. The development threatens to destroy the idyllic transformation from rural to gentle urbanisation as travellers transit Station Road. It must also be remembered that the Market Bosworth Neighbourhood Plan is bringing forth the development of the allocated land in Spring 2026 and that traffic will use Station Road. That road is gridlocked twice per day with school traffic, both parents bringing children to Market Bosworth and an almost similar number of parents taking their children elsewhere to be educated as they cannot find places in Market Bosworth schools. The addition of another 100 plus families above that number planned for will cause utter chaos and misery to the community.

Turning now to more formal matters. There is little employment or entertainments in Market Bosworth nor any significant health centres, supermarkets, or hospitals. Market Bosworth does not meet the criteria to be designated as a District Centre. This development will result in an increase in car journeys and delivery journeys and is therefore not in accordance with DM 2. Furthermore, the destruction of the views identified in the Market Bosworth Neighbourhood Plan also do not meet the requirements of DM 2

DM 3 cannot be met. Only a relatively limited part of Station Road can be improved as the remainder is bounded by residential properties. It has already been stated that the Doctors Surgery cannot be extended, and the Schools have no land upon which to grow. The Medieval Town Centre cannot be developed further, although the Parish Council and the Local Authority will be implementing improvements to the Town Centre in the Spring of 2025. These improvements are limited and will not overcome the difficulties of an increase to the population as proposed.

DM 4 is to protect a sites intrinsic value, beauty, open character and landscape character, the countryside will first and foremost be safeguarded from unsustainable development. Development in the countryside will be considered sustainable. Paragraph E sets out why this application does not meet the provisions of DM 4

e) It relates to the provision of accommodation for a rural worker in line with Policy DM5 - Enabling Rural Worker Accommodation. and: i) It does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and ii) It does not undermine the physical and perceived separation and open character between settlements; and iii) It does not create or exacerbate ribbon development; iv) If within a Green Wedge, it protects its role and function in line with Core Strategy Polices 6 and 9; and v) If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21

DM 9 is to safeguard natural and semi natural open spaces. Whilst it cannot be said that the land in question is designated as an open space it is an open space. It gives rise to two hugely important views (numbers 11 and 12 in the Market Bosworth Neighbourhood plan). This application would destroy those views by the erection of buildings and therefore the provision of DM 9 is valid and not met.

DM10 Previously it was proven beyond doubt that there would be a negative consequence on a major source of employment in Market Bosworth. Many of the factories are just across the road and one in particular was the subject of a sound nuisance study. It was found that the factory would not be able to operate as it does currently which would result in its likely closure. Therefore, this is impacting on the ability of the community to find work without the need to travel to neighbouring towns and cities.

The additional cars and delivery vehicles will add to the pollution levels and congestion levels. Enjoying the amenity of one's home is not simply limited to sitting peacefully in one's garden or enjoying an undisturbed night's sleep. It is about being able to travel to and from that home in relative efficiency and safety. This would not be possible with the proposed increase in traffic on Station Road. There are already concerns about diesel particulate pollution (known to exacerbate CPG) on Station Road. The inevitability of standing traffic will make pollution much worse impacting negatively upon the lives of the community.

In conclusion, members of the Market Bosworth Society are not blind to the needs of the country for housing. Indeed, they have embraced their responsibilities and have supported the delivery of over 250 new homes as part of the Market Bosworth Neighbourhood Plan. They are worried and concerned that the picturesque tourist location will be utterly ruined by overdevelopment.

I am instructed, most definitely to present an objection to these plans in the strongest of terms.

Nigel Palmer
Chairman
Market Bosworth Society



Bosworth Links is grateful to and supported by: The Heritage Lottery Fund, The Dixie Educational Foundation, The Market Bosworth Parish Council, The Richard III Legacy Fund. The Hinckley & Bosworth Borough Council (PCIF) Heart of England Co-operative Society

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