

STONE PLANNING SERVICES
LIMITED

PLANNING STATEMENT
ERECTION OF 72 BEDROOM CARE
HOME (C2) AND ASSOCIATED
HIGHWAY, DRAINAGE AND GREEN
INFRASTRUCTURE, LAND AT
LEICESTER ROAD, MARKFIELD,
LEICESTER

NOVEMBER 2023

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INTRODUCTION

- 1.1 Stone Planning Services Limited acts for Charterpoint (LE67) Limited and submits this statement to assist in the determination of the full planning application for the erection of a 72 bedroom Residential Care Home (C2) and associated highway, drainage and green infrastructure.
- 1.2 The red line application site lies within the administrative areas of Charnwood Borough Council and Hinckley & Bosworth Borough Councils. All of the built form lies within Charnwood Borough Council. Only the initial section of the access (approximately 3 metres in length) is located within Hinckley and Bosworth Borough. The position of the development in relation to the administrative boundary is shown on Drawing 2153-PA-003 Proposed Site Plan Whole Site. This Statement is relevant for both Local Planning Authorities.
- 1.3 Pre-Application enquiries with regard to the proposal were undertaken with both authorities.

Charnwood Borough Council.

A response was received on 20th January 2023.

Principle - site lies within countryside. However, it is acknowledged that the Borough only has a 3.34 year supply of deliverable housing sites. Accordingly, paragraph 11 (d) of the Framework is engaged. The most relevant policies with regard the delivery of housing, including care homes, are out of date.

Relevant policies in the Borough of Charnwood Local 1991 – 2006 are:

- CT/1 – General principles for Areas of Countryside, Green Wedge and Local; Separation
- CT/2 – Development in the Countryside
- EV/1 – Design
- TR/18 – Parking Provision in New Development

The Charnwood Local Plan 2021-37 (draft) which will replace the adopted Local Plan and Core Strategy is at an advanced stage of its development and may be a significant factor for a planning application. The policies are largely similar to the existing.

Other relevant policy documents:

- Design SD 2020
- NPPF
- NPPG
- The National Design Guide

Highways - a Transport Assessment and Travel Plan should be submitted. 2.4 x 65m visibility splays required. And a Stage 1 Safety Audit

Design - the design should respond positively to the local context. Design should take account of:

1. The National Model Design Code and Charnwood's Design SPD.
2. Identify any impacts the proposal will have on the wider landscape and how it will be mitigated.

3. Identify how the design of the various elements of the scheme have been informed by the local character.

Biodiversity - a Biological Impact Assessment will be required.

Flood Risk - site lies within Flood Zone 1.

Hinckley and Bosworth Borough Council

A response was received on 25th November 2022. The main issues raised were:

Principle - The Council would not determine any application until the appeal 3300552 had been determined.

National Forest - site is located within the National Forest. 20% of the site should be dedicated as Forest. If this cannot be met on site, then off site planting should be secured or in exceptional circumstances a financial contribution of £77,000.

A tree survey should be submitted.

Design and sustainability - the use of timber and green roofs and walls would reflect the site's location. Should also consider sustainable design. BREEAM Standards to be achieved.

General landscaping - a detailed landscaping scheme will be required.

Ecology - grassland may have biodiversity value. Need to review is the grassland meets the LWS criteria; if it does then development should not take place.

Southern hedge is species rich. BNG assessment required.

GNC survey/mitigation plan required. Badger survey required.

Archaeology - no further investigation required.

Affordable housing - provided there are no units that provide for full independent living there will be no affordable housing contribution.

NHS - A contribution of £14,089.60 is requested. Existing facilities would need to be improved.

Planning policy - Markfield is a Key Rural Centre. The site lies within countryside and the proposal does not meet any of the exceptions set out in Policy DM4. It is noted that none of the built form lies within the Borough, hence consideration is likely to focus on the character of the countryside and ecological impacts as a result of the access.

Locationally the site is close to everyday services.

There is no need for the applicant to demonstrate need for a C2 use but the 2019 Housing Needs Study did show a current shortfall in provision and an overall shortfall of 1322 beds by 2036 Design - this will fall for Charnwood to consider. A Building for Healthy Life Assessment is recommended.

Site sits within the Charnwood Forest Settled Forest Hills Landscape Character Area. Design should reflect the area and its location within the National Forest. Existing front hedge to be retained with a 5m buffer. Additional planting should be incorporated.

Submitted design generally supported. Timber to be incorporated.

A Landscape and Visual Impact Assessment should be provided.

Residential Amenity - in view of the distances from existing properties the proposal would not adversely affect existing properties.

A noise survey should be submitted in view of the proximity to the A50.

Highways and parking - a Transport Assessment and Travel Plan should be submitted together with a Stage 1 Safety Audit. Visibility splays of 2.4 x 65m are required.

It is likely that a contribution to improvements to the Field Head Roundabout will be sought.

Flood Risk and Drainage - site lies within Flood Zone 1. Surface water runoff will need to be controlled. Infiltration preferred. A Flood Risk Assessment should be submitted.

Ecology - GCN and Badger surveys required.

- 1.4 Planning Appeal – Appeal 3300552 related to an outline planning application for 93 dwellings and associated infrastructure on land north east of Ashby Road, Markfield. Charnwood granted consent for the proposal whilst Hinckley and Bosworth Borough Council refused the same proposal. The applicant appealed the Hinckley and Bosworth decision.
- 1.5 Hinckley and Bosworth considered it has jurisdiction to consider the development of the entire site, including the vast majority (93%) which fell within Charnwood. The Inspector opined there was no case law on this matter.
- 1.6 Notwithstanding, the Inspector assessed the main issue which was the impact on the character and appearance of the locality. He noted that the extent of the housing built form was entirely within Charnwood and only small scale works would be within Hinckley and Bosworth. At paragraphs 15 and 16 he stated:

Therefore, whilst the impact of the proposed development that would take place within the 93% of the site is a material planning consideration, it is so against the background that CBC has resolved to grant planning permission and that they are the only authority who can decide whether or not development is acceptable on that land. The fact that CBC has resolved to grant planning permission is a consideration of significant weight.

Accordingly, I do not find the alternative HBC position of assessing the full impact on the development including that in CBC to be a sound apprising to determining the appeal before me’.

- 1.7 The inspector went on to consider matters of housing need, in the lack of a 5 year housing supply, impacts on landscape, heritage, transport, sustainability and biodiversity and concluded that the appeal should be allowed.
- 1.8 This decision clearly sets out the weight attached to the need for all forms of housing within Charnwood Borough. In addition, the Inspector was not persuaded by the argument put forward by Hinckley & Bosworth Borough that it should assess the entire scheme including that part lying within Charnwood Borough. The current proposal is identical in that the built form is entirely within Charnwood Borough and only the initial section of the access within Hinckley & Bosworth Borough.

1.9 The submission comprises:

- a. Planning Application form and certificate (Notice No 1)
- b. Planning Statement
- c. Statement of Community Involvement
- d. Edmund Williams Architect Suite of drawings

Drawing No
2153-PA-001 Location Plan
2153-PA-002 Existing Site Plan
2153-PA-003 Proposed Site Plan Whole Site
2153-PA-003.1 Proposed Site Plan Development Area
2153-PA-004 Proposed Ground Floor
2153-PA-005 Proposed First Floor
2153-PA-006 Proposed Basement Floor
2153-PA-007 Proposed Roof Plan
2153-PA-010 Proposed Elevations 1
2153-PA-011 Proposed Elevations 2
2153-PA-012 Proposed Elevations 3
2153-PA-013 Proposed Elevations Facade Materials

- e. Design & Access Statement
- f. Cycle Shelter
- g. Noise Assessment - ADT
- h. Preliminary Ecology Assessment – Brindle & Green
- i. Ecological Impact Assessment incorporating BNG Assessment - Brindle & Green.
- j. Arboricultural Impact Assessment - Brindle & Green
- k. 4456 101A Landscape Strategy - TPM Landscape.
- l. Sustainability Statement - Chord Consult.
- m. Transport Assessment - ADC Infrastructure.
- n. Travel Plan - ADC Infrastructure.
- o. Flood Risk Assessment – Stephen Daykin Consulting Limited.
- p. Drainage Strategy - Stephen Daykin Consulting Limited.
- q. Landscape and Visual Assessment – Topia Landscape Architects.
- r. Phase 1 Environmental – Roberts Environmental Limited.

APPLICATION SITE

- 2.1 The development site covers approximately 1.1 hectares and is located on the northern side of Leicester Road, Markfield, Leicestershire. Markfield lies 7 miles northwest of Leicester city centre.
- 2.2 Markfield is a mature settlement within the Leicester Principal Urban Area and located within the administrative area of Hinckley & Bosworth Borough Council.
- 2.3 However, all of the built form lies within Charnwood Borough with only the first section of the access, within public highway, within the administrative area of Hinckley & Bosworth Borough.
- 2.4 The site is roughly rectangular in shape with a long frontage to Leicester Road. To the south, across Leicester Road is the cemetery and a small number of residential properties. To the north at a higher level beyond a mature landscape embankment is the A50. Westwards is agricultural land and land used for horses and beyond that a housing site that recently obtained planning permission. To the east the site comes to a point where Leicester Road joins the A50 – the Field Head Roundabout.
- 2.5 Topographically the site is relatively level over its southern section and then slopes down to the northern boundary. A number of trees and hedges form the southern boundary with Leicester Road.
- 2.6 There are a small number of other trees within the site, although none of any particular value are impacted by the development. Trees T11, T12 and T13 are the only category B trees and these together with the majority of boundary trees are retained.
- 2.7 There are two minor watercourses. One runs through the site to the east of the proposed built form. The other follows the western boundary, with its original form along the southern boundary.

PROPOSAL

- 3.1 The proposal relates to the construction of a 72 bedroom residential care home (C2).
- 3.2 The following accommodation is proposed:
- Drawing 2153-PA-004 Proposed Ground Floor shows the proposed Ground Floor Plan. The ground floor provides for the main entrance on the southern elevation, 35 bedrooms, lounges, dining rooms, cafe/bar, external patio area and small private terraces on the northern elevation.
 - Drawing 2153-PA-005 shows the proposed First Floor. The first floor provides for 37 bedrooms, lounges, dining areas, cinema room, external balcony amenity areas etc.
 - Drawing 2153-PA-006 shows the proposed basement floor plan. The design takes advantage of the site topography to create a basement on part of the northern elevation. This will provide staff facilities, a plant room, kitchen and laundry room.
- The proposal covers a total of 3,752 sqm GIA.
- 3.3 The vehicular access to serve the site is located at a western end of the frontage to Leicester Road. This will have a width of 6m and 6m radii and a footway on the east side. Visibility splays of 2.4 x 65 m are proposed. The access arrangements are shown on Drawing 2153-PA-003 Proposed Site Plan Whole Site.
- 3.4 The internal road will access a 34 space car park. These spaces are generally located to the west of the building with the remainder to the front. Covered cycle storage and motorcycle parking is also provided. There are 6 EV charging points as set out in the Design & Access Statement. Servicing will take place from the rear corner of the building.
- 3.5 The design has taken its lead from the residential properties in the locality. Locally there is a predominance of red brick with grey roof tile. Render is also present. Whilst materials are to be considered later the illustrative elevations reflect the Design Team's thoughts. Further details are provided within the Design & Access Statement.
- 3.6 Prominent gables are evident along properties on Leicester Road. These have been incorporated into the design. Consideration was given to the introduction of a more contemporary design, but the more traditional style is proposed.
- 3.7 A separate bin store area is proposed. There is also a compound for the air source heat pumps adjacent the western boundary which will be screened.
- 3.8 A drainage strategy is submitted. Foul water will be pumped into the main sewer in Leicester Road. A pumping station is proposed.
- 3.9 A full landscape scheme is submitted,

ACCOMPANYING REPORTS

- 3.10 A series of specialist reports have been prepared to accompany the planning application.

- 3.11 Noise Assessment by ADT – this concludes:

The preliminary noise modelling indicates significant noise levels incident on the north-east elevation, requiring top performance acoustic glazing and probably a WHV or MVHR ventilation system. The side elevations would also require acoustic glazing but could have frame mounted acoustic vents.

The south-west elevation can have standard thermal double glazing and standard vents.

Re-orientation of the building may slightly reduce the sound insulation requirements, but the benefits will be relatively small. Changing the internal layout is not expected to significantly affect the package of sound insulation measures.

Acoustic screening is unlikely to significantly reduce the noise levels incident on the building, although this could improve the noise climate in the extensive garden areas.

- 3.12 The Design Team has taken full account of these comments and the need for high performance glazing is not uncommon in such circumstances. The requirements can be accommodated in the building design and specification.

External amenity areas are provided on the south and east of the building or within screened areas.

- 3.13 Preliminary Ecological Assessment prepared by Brindle and Green. This set out the baseline and the need for additional surveys which were undertaken.

- 3.14 Ecological Impact Assessment by Brindle & Green. The Ecological Impact Assessment draws on the various species reports and PEA and is a robust assessment of the ecological and biodiversity issues. The survey work failed to identify the presence of reptiles and badgers. There is a moderate level of bat activity, predominantly located along the northwest site boundary and the neutral grassland area to the south. The grassland parcel in the southern tip of the site is of LWS quality and should be retained and managed. Measures for mitigation and compensation are set out in the report and these are incorporated in the scheme. There is a small net loss of hedgerow units and a 2.27 (-25.34%) unit loss of habitat units. It is intended that compensation is provided off site.

- 3.15 Arboricultural Impact Assessment by Brindle & Green – this demonstrates that the development can be accommodated without undue impact on existing trees.

3.16 Landscape and Visual Assessment by Topia. This concludes:

“The effects on the existing landscape fabric within the Site itself would be significant due to the adverse change in land use from agriculture on 50% of the land. The remaining 50% within the eastern section would be retained as green field due to its ecological interest and managed to encourage a wider species diversity.

The Landscape Strategy, proposes introduction of different vegetation types which are reflective of the existing key features of the local landscape character. There would be beneficial effects with enhancement of the existing vegetation by introduction of appropriate management to encourage greater diversity for plant and insect life. A wider variety of wildlife habitat would be introduced, with planting of hedgerow, hedgerow trees, wildflower meadow, ornamental shrubs and individual trees on land surrounding the proposed building and car parking. The potential effect on the Landscape Character Type Charnwood Forest Area 6 Thringstone/Markfield Quarries and Settlements, of low sensitivity is considered to be minor during construction and operation. The effects would be localised affecting a small part of the LCT. The design of the Proposed Scheme reflects the adjacent built form in style of architecture in use of materials and building height.

The Landscape Strategy is aligned with the Area 6 Management Recommendations defined within the Charnwood Forest Landscape Character Assessment, namely 'maintain habitat diversity, ensure any new development is focused at the main settlement and includes adequate landscape proposals to integrate development into the development and gapping up of hedgerows.' Due to the location of this narrow strip of land, sandwiched between existing settlement and the busy A50, the change in land use is considered appropriate due to the surrounding landuse and landscape character.

Potential effects on the Landscape Character Type Charnwood Forest Area 2 Ulverscroft are considered to be negligible due to the distance from the site, intervening landform, built form and vegetation present.

In relation to visual amenity, potential effects to nearby sensitive receptors were considered, these being residential, recreational and transport receptors within the Study Area. During the construction phase, there would be potential significant effects on views from residential properties on Leicester Road directly opposite the site and to the west of the site, also to the PRow J94 west of the site. These effects would be temporary.

During operation there would be potential significant effects at Year 1 on the views from residential properties on Leicester Road and to the west of the site and to the PRow J94. At Year 15, potential visual effects would be further reduced over time with growth of the surrounding vegetation. Potential significant visual effects would remain at a small number of residential properties directly opposite the site, with views of the roofline of the Proposed Scheme visible above the intervening treeline. These effects would reduce further over time.

It is considered the proposed scheme with established landscape mitigation would accord with Charnwood Borough Council Adopted Local Plan Policies CS2, High Quality Design, CS11 Landscape and Countryside, CS12 Green Infrastructure. Also Charnwood Borough Council Saved Policies, EV/1 Design, CT/1 General Policies

3.17 Transport Statement prepare by ADC Infrastructure. It concludes:

The proposed access would be 6m wide carriageway and have 6m kerb radii. Sufficient visibility can be achieved, and swept paths demonstrate that a large refuse vehicle can enter and exit the site in both directions. A large refuse vehicle and an ambulance would also be able to manoeuvre within the site and exit in a forward gear.

Regarding the parking provision, 34 car parking spaces would be provided including four disabled spaces and three motorcycle spaces as well as six cycle spaces. The pre-application advice states there should be one car parking space provided for every staff member. It has been confirmed there would be up to 20 full time staff employed at the development. Based on Census data, 75.5% of employees would drive to work and, hence, up to 14 car parking spaces would be required for employees. In terms of visitors, the pre-application advice states one car parking space should be provided per four bedrooms. Based on the proposed 72 beds, this would equate to 18 car parking spaces. However, not all visitors would arrive at the same time and, hence, car parking accumulation exercise has been undertaken which states on a weekend when visitors are most likely to visit residents, there would be a maximum accumulation of 17 vehicles. Hence, the proposed 34 car parking spaces would be sufficient.

There are good opportunities for sustainable travel for visitors and staff of the proposed development. The site is located within walking distance of the residential areas of Markfield and Field Head and can be accessed by foot via footways along the southern side of Leicester Road, Chitterman Way, Launde Road and Main Street. To encourage pedestrian travel, an uncontrolled crossing point would be provided within the site to enable connectivity to the proposed 2m wide footway on the southern side of the site access carriageway. A footway would also be provided to the south of the site access to provide connectivity to the existing footway on the northern side of Leicester Road adjacent to the nearest bus stop. For an alternative pedestrian access into the site, a designated pedestrian access is proposed adjacent to the existing bus shelter on the northern side of Leicester Road. In terms of cycle travel, Launde Road and London Road are both classified as quieter routes and, therefore, suitable for cycle and provides connectivity to Field Head as well as the southern parts of Markfield and Stanton under Bardon. There are bus stops within 45m walking distance of the site access and provides regular running to Leicester, Coalville and Swadlincote.

The proposed development would result in a minimal increase in the traffic with up to 10 vehicular traffic movements in a peak hour. In the worst case morning peak hour, eight two-way traffic movements would enter and exit the development via the Field Head roundabout whilst two two-way traffic movements would enter and exit the site via Ashby Road and Whitwick Road. Therefore, this increase would not have

a severe impact on the operation of the highway network and detailed analysis of any off-site junctions is not required.

With reference to the NPPF, the development would provide opportunities for travel by sustainable transport modes, and safe and suitable access can be achieved for all users. The development would not have a severe impact on the local highway network. The development should not be prevented on highways grounds.

- 3.18 Travel Plan prepare by ADC Infrastructure. It sets out objectives, proposals, targets and management.
- 3.19 Flood Risk Assessment & Drainage Strategy by Stephen Daykin Consulting Limited. It concludes:
- *The site is at no quantifiable potential risk of flooding from tidal events or main river systems.*
 - *The site is at no risk of flooding from the cross site stream systems due to its proposed elevation*
 - *The site is at no quantifiable risk of flooding from groundwater sources or overland flow routes.*
 - *The site is at no quantifiable risk of flooding from artificial sources.*
 - *The site is unsuitable for plot specific infiltration style drainage systems due to, prevailing geology.*
 - *The site is at no quantifiable risk of flooding from existing sewerage systems upstream of the development site.*
 - *The site is at negligible risk of flooding from its own internal sewer systems (as is any), but this can be mitigated by small scale engineering considerations.*
 - *The site will drain its surface water to new balancing facilities located to the east of the site with attenuated discharges to adjacent watercourses Development flows will be attenuated to the 1 in 100 year event plus a 40% allowance for climate change, and carry forward flows will be restricted to pre development levels of run off.*
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- 3.20 Sustainability Statement prepared by Chord Consult. This assesses the proposal against the following hierarchy:
- Be Lean - use less energy.
 - Be Clean -supply energy efficiently.
 - Be green - use renewable energy.

The scheme maximises energy demand reduction by improving the thermal envelope and introducing system efficiencies. Connection into a district heating system is not feasible. However, a communal heat network is proposed in the form of centralised heating and hot water generation using air source heat pumps to generate low temperature hot water heating thermally stored to generate domestic hot water instantaneously. A solar photovoltaic installation is also proposed. In addition, Sustainable Construction has been considered and appropriate measures incorporated.

3.21 Phase 1 Geo Environmental Risk Assessment prepared by Roberts Environmental - it concludes:

No potentially significant sources of contamination have been identified.

The site is not located within a groundwater Source Protection Zone.

There are no issues that would preclude the development of the site

PLANNING POLICY

The Framework (2023) & Planning Practice Guidance

- 4.1 The Framework was last updated in 2023 and sets out Government policy with regard to the delivery of sustainable development. Section 5 relates to the delivery of a sufficient supply of homes and at paragraph 62 states:

"Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).

- 4.2 Annex 1 defines Older People as:

People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

- 4.3 Planning Practice Guidance relating to "Housing for older and disabled people" was published in June 2019. The Government sets out its guidance for planning authorities and developers on how to meet the housing needs of this growing sector of the population.

- 4.4 At paragraph 63-001 it states:

'The need to provide housing for older people is critical. People are living longer lives and the proportion of older people in the population is increasing. In mid 2016 there were 1.6 million people aged 85 and over; by mid 2041 this is projected to double to 3.2 million. Offering older people a better choice of accommodation to suit their challenging needs can help them live independently longer, feel more connected to communities and help reduce costs to the social care and health systems. . . . '

- 4.5 Paragraph 63-006 requires local planning authorities to set out clear policies to address the housing needs of groups with needs such as older and disabled people.

- 4.6 Paragraph 63-010 sets out the types of specialist housing designed to meet the diverse needs of older people, which include:

- Age restricted general market housing - generally for 55 years and older which may include some shared amenities such as communal areas but does not include support or care services.
- Retirement living in sheltered housing - generally flats or bungalows with limited communal facilities such as lounge, laundry and guest room. Some support to enable residents to live independently. There may be a warden.
- Extra care or housing with care - purpose built flats or bungalows with a medium to high level of care available. Residents can live independently with 24 hour access to support services and staff. Often seen as the Retirement Village model.

- Residential care homes and nursing homes - residents have individual rooms and a high level of care meeting all daily needs. They do not normally include support for independent living. This can also include dementia care.

The proposal relates to this subcategory.

- 4.7 Paragraph 63-016a provides advice on establishing the level of residential care housing required. This is based on the average number of adults living in households and uses Census data. This is set out in the Housing Needs Surveys for the two Authorities.
- 4.8 The design of older persons accommodation is considered at 63-017. It promotes inclusive design at the outset by considering how the building will be occupied and managed. Paragraph 63-018 considers how design can be age friendly and accessible to all. It considers that inclusive design includes both the building and the wider environment. The location within the plot, gradient, transport infrastructure and relationship with adjoining buildings. Reference is made to HAPPI Reports (Housing for Ageing Population Panel for Innovation) and particularly integration with the surrounding context, social spaces which link with the community, space standards that facilitate flexibility, enhanced natural light and priority for pedestrians in outdoor space.
- 4.9 Paragraphs 126-129 of the Framework sets out design parameters that should be satisfied in considering applications.
- 4.10 At paragraph 8 of the Framework it sets out the three objectives which should be pursued to deliver sustainable development. The proposal will deliver across all three objectives.

Economic - the residential care home will create up to 20 Full Time Equivalent jobs when operational. In addition, a range of jobs will be created in the construction phase over a period of 18 months. The proposal will use local suppliers for the everyday operation of the care home. It will generate rates for investment in public services.

Environmental – whilst the site is located in “countryside” the land does fall within a narrow strip of land between Markfield and the A50.
The proposal will secure net biodiversity gain.

Social - the proposal will deliver 72 bed spaces for residents in need of care. There is a rapidly increasing need for specialist accommodation particularly at a time when public provision is reducing, and large elements of the stock are aging and in a poor condition.

- 4.11 The proposal is consistent with the Framework and relevant Planning Practice Guidance.

Development Plan

- 4.12 The Development Plan comprises the Charnwood Local Plan Core Strategy (adopted 9 November 2015) and the Borough of Charnwood Local Plan (adopted 12 January 2004) (saved policies). The emerging Charnwood Local Plan 2021-37 is also a material consideration. With regard to Hinckley and Bosworth the relevant Development Plan is the Hinckley and Bosworth Local Plan comprises the Core Strategy (2009) and the Site Allocations and Development Management Policies DPD (2016). In addition, there is the Markfield Neighbourhood Plan.

The relevant policies are considered:

- 4.13 Charnwood Local Plan Core Strategy (adopted 9 November 2015)

Policy CS1 – Development Strategy – Sets out a growth hierarchy for the Borough that sequentially guides development towards the most sustainable settlements.

Whilst the site lies within countryside it is immediately adjacent to the settlement of Markfield that lies within the Hinckley & Bosworth administrative area.

Policy CS2 – High Quality Design – requires developments to make a positive contribution to Charnwood, reinforcing a sense of place. Development should respect and enhance the character of the area, having regard to scale, massing, height, landscape, layout, materials and access, and protect the amenity of people who live or work nearby.

The proposal will be of a very high quality of design. Full details are provided in the Design and Access Statement.

Policy CS3 – Strategic Housing Needs - supports an appropriate housing mix for the Borough and sets targets for affordable homes provision to meet need.

There is a need for housing in the Borough. We understand that the Council can only demonstrate a 3.34 year supply of deliverable housing sites. Senior people free up family houses when they relocate to Care Homes.

Policy CS11 – Landscape and Countryside - seeks to protect the character of the landscape and countryside. It requires new development to protect landscape character, reinforce sense of place and local distinctiveness, tranquillity and to maintain separate identities of settlements. An LVIA is submitted which demonstrates there will be limited visual and landscape impact arising from the development.

The landscape is unremarkable in this location. The land has been used for horseculture for many years. There are no local or national landscape designations relating to the site.

Policy CS13 – Biodiversity and Geodiversity - seeks to conserve and enhance the natural environment and expects development proposals to consider and

take account of the impacts on biodiversity and geodiversity, particularly with regard to recognised features.

Additional landscaping is proposed within the site together with measures to ensure biodiversity net gain results.

Policy CS16 – Sustainable Construction and Energy - supports sustainable design and construction techniques.

A Sustainability Statement which assesses the following hierarchy:

- Be Lean - use less energy.
- Be Clean - supply energy efficiently.
- Be green - use renewable energy.

Is submitted with the application which considers that the scheme would benefit from the introduction of air source heat pumps and solar panels to achieve a high level of sustainability.

Policy CS17 – Sustainable Travel – Seeks to increase sustainable travel patterns and ensure major development is aligned with this. A Travel Plan is submitted.

Policy CS18 – The Local and Strategic Road Network – Seeks to maximise the efficiency of the road network by delivering sustainable travel.

It is anticipated that most staff will live locally in Markfield. Furthermore, there is a bus stop immediately adjacent the site access; service 29 links Swadlincote to Leicester. This is an hourly service.

The site is also close to the A50 and M1 junction.

Policy CS25 – Presumption in favour of sustainable development - echoes the sentiments of the National Planning Policy Framework in terms of sustainable development.

It is considered that the proposal represents sustainable development:

1. The site lies immediately adjacent the settlement of Markfield.
2. It is located on a public transport route'.
3. It will create job opportunities in Markfield'.
4. The development will result in biodiversity net gain'.
5. There will be opportunities for local businesses.
6. It will meet an evidenced need for older persons accommodation.

4.14 Borough of Charnwood Local Plan (adopted 12 January 2004) (saved policies)

Where its policies have not been superseded by the Core Strategy the previous Local Plan policies remain part of the development plan. In relation to this proposal the relevant ones are:

Policy CT/2 – Development in the Countryside – Sets out how development that is within the countryside will be assessed to ensure there is no harm to the rural character of the area.

It is recognised that the site lies outside the defined limits of development. However, there is an identified need for further housing, including housing for seniors. The site lies adjacent to the settlement of Markfield and just to the east of a recent application for the erection of 93 dwellings (REF: P/21/1260/2) which the Council approved.

In the P/21/1260/2 Charnwood report to Committee it stated:

"Markfield is considered to have a range of services and facilities that is consistent with a Service Centre. The extremely close proximity of the site to Markfield is a material consideration and it should be recognised that future residents are likely to access services and facilities, including public transport from this village".

"Despite the site's proximity to Markfield, the development is at odds with the housing supply policies within the Charnwood Core Strategy as it comprises a large-scale development that is outside the limits to development. However, given the current lack of a 5 year supply of housing land (3.34 years), the policies in the development plan that seek to control the supply of housing must be considered to be out of date and the presumption in favour of sustainable development in para 11 of the NPPF requires an assessment to be made as to whether there are any adverse impacts of granting permission that would significantly or demonstrably outweigh the benefits of the proposal".

We consider that the policy and sustainability assessment of application P/21/1260/2 is equally applicable to the current proposal. It will contribute to the supply of much needed housing, in this case for older residents. This material consideration should carry significant weight.

Policy EV/1 Design – This seeks to ensure a high standard of design and developments which respect the character of the area, nearby occupiers, and which are compatible in mass, scale, layout, whilst using landforms and other natural features. Developments should meet the needs of all groups and create safe places for people.

The applicant has commissioned Edmund Williams Architects who have considerable experience in Care Home design. The design is of a traditional nature that is influenced by local vernacular.

The design carefully utilises the sloping ground to deliver back of house accommodation in a lower ground floor and a domesticated scale building to Leicester Road.

The care home will be constructed in brick and areas of render and a tiled roof. Full details are shown on the Materials Schedule 2153-PA-013.

A high quality design will ensue.

Policy TR/18 Parking in New Development – This seeks to set the maximum standards by which development should provide for off street car parking.

A total of 34 car parking spaces are provided which we consider to be sufficient to meet the needs of the development. Cycle and motorcycle parking and EV charging points will also be provided. None of the residents will drive.

- 4.15 Whilst the site lies within 'countryside' it is located immediately adjacent the settlement of Markfield. All of the built form lies within Charnwood Borough with the site frontage and Markfield lying within Hinckley and Bosworth. Save for the countryside location the proposal is entirely consistent with the relevant policies within the Development Plan. It will provide much needed accommodation for the older persons at a time when the Charnwood Borough Council is unable to demonstrate a 5 year supply of deliverable housing sites.

Draft Charnwood Local Plan 2021-2037

- 4.16 The Emerging Plan is currently being examined. The Inspectors have raised a number of issues which the Council is seeking to address. A further consultation is underway September – November 2023. A further assessment will then take place.
- 4.17 The policies in the Emerging plan attract a small degree of weight and as a consequence the proposal has been assessed against the relevant emerging policies.
- DS1 - Development Strategy. This reflects the previous countryside policy. The site lies outside the settlement boundary of Markfield in a sustainable location. In the planning balance the proposal is considered suitable for this location. Its sustainability credentials are similar to the site to the north for residential development which recently received consent.
 - H2 - Housing for Older People and People with Disabilities. The scheme is for specialist accommodation with care for older people.
 - H4 - Affordable Housing. The scheme does not contain any independent units so there is no requirement for affordable housing.
 - T3 - Parking Standards – the scheme has 34 parking spaces together with parking for cycles (8) and motor bikes (3).
 - CC1 - Flood Risk Management – A Flood Risk Assessment is submitted which demonstrates that there is no risk of flooding on the site or elsewhere as a result of the development. The site lies within Flood Zone 1.
 - CC2 - Sustainable Drainage Systems – surface water will be attenuated on site.
 - CC4 - Sustainable Construction – A Sustainability Statement is submitted which demonstrates how the scheme will achieve high sustainability standards.
 - CC6 - Electric Vehicle Charging Points – a total of 6 EV charging points are provided which is consistent with the emerging policy.
 - EV1 – Landscape as requested at the pre application stage a full landscape strategy is submitted.
 - EV4 - Charnwood Forest and the National Forest – there is no capacity to provide National Forest Planting on site. A payment will be made for off site planting.
 - EV6 - Conserving and Enhancing Biodiversity and Geodiversity. A Biodiversity Net Gain Metric is submitted. This shows a small deficit. It is intended that the shortfall will be met off site through the purchase of suitable units. There is no further capacity on site to reduce the deficit.
 - EV7 - Tree Planting – extensive tree planting is provided throughout the site.

Hinckley & Bosworth Local Plan

- 4.18 The Hinckley and Bosworth Local Plan comprises the Core Strategy (2009) and the Site Allocations and Development Management Policies DPD (2016).
- 4.19 Only the site frontage which lies within highway land, is located within the administrative borough of Hinckley and Bosworth. Following the principles set out by the Planning Inspector (Ref 310724) we have confined our assessment against the relevant policies in so far as they relate to land within Hinckley and Bosworth.

The development within Hinckley and Bosworth only comprises the construction of part of the vehicular access.

- 4.20 The following policies in the Site Allocations and Development Management Policies DPD are relevant:

DM4 - Countryside. The access and footpath will be developed within the District. This will facilitate the delivery of much needed older persons accommodation on land within Charnwood Borough. It is not considered that the creation of the accesses has a detrimental impact on the character of the countryside. It is for Charnwood to consider the impacts of the built form against its policies. Notwithstanding the above we note that the Council has accepted in dealing with Appeal 310724 that policy DM4 is out of date within the context of paragraph 11 of the Framework.

DM6 - Biodiversity. There is a loss of a small section of hedge to facilitate the accesses. An overall biodiversity gain will be achieved with part provision off site.

DM17 - Highways and Transport. A detailed Transport Statement is submitted which demonstrates that a safe and satisfactory access can be provided. On site car parking will comply with the County standards. All vehicles will enter and leave the site in a forward gear.

Overall, the proposal is consistent with the relevant policies in the Development Plan.

- 4.21 The emerging Local Plan 2020-2041 was the subject of a Regulation 18 consultation in 2022. The latest Local Development Scheme was approved by Full Council in December 2022, and this indicates there will be a Regulation 19 consultation in May/June 2024, submission to the Secretary of State in August 2024 and anticipated adoption July 2025. As the emerging Plan is not yet advanced no weight can be given to its policies

Markfield Parish Neighbourhood Plan

- 4.22 Whilst the site does not lie within the Markfield Neighbourhood Plan area the Plan does provide commentary on the Housing needs of older people. This is considered at 6.25. where it states:

The 2011 Census shows that 26% of the parish's residents were aged 65 and over. This compared with 18% in Hinckley and Bosworth and 16% in England.

6.26. The older person population of Leicestershire is projected to increase significantly. The Health and Wellbeing Board of Leicestershire's Leicestershire Joint Strategic Needs Assessment forecasts that by 2041 there will be an additional 74,300 older people in Leicestershire. The greatest actual change is projected to occur in the 75-79 age band, increasing by 20,200 people, while the greatest percentage change is projected to occur in the 90+ age band, increasing by 172 percent. This will obviously pose significant challenges in terms of providing support for the very oldest residents in the county. It is particularly challenging for Markfield, which already has a high proportion of elderly residents.

There is a clear need for older persons accommodation in the locality and this need will grow.

Charnwood Housing Needs Survey 2020.

4.23 The Charnwood Housing Needs Assessment was published in 2020. Section 6 relates to the Needs of Older People and People with Disabilities. As of 2018 some 18% of the Borough's population were over the age of 65. That figure rises in the South West - Charnwood Forest sub area, where the site is located, to 26%. The population over the age of 65 is anticipated to increase by 38% over the 17 years to 2037. This represents 12,900 people.

4.24 Figure 6.10 sets out the specialist housing needs through to 2027 based on its assumptions. It shows that in 2018 the care bedspaces supply was 625 spaces against a demand of 967. It anticipates a further shortfall up to 2037 resulting in an overall shortfall of 390 spaces.

4.25 Paragraph 6.30 goes on to state:

The provision of a choice of attractive housing options to older households is a component of achieving good housing mix. The availability of such housing options for the growing older population may enable some older households to downsize from homes which no longer meet their housing needs or are expensive to run. The availability of housing options which are accessible to older people will also provide the opportunity for older households to 'right size' which can help improve their quality of life.'

Hinckley & Bosworth Housing Needs Survey (2019)

4.26 Whilst the care home is located within Charnwood, the proposal will serve both Charnwood residents and those from Markfield.

4.27 Table 6.1 demonstrates that some 24,024 (2017) were over 65 which represents 21.6% of the population. The Leicestershire average is 17.3%. For the sub area of Markfield that figure rises to 27.8%.

4.28 At Table 6.3 it shows that by 2036 some 34,671 residents will be over 65 years old, an increase of 11,307 or 48.4% . In the Markfield sub area some 83.8% of over 65s are in owner occupied accommodation.

- 4.29 As of 2016 the supply of older persons care bed requirements was 533, the demand was 1017. By 2036 it forecasted a deficit of 1,322 spaces.
- 4.30 Overall we consider that the evidence base supports the provision of residential care homes in the locality. The population of both Authorities is ageing, and future provision will be required. Whilst the Housing Needs Surveys consider the quantum need it does not consider qualitative need. Many existing care homes are aged and have difficulty in meeting modern day standard, in terms of single rooms, individual washing facilities, infection control and accessibility. We would anticipate that some of the older care homes will come to the end of their useful life in the next few years and need replacing. The proposal will provide a modern high specification care home.

Response to Pre Application Advice

- 4.31 Throughout the design process the Design Team have referenced the pre application advice received from both Authorities. All of the requested specialist reports have been commissioned and form part of the submission.
- 4.32 We note that there is an under provision of C2 accommodation. The Charterpoint Group, through its development partners, have considerable experience in the delivery of C2. Once approved, delivery will follow.
- 4.33 Charnwood BC advised that it had a 3.34 year supply of deliverable housing sites. The proposal will assist in reducing the deficit.
- 4.34 There are no independent residential units in the scheme, hence no requirement for affordable housing.
- 4.35 A Stage 1 Safety Audit is provided within the Transport Assessment. 2.4 x 65m visibility splays are provided. On site parking meets the Leicestershire standard.
- 4.36 A very high quality design and finish are proposed. Edmond Williams Architects are very experienced C2 accommodation architects. As requested, the design philosophy is set out in the Design & Access Statement.
- 4.37 Hinckley and Bosworth indicated that it could not comment on the principle of development until such time as the residential appeal to the north west had been determined. That appeal was allowed.
- 4.38 The submitted proposal has taken full cognisance of the pre application advice and provides a high quality scheme will ensue.
- 4.39 The proposal is consistent with the relevant policies in the Development Plan, and it represents sustainable development and paragraph 11 of the Framework is engaged.

CONCLUSION

- 5.1 The proposal relates to the construction of a 72 bedroom residential care home (C2) on land off Leicester Road, Markfield, Leicestershire.
- 5.2 The site is well located to many everyday facilities and is on a public transport route.
- 5.3 There is an identified need for residential care beds in the locality. The proposal will create a very high-quality Residential Care home in a sustainable location which will help meet this need.
- 5.4 The design and layout has been carefully considered to maximise the opportunities that the site presents. The conclusions of the Acoustic Assessment, LVIA, Preliminary Ecological Assessment and Ecological Impact Assessment have been carefully considered together with the pre application advice. The scheme responds positively to the matters raised.
- 5.5 A safe and satisfactory access can be achieved and there is sufficient parking for cars, cycles and motorcycles. EV charging points are provided.
- 5.6 The site is not covered by any local, regional or national landscape, heritage or similar designations.
- 5.7 There are no legal or technical impediments to delivery.
- 5.8 Overall, we consider that in employing the tilted balance there are very significant benefits associated with the scheme across all three objectives. Any adverse impacts do not significantly and demonstrably outweigh the tangible benefits. We consider that the proposal represents sustainable development and should be supported.