

From: Stephen Dukes <Stephen.Dukes@blaby.gov.uk>
Sent: 27 April 2023 14:19
To: Planning Folder
Subject: 23/00330/OUT – Earl Shilton Sustainable Urban Extension (SUE) Mill Lane, Earl Shilton

Dear Christopher

23/00330/OUT – Earl Shilton Sustainable Urban Extension (SUE) Mill Lane, Earl Shilton

Outline application to include up to 500 dwellings, a primary school / education use (Class F1), retail (Class E), community hub (Class E/F1/F2), hot food takeaway (Sui Generis), accesses from Mill Lane and Astley Road and infrastructure including; public open space, SUDS, landscaping, the provision of associated infrastructure and ancillary works. Outline - all matters reserved except for access (EIA development).

Thank you for consulting Blaby District Council on the above outline planning application. I note that the site forms part of the Earl Shilton SUE alongside outline planning application 21/01511/OUT which itself comprises of up to 1,000 dwellings, up to 5.3ha for employment uses, a primary school, and local centre, two vehicular accesses from the A47, limited access from Breach Lane and vehicular access from Mill Lane. The SUE was allocated for development in the HBBC Local Plan (adopted in 2009), with the Earl Shilton and Barwell Area Action Plan (adopted in 2014) requiring a minimum of 1600 homes within the Earl Shilton SUE.

The Infrastructure Schedule set out in the Earl Shilton and Barwell Area Action Plan sets out the likely infrastructure requirements which developments will be required to deliver. In addition to a number of transport/highway improvements within Hinckley and Bosworth Borough, this also includes a contribution to improvements at Desford Crossroads (which falls within Blaby District). Leicestershire County Council as Local Highway Authority has requested a proportionate contribution of £1.104 million towards an improvement scheme at Desford Crossroads in its response to application 19/1610/OUT (for up to 885 dwellings in Kirby Muxloe) which is currently under consideration by Blaby District Council. However, it is noted that the Transport Assessment submitted for HBBC applications 21/01511/OUT and 23/00330/OUT do not appear to make reference to any development contribution towards improvements at this junction. The A47 is the primary route between the proposed Earl Shilton SUE and the Principal Urban Area of Leicester and so is likely to be affected of a significant number of development trips from the Earl Shilton SUE. This is shown in the Transport Assessment submitted which indicates around 180 passenger car units per hour from the development approaching Desford Crossroads on the A47 in the am peak and around 100 units per hour returning through in the evening peak. Given that the Local Highway Authority consider that improvements are required to this junction, it would therefore seem appropriate for the Earl Shilton SUE to contribute a proportionate amount to help address any funding shortfall.

It is noted that the Local Highway Authority does not currently consider that the application fully assesses the highway impact of the proposed development and raises concerns about the Earl Shilton SUE allocation being split into two separate applications and the risks and barriers to delivery, in particular of on and off site infrastructure. Blaby District Council would share these concerns around the delivery of infrastructure if the development does not come forward as one comprehensive application.

The Illustrative Masterplan for the proposed development does not appear to include any vehicular access off Thurlaston Lane, which is welcomed. Blaby District Council previously commented on application 20/01225/FUL (for 111 dwellings on Land west of Clickers Way, Earl Shilton) and raised concerns about the potential for a future road link to connect this site to the rest of the Earl Shilton SUE, and the potential for this leading to traffic using rural roads through Blaby District to access key destinations within the Principal Urban Area such as Fosse Park and employment areas near Junction 21. Whilst pedestrian and cycle connectivity between these sites is encouraged, any vehicular link should be avoided.

Blaby District Council has no further comments to make but would welcome the opportunity to comment further on any amendments to the application.

Kind regards

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