

From: public.access@hinckley-bosworth.gov.uk
Sent: 25 September 2024 12:09
To: Planning Application Comments
Subject: Consultee Comments for Planning Application 24/00831/OUT

Consultee comments

Dear Sir/Madam,

A consultee has commented on a Planning Application. A summary of the comments is provided below.

Comments were submitted at 25/09/2024 12:09 PM from Mr Nigel Palmer Market Bosworth Society (nigel_palmer.MBS@btinternet.com) on behalf of Market Bosworth Society.

Application Summary

Reference:	24/00831/OUT
Address:	Land North Of Shenton Lane Market Bosworth Leicestershire
Proposal:	Outline planning application for the erection of up to 100 dwellings (including 40% affordable housing) with public open space, landscaping, sustainable drainage system (SuDS) a vehicular access point and the demolition of one residential dwelling. All matters reserved except for means of access (re-submission of 22/00167/OUT)
Case Officer:	Tim Hartley

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Comments Details

The Market Bosworth Society is greatly concerned about this latest attempt to build North of Shenton Lane. When this land was subject to an earlier application it was declined by both the Local Authority and a subsequent appeal hearing.

Comments: Whilst this new application refers to building on the lower portion of this land it still raises questions about the long term outlook for the fields adjacent to Shenton Lane. The appeal hearing manager considered that development of these fields would be severely detrimental to the Market Bosworth Conservation Area and afforded great weight to their protection. We would wish to see a much more robust and enforceable plan for the land adjacent to Shenton Lane, rather than that which is set out in this application. This is particularly necessary as the development company owns land on Shenton Lane and the urge to develop that land cannot be understated. The approaches must be protected. Market Bosworth is a recognised tourist destination which contributes several million pounds annually to the local area. Not simply by the tourist spend but in employment in shops and hospitality venues. The destruction of this would cause financial hardship to many.

Market Bosworth has a Neighbourhood Plan (NP) which enjoys the full support of the community. It is ironic that the site identified for development within that plan has now the benefit of an outline plan for over 100 houses. Should this development be added to the NP provision (which called for a minimum of 110

houses a requirement already exceeded) this would result in 240 new dwellings to a town with around 2000 homes. That is a growth rate greater than 10% and therefore unsustainable. The effect upon the medieval town centre would be catastrophic. There are regularly traffic jams in Market Bosworth an additional 140 houses with a absolute minimum of 280 movements per day (this assumes just one vehicle leaving and departing with no allowance for more vehicles or delivery or trade vehicles visiting and leaving). The community of Market Bosworth, being one of the first to bring forward a NP deserve better. The application is therefore in conflict with the NP and therefore the Local Plan.

It is our belief that this proposal is outside the settlement boundary and should be declined for that reason.

The suggestion that access could be made via Stanley Road is not acceptable in reality. Whilst on a map or satellite image the roads look perfectly capable of carrying additional estate traffic the reality is completely different. York Close connects to Stanley Road or via Tudor Close to Western Drive via Lancaster Avenue to Western Drive. All these roads were designed to carry the maximum of traffic for that development. Developers do not usually exceed the minimum requirements for estate roads. Adding more traffic will be dangerous. The next stage of the journey is via Haven Road, which leads to a narrow residential road Southfield Way. The other road is Weston Drive also an estate road. Southfield way is virtually a single track road by virtue of the residents parking on the road. Many have no means of off-road parking and as there are retirement bungalows and flats the residents cannot walk for to collect their cars. These resident cars are joined by the many cars driven by schoolteachers and pupils. The same situation exists on Weston Drive. For most of its length where it meets Station Road it is reduced to a single carriageway due to parked vehicles. Station Road is similarly compromised. Recently the County Council Highways Department was forced to redesign the no waiting and clear way arrangements due to very dangerous situations. Vehicles were driving along footpaths (whilst being used by pedestrians, many school age children) due to congestion. The NP designated site will be adding to this when the 140 houses are built. The traffic from this proposal will be the breaking point. Congestion as expected will be a misery to local residents and the community at large. We have already explained that Market Bosworth is a Tourist Destination but with that weight of traffic and the exacerbation of the parking problems tourists simply will not come.

Residents on Station Road are concerned about pollution. Due to congestion many cars are stationary for long periods. This is causing exhaust fumes and more worrying particulates to enter their homes. Anecdotally there is an increase in COPD cases even though the number of tobacco smokers has declined. At the very least equipment should be deployed to measure the pollution levels especially during the Winter, Spring and Autumn months, This effect should not be ignored.

Overall whilst the Market Bosworth society recognises that the fields adjacent to Shenton Lane are not currently earmarked for development there is little in this proposal to commend it to the community. It is not a designated site and will compete with the designated site for resources and infrastructure.

For the above reasons we believe this application should be turned aside. We object to this application as it stands.

Kind regards