

**PLANNING COMMITTEE: 15<sup>th</sup> June 2021**  
**SUPPLEMENTARY INFORMATION**

The "Supplementary Information" report supplements the main Planning Agenda. It is produced on the day of the Committee and is circulated at the Committee meeting. It is used as a means of reporting matters that have arisen after the Agenda has been completed/circulated, which the Committee should be aware of before considering any application reported for determination.

**Correspondence received is available for inspection.**

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20/00891/FUL	Erection of 350 dwellings with associated access, parking and landscaping Land At Eady Drive, Market Harborough  Land At Eady Drive, Market Harborough
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**Additional Neighbour Comments**

2 x further comments in addition to previous objections raised from two separate households.

1)

Car parking on Blackberry Grange is bad with cars parked on the street as there is not ample parking. The new estate has parking allocated for two cars and an additional space in the garage. Garages are not used for parking cars and should not be considered as a third car parking space. Car parking spaces are also poorly designed with car parking to some plots located behind the house and not adjacent to the front door. Blackberry Grange has examples of this where residents park on the road and on the corner instead of their drive. This causes obstruction and does make this difficult for cars and emergency vehicles to pass. Cars also park on the footpath and on blind corners making it unsafe for pedestrians.

Blackberry Grange estate has issues with water pressure when tankers fill up on the estate and just before entering the estate. When tankers fill up, this affects the whole estate and leaves the estate with no water. This happens on a regular basis and has been reported to the local water authority. If the estate does go ahead water tankers will be constantly filling up to keep the roads damp to keep the dust created down. This means that the estate will have constant drops in water pressure and leaving the estate with no water.

Market Harborough can not cope with the current amount of traffic let alone with the additional new house already completed this year and also started this year. Traffic gets backed up to the Jet petrol station and sometimes even backed up to the Blackberry Grange estate.

New houses are being built to an old standard and the quality of the homes built are to a poor standard. Because of this the new homes built should be built to the government new home June 2022 standard to make sure Market Harborough has a good quality housing of a good energy standard. This is one of the reasons why sites have dramatically increased over the 5 years so sites can be developed before this new standard kicks in. The standard introduced in June 2022 requires every new build house to be air pressure tested to make sure the house is constructed to a good standard and also provide evidence that the house has been built to a good standard and signed off per plot. The houses on Blackberry Grange have been constructed to a poor standard and must be improved.

2)

Further to my objection comments in regard of the above planning application, I attach a photograph of the public open space as you enter the development to show how long the grass gets before the gardening contractors attend. I would estimate they cut the grass once every two months. Also attached are two photos to demonstrate the issue we have with water pressure when tankers fill up. Photo 1 is normal and photo 2 is when the tanker is filling up.



Please can I ask that if planning permission is granted that a condition is imposed to ensure Persimmon addresses the issue with the incorrect small diameter water main pipes that were installed on Blackberry Grange phase 1 ahead of any construction work on phase 2? My worry is that households on phase 1 will be affected more frequently when the mains are extended to supply phase 2 and there will be more tankers filling up with water.

Case Officer comment:

- Highways are satisfied with the car parking provision proposed.
- Traffic impact as a result on the development is discussed within the report
- SAP Regulations are a building control matter.
- The LPA can not request the Applicant as part of this current application to rectify an existing problem on the adjacent site. Furthermore, the dimensions of the water main pipe installed on site would have been agreed by the water authority/building regulations. Notwithstanding this a Note to Applicant is suggested asking the Applicant to look into the matter.
- Unfortunately, the LPA have no landscape management plan or similar to enforce in relation to the grass cutting on the adjacent site.

### **1 x new objection**

1. Increased traffic on to and off the A508 at an already busy traffic island.
2. 350 new dwellings is a significant number of extra people putting a strain on existing under resourced infrastructure eg GP surgeries and schools. Harborough needs to address this with more than a one off payment to the existing GP practices and schools in the area.
3. Additional pressure on the wider local road network. The Northampton Road in to Harborough and the area of the High Street, St Mary's Road and Coventry Road are already heavily congested at peak times and increasingly through out the day. The pressure of additional vehicles will further increase this, raise pollution and reduce air quality in the town.

4. The area proposed for development suffers from flooding/poor drainage during periods of heavy and or prolonged rain.
5. The addition of a further 350 homes in an already heavily developed area will increase problems with poor water pressure which is experienced by existing housing on Blackberry Grange.
6. This development will impact heavily on the peaceful rural surroundings, and significantly impinge on and increase the use of the Brampton Valley Way which is in need of significant work to maintain it for current usage.

Case Officer Comment – These issues have been raised by other objectors and have been addressed where necessary within the Planning Committee report.

21/00232/FUL	Demolition of existing agricultural buildings and erection of 4 dwellings: Land at Elms Farm, Glen Road, Newton Harcourt
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### **Officer Report Amendments/Additions**

Remove the wording which has been ~~struck through~~ and add wording which is underlined.

*Pg. 79*

Figure 7. *Figure 7. Proposed site plan* ~~(the red dashed represents the initial plans submitted)~~

*Pg. 84*

7.4 In this case there is an extant grant of prior approval (reference 19/01433/PDN) for the conversion of the existing poultry building to ~~five~~ four dwellings....

*Pg 85*

7.8 The proposal utilises a courtyard style layout, this is respectful of both an agricultural design ethos and reflects the adjacent courtyard pattern of development to the east. As outlined in Section 3.2 the footprint of the proposed buildings is smaller than the existing buildings and fall-back position. Nonetheless, the height of both buildings and the depth of the west elevation of Building ~~2~~ B is greater than the existing buildings. In general, the proposed buildings are narrower but have greater depths than existing

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7.11 The proposal would lead to an increase in the change of use of land to residential curtilage beyond the fall-back position. The residential curtilage for 19/01433/PDN was approximately 1312m<sup>2</sup>, the proposed residential curtilage as part of the current application is approximately 2165m<sup>2</sup> (see Fig.11a below). It is important to note that the access is not included in the residential curtilage for 19/01433/PDN as it was to be shared with the existing field access- the two figures are not therefore directly comparable. The use of the land for residential purposes changes the character and appearance of the land through its maintenance and the presence of domestic paraphernalia. In this case, the residential curtilages would be modest and in keeping with the adjacent residential properties and therefore do not present inappropriate incursion into the surrounding countryside. The indicative landscaping proposals include soft planting, hedging and post and rail fencing which would be appropriate to the surroundings.



Figure 11A- Comparison of residential curtilages for 19/01433/PDN (left) and the current application (right)

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7.24 Paddock View

Paddock View is the southernmost of the two neighbouring properties. The property has a bedroom window in the east west elevation which overlooks the application site. The property has a garden to the rear/south.

**Final LCC Highways Comments (following the removal of the adjacent field access from the plans)**

**Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:**

The Local Highway Authority (LHA) Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 109 of the National Planning Policy Framework (2019), subject to the conditions and/or planning obligations outlined in this report.

**Advice to Local Planning Authority**

The LHA are in receipt of revised drawings in connection with application 21/00232/FUL, which is for the demolition of existing agricultural buildings and erection of four dwellings in Newton Harcourt. The following comments should be read in conjunction with previous observations issued

to the Local Planning Authority dated 2nd March 2021.

The LHA have reviewed the submitted drawings and note the new field access has been omitted as previously advised. Previous drawings illustrated a new filed access to the west of the existing access to serve the surrounding farmland. The LHA advised all drawings are revised to remove the new field access as the design and access statement stated that a '*parallel planning application is to be submitted in order to re-locate the farm vehicle access to the west*'. Therefore it could then be assessed accordingly as part of the application submission to relocate the farm access.

Subsequently the LHA is satisfied with the development proposals subject to the conditions below.

**Conditions**

1. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

2. The development hereby permitted shall not be occupied until such time as the existing gates to the vehicular access have been permanently removed. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary, nor shall any be erected within a distance of 5 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2019).

3. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with site plan as proposed drawing number ELM-MMA-Z0-XX-DR-A-01006 Rev P8. Thereafter the onsite parking provision shall be so maintained in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and

in accordance with the National Planning Policy Framework (2019).

### **Informative**

Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of

ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>

Officer comment- the highways arrangements had already been judged acceptable by the LHA. The suggested conditions are addressed in the amended conditions below.

### **Conditions**

Condition 11- to be amended following LCC Highways comments

#### **11. Garages/Parking**

The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with site plan as proposed drawing number ELM-MMA-Z0-XX-DR-A-01006 Rev P8. Thereafter the parking spaces, including garages, shall be retained for this purpose on a permanent basis.

REASON: To ensure that adequate parking facilities are provided to prevent on-road parking in the locality (and to enable vehicles to enter and leave the site in a forward direction) in the

interests of highway safety having regard to Harborough Local Plan Policies GD8 and IN2, and the National Planning Policy Framework.

Condition 12 – Added following LCC Highways comments

12. Access Drive/Turning Space

The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 5 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

REASON: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with the National Planning Policy Framework (2019).

Condition 13- Added following LCC Highways comments

13. Existing gates removed and no new gates to access

The development hereby permitted shall not be occupied until such time as the existing gates to the vehicular access have been permanently removed. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary, nor shall any be erected within a distance of 5 metres of the highway boundary unless hung to open away from the highway.

REASON: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with the National Planning Policy Framework (2019).

21/00331/FUL	Conversion and change of use of retail units (A1) to 4 dwellings: 136 Station Road, Broughton Astley
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**Officer Report Amendment**

Remove the wording which has been ~~struck through~~ and add wording which is underlined.

*Pg. 101*

3.1 The proposal is to change the use of the existing shop to ~~three~~ four residential dwellings.



21/00443/REM	Application for approval of Reserved Matters pursuant to outline application ref. 15/01531/OUT (APP/F2415/W/18/3206289), primary infrastructure, including estate road and associated landscaping, drainage, utilities and open space: Land at Mere Lane, Bittesby
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### **Additional Neighbour Comments**

1 further comment in addition to previous comments made, received from a property at the northern end of the application site:

- Just to confirm that we shall not be making an objection to the above application as outstanding issues have been cleared up.

### **Amended Conditions / Informatives**

The following conditions should be amended to include the wording in ***italics and underlined***, and remove the wording which has been ~~*struck through*~~:

#### **5 Footpath Treatment**

No ***above ground*** development shall take place until a scheme for the treatment of the Public Footpaths W89/W92 and Bridleways W86/W88 has been submitted and approved in writing by the Local Planning Authority. Such a scheme shall include provision for their management during construction, fencing, surfacing, width, ~~*structures, and signing and landscaping*~~ in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers. Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.

REASON: to protect and enhance Public Rights of Way and access in accordance with Policies BE2 and GD8 of the Harborough Local Plan and Paragraph 98 of the National Planning Policy Framework 2019.

21/00687/CLU	Certificate of Lawfulness of Proposed Development for the erection of a single storey rear extension with a lean-to roof and rooflights, and the conversion of the existing loft space to habitable accommodation and storage, involving the installation of rooflights to the front and rear roof slopes: 39 Freshman Way, Market Harborough
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## Planning Committee Speakers List – 15<sup>th</sup> June 2021

Speakers please note that the Council's constitution requires evening meetings to end after three hours, unless the Committee votes to continue the meeting. If a meeting does adjourn, remaining business will be considered at a time and date fixed by the Chairman or at the next ordinary meeting of the Committee and the existing speakers list will be carried forward.

Application	Parish	Speaker	Type	Time (mins)
20/00891/FUL	Market Harborough	Nigel Harris	AG	3
21/00232/FUL	Newton Harcourt			
21/00331/FUL	Broughton Astley	Sally Wetherall	AG	3
21/00443/REM	Bitteswell with Bittesby	Louise Steele	AG	3
21/00687/CLU	Market Harborough			

**Key to Speaker Type: O = Objector, S = Supporter, PC = Parish Council, A = Applicant/to speak on behalf of applicant, AG = Agent, STC = subject to confirmation, WM = Ward Member**

### **PLANNING COMMITTEE MEMBERSHIP 2020/21**

***Councillors Mrs Ackerley, Mrs Burrell, Champion (Chairman), Elliot, Frenchman, James, Liquorish, Modha (Vice-Chairman) and Nunn.***

***Please note – any Councillor unable to attend a meeting can be substituted with prior notice being given. Any substitutions will be announced at the start of each meeting.***