

PLANNING COMMITTEE: 19th July 2022
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.

Minutes of the Planning Committee held on 21st June 2022:

The printed copy of the minutes have been amended to reflect the correct membership in that Councillor Nunn no longer sits on the Committee and has been replaced with Councillor Bilbie.

19/01850/OUT	<p>Hybrid planning application comprising:</p> <ul style="list-style-type: none">• Detailed application for development of an 18-hole golf course, practice areas, a golf academy with 9-hole course, driving range and reception building and a grounds maintenance facility and associated access works (including a new junction with the A47 and a new road to join Gaulby Lane (with the existing junction closed off), and access design details to a grounds maintenance compound off Gaulby Lane) and the demolition of existing buildings on site; and• Outline application for the development of associated buildings (including clubhouse, driving range, reception building and grounds maintenance facility) car parking areas, enclosures, bridges and lighting <p>Land at Gaulby Lane, Houghton on the Hill</p>
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A draft Unilateral Undertaking was submitted 14th July (see HDC website for copy). It has an obligation to pay LCC a TRO – Traffic Regulation Order – contribution to implement a 7.5 tonne weight restriction on Gaulby Lane.

Environment Agency comments (additional to report paragraphs 4.1.7 – 4.1.11)

Protection of controlled waters response

We have no objections to this application and no further requirements from a protection of controlled waters point of view.

Flood risk response

Following the receipt of extra information from Dean Ward at WSP UK Limited, we are removing our objection to this planning application. However, the proposed development will only meet the National Planning Policy Framework's requirements in relation to flood risk if the following planning condition is included.

Condition

The development shall be carried out in accordance with the submitted flood risk assessment, ref: Houghton On The Hill Flood Risk Assessment, Project Number 70022471 FRA001 dated August 2019 prepared by WSP UK Limited and the following mitigation measure:

- Land raising within the flood zones is off-set by at least volume-for-volume ground lowering which results in no net loss of flood storage, as detailed in the e-mail correspondence received from Dean Ward at WSP UK Limited dated 17th December 2019. **Reason** To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

Resident comments (13th July – see HDC website online):

Supporting information - PLANNING APPLICATION 19/01850/OUT – DEVELOPMENT OF 18 HOLE GOLF COURSE (LAND AT GAULBY LANE, HOUGHTON). Background Harborough District Council is considering the planning application on the 19 July 2022 at the Committee Planning Meeting. The road access to the development creates a safety concern and will increase the risk of injury as a result of the proposal as it stands. It is worth highlighting that

the latest speeding data is significantly greater than what is recorded in 4.3.5 of the Committee Pack and also the visibility splays are reduced significantly and are not in accordance with what is referenced in at 4.3.6 of the Committee Pack. For this reason the Committee should not approve the application until further analysis, assurance and controls are implemented. This decision to grant permission would raise a number of concerns in respect of Safety and matter of Process. Safety • Previous planning application (03/01153/FULL)1 case officer Mike Patterson: to develop 99 Uppingham Road (for a small number of dwellings – eight) was rejected on the grounds of road safety as it would lead to significant material increase in traffic on the 40 mph zone. The additional traffic would have been insignificant compared to the golf course proposal, which proposes a junction within the 60mph zone. It raises the question what has changed in respect of risk appetite and why is the golf course access considered to pose less risk than that generated by a small number of dwellings? Assume that each dwelling had 2 cars each and generated 3 trips each day, that would only amount to 48 additional trips each day. The proposed golf course (based upon current membership) would generate 1032 trips over a weekday and 230 trips per peak hour at the weekend access and egress within the 60mph zone. • Highways response to the application 19/01850/OUT 2 case officer Mike Patterson: The LCC Highways response is based upon the applicant's analysis, which does not make it clear how many additional trips would be made at the weekend. Presumably it would be significantly greater than the 1032 trips assumed for a weekday? It is forecast that 92 percent of the traffic will be heading from and returning to the West along the A47 – this equates to at least 949 additional trips each day representing approximately around a 10 to 15 percent increase in volume of traffic. It will be much more for the weekend therefore it would be helpful to understand the total forecast volumes for the weekend. This increase in volume is significant. Can the Main Street handle such an increase, for example on a day when the Church, Village Hall, or Field Close are already at capacity? It is also a concern that only the PIC Data referenced under Highway's Safety Section was considered - as this understates the actual level of incidents by stating that only 1

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https://www.icloud.com/iclouddrive/0d3cGcvIRHUHf4_kxGDbWXecw#19_01850_OUT-LCC_HIGHWAYS-1176615 one 'slight' issues occurred. I have witnessed at least two severe accidents during the past 12 months and know of others. The image below shows one of the accidents (where police and an ambulance attended), which was the result of a three-car shunt heading east, into a stationary car turning right into its driveway within the 40 mph zone. Two cars were written off, one professional driver's injuries were such that they were absent from work for three months and suffered anxiety attacks about driving again and another driver suffered severe neck pain for several weeks. The LCC Highways desktop study does not reflect the day-to-day reality of the risk on the A47. I would not class this level of risk as acceptable nor class the incidents as 'slight', having had first-hand experience of the accidents. The LCC Highways assessment is subject to heavy optimism bias and their classification is misleading and can only lead to further incidents and serve to mislead HDC Planning Committee's decision. The LCC Highways analysis should consider the increased risk associated to the immediate local residents trying to join / exit the already extremely busy A47 within the 40 mph zone. The proposed visibility splay to the West (120m * 2.4m) assumes that no cars are parked on the layby outside 99,97,95,95a,93,91 Uppingham Road. The reality is that this will be frequently reduced by at least 35m due to parked cars. The proposed visibility splay to the East (4.5m * 120m) will be interrupted at 40m by the drive at number 101 Uppingham Road. The adjoining carriageway from the proposed access will act as a runway and make it even more difficult to safely enter and exit properties in the immediate location (numbers 99,97, 95, 95a, 93, 91). Has the Highways analysis considered the impact of the reduced visibility splay and risk of accelerating traffic from the golf course heading west into the 40mph zone? The actual visibility splays are reduced significantly and do not adhere to the application or what is referenced in 4.3.6 of the committee pack. Given the majority of the traffic will be travelling from the West (based on the LCC Highways response) of the proposed site, I believe that further safety measures are required, for example solid white lines to prevent overtaking through the Houghton A47 section, and average speed cameras at each end of the

village. The Parish Council recently conducted a speed traffic monitoring data which demonstrated that up to 46 percent of the vehicles on the A47 are speeding, this equates to around 761 vehicles over the AM period and 1016 over the PM period each day. Speeds as high as 72 mph west and 86 east were recorded in the 40mph zone. The risk associated with speeding traffic will not get better as a consequence of the additional traffic, unless further controls are imposed. This data is at odds with that referenced in para 4.3.5 of the Committee Pack, which understates the excessive speeding. The video highlights the excessive speeds on this section of the A47 accident black spot, heading towards the proposed access from the west. This type of incident and speed is not uncommon. <https://youtu.be/fUjOuoHYy24> The video shows the overtaking that is taking place with cars turning right into their drives on the A47. This is also an issue when turning left onto the A47 heading west. <https://youtu.be/zE7ADENn5u8> This is what happens when a near miss becomes a reality Result of turning right heading east out of Houghton • Process: HDC issued letters to interested parties on the 9 July to confirm that it would be meeting on the 18 July to consider the planning application. The 18 July is the start of the national school holiday and therefore makes it difficult for interested parties to contribute. I requested that the date be pushed out to enable better representation. The named contact on the letter is also out on annual leave from the 9th July until after the proposed meeting date. This is odd and does not foster confidence in the process or consultation. Why would such an important decision be taken at a time when interested parties are away on holiday and the named contact is unavailable? It would appear that HDC overlooked those directly impacted? • Summary: o The accident data which has been relied upon for the LCC Highways assessment is questionable and therefore it should conduct its own analysis or the Committee should procure an independent body to assess the wider risks highlighted. o This should include modelling the traffic at peak times on the A47, including surrounding streets - traffic data already confirms that speeding is a significant issue. o The visibility splays will be much shorter in reality and therefore LCC Highways should reconsider this important factor and to establish whether it is safe and appropriate at this stage to consider the application for approval. o A number of serious accidents continue to occur and the proposed scheme will not make this section of the A47 any safer than it is currently. o The HDC should seek further assurance and ensure that the responses are free from optimism bias Ask of the Committee: I would request that HDC Planning Committee defer making a decision until the issue of safety can be resolved and the points in this note be examined more closely. A request to include this note within an updated Committee Pack. Furthermore, it is important to highlight that the concerns raised on the planning portal have not been reflected in the Committee Pack. Also, it should be noted and recorded that a formal complaint has been raised regarding the approach that HDC has taken to consulting with interested parties in advance of the 19 July Committee Meeting

Applicant response (13th July) to resident comments.

As you are aware, LCC Highways have confirmed they have no objection to the proposed scheme following the additional work undertaken by RPS on behalf of Parker Strategic Land, which has been fully scoped with the Highway Authority and completed in accordance with their requirements. Furthermore, the proposed development will deliver a significant betterment to the existing situation for the current junction between Gaulby Lane and the A47.

Nevertheless, to assist in your consideration of the comments I have set out below a few thoughts.

The Transport Assessment included consideration of traffic speeds, based on data collected in 2017, and based upon the usual methodology of looking at 85th percentile speeds. This was used to inform the design of the new road junction, including the visibility splays. The original proposal also sought to extend the 40mph speed limit beyond the new junction to the east, but LCC did not consider it appropriate in this location. As a result the visibility splays were increased to 4.5m x 160m in the most recent access drawing (Rev M), which was

submitted and agreed with Highways in June 2022. This drawing fully accords with the County's design requirements and is proposed for detailed approval as part of this application.

As you are aware, this scheme proposes a new road and junction, and therefore is significantly different to any previous proposals along this stretch of road. The existing Gaulby Lane junction joins the A47 towards to top of the west-bound crawler lane, whereas the new junction will be located further west where the road is a single carriageway in each direction, and provide a ghost island for vehicles turning right into the new road. This represents a substantial improvement to the safety and operation of these roads compared to the existing situation.

Finally, the trip rates have been calculated on the basis of both the number of holes at the new course as well as the number of parking spaces and the potential for hosting events, using the TRICS database, and is not simply carried over from trip rates at the existing facility in Scraftoft. As such we are confident they are an accurate representation of the future situation, which the highways authority have said is acceptable in terms of both capacity and safety.

LCC Highways (15th July)

After a review of the applicants response to the resident's comments the Local Highway Authority has no further observations.

LCC Archaeology

Regarding the need for further trenching, we stated in our advice letter that:

'We have reviewed the archaeological information regarding the site and while both the trenching report and the geophysical survey has enough information for us to be able to determine the application, we do not think there is enough information to fully inform a mitigation plan. Therefore we think further exploratory investigations are needed to focus in and refine the areas of mitigation before a mitigation plan can be produced.'

For a site such as this we usually require a 3% sample of trenches across the development area, in this case we agreed with a 1.4% with 1.6% contingency – only 0.2% of contingency was used. However due to the more limited trenching then we would normally require there is still some questions regarding the mitigation areas, namely how far the archaeology continues and what size mitigation areas are required.

- The pit alignment in area 2 was found in 3 trenches and further double-width trenches would help to define the area prior to mitigation, whereas as it is now it would involve some guessing of the continuation.
- In Area 5 there is an anomaly shown on the geophysics that after trenching something similar could be cluster of pits, a trench here would confirm whether mitigation is needed in this area.
- Further trenching across the contour line/ geophysical anomaly found both on area 6 & 7 (Trench 615, 701 & 716) would confirm the proposed continuation of the ditches.

Understanding these features prior to mitigation would be needed to produce a suitable mitigation plan, whereas if a mitigation plan is produced on the current information then excavation areas would be larger to encompass the projected lines of features and then amended as the excavation goes on if this is located within the wrong place, in the end making it a more difficult process.

Planning officer comment: Recommended condition 34 is agreed by the applicant (as required for a pre-commencement condition) to address LCC Archaeology comments.

Planning Officer Recommendation Update:

The Environment Agency condition above is added to the approval recommendation.

20/01203//FUL	Provision of an equestrian, angling and leisure facility including stables, horse walker and manège, change of use of land from agricultural to horse paddocks, retention of existing angling lake, erection of 8 chalets and 4 camping pods with associated driveways and parking, a proposed outdoor trail facility, erection of a workers' office, parking provision and internal access roads and improvements to existing access (resubmission of 19/00394/FUL). Land At Former Quarry, Dunton Road, Dunton Bassett
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Additional representation received

Two letters of objection, stating:

- The land is in an area of no light pollution and is very quiet – what provisions are there for noise/light pollution?
- There should be no loud music or noise, no informal/formal gatherings and no light installed on higher ground
- Any other lighting should be discreet and downwards facing
- Where are the washing/toilet facilities for the camping pods?
- Seasonal licence for camping pods and chalets
- Any limits to prevent future expansion of tourist accommodation?
- How will human and animal waste be disposed of?
- Who and what will have use of the trails?
- Any guarantees the use will not turn into Butlins or similar?
- Will previous behaviour (“attitude”) of the applicant accompany this application?
- Who will protect the nature, tranquillity and peacefulness of the village (Dunton Bassett) and the surrounding area?
- “The vision projected on paper may seem pleasant but the consequences of opening up this agricultural land will be negative and irreversible. I therefore ask the Planning Committee to act with great care when considering this application”

Comments from Dunton Bassett Parish Council:

Dunton Bassett Parish Council object to the planning application on the land of the former quarry on Dunton Road, Dunton Bassett Leicestershire.

The reasons are as follows:

- **Light pollution**
- **Noise pollution**
- **Potential increase in the number of horses on a busy public highway**
- **Destruction of natural habitat**
- **Concerns of toxins being released from the landfill site when work commences**
- **We feel that we should protect and preserve the countryside**

Officer response to the comments received

Paragraph 6.29 of the report addresses residential amenity and the impacts of noise from the proposed use on this.

Recommended condition 22 requires details of all/any external lighting to be provided and this is considered sufficient to address these concerns.

The floorplans for the camping pods show wc/shower rooms:



A licence for the tourist accommodation may well be required from Environmental Health. Recommended condition 21 restricts use.

Planning permission will be required for additional tourist accommodation and any application will be considered on its own merits and against the development plan and material considerations at the time. Condition 25 removes Permitted Development rights for any small-scale caravan site.

Human waste disposal is partly addressed in paragraph 6.43 of the report. With regard to rubbish/recycling disposal this would be a matter for the applicant to arrange and officers consider that further details are not necessary. If members disagree then a suitably-worded condition could be applied. Informative notes regarding manure storage and disposal are recommended.

Paragraph 6.29 and condition 24 are considered sufficient to ensure that the trails are not used in any way that causes harm to residential amenity or the character of the countryside, whilst also meeting the six tests required by the NPPF.

The application must be judged and determined on its own merits rather than on any alleged previous behaviour or attitude of the applicant. If permission is granted the recommended conditions will ensure a measure of control and are enforceable.

Highway impacts are addressed within the report and County Highways have no objections. The applicant has made clear that the bridleway/horsetrekking route within the site is for private use only.

Paragraph 6.36 and conditions 8 and 9 address contaminated land.

Paragraphs 6.1 – 6.8 of the report set out the reasons why officers consider that the proposal is acceptable in the countryside, and paragraphs 6.9 – 6.13 set out why officers consider the landscape and countryside impacts acceptable.

22/00098/FUL	Erection of a dwelling (Revised Scheme 19/01211/FUL) 41 Main Street, Great Bowden
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22/0692/FUL	Erection of a 72 bed residential care home for the elderly and associated external works Land Adj The Nurseries, Fleckney Road, Kibworth Beauchamp
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1. Publication of Statement of Common Ground relating to Housing and Employment Land Needs and The Leicester and Leicestershire Housing and Economic Needs Assessment (HENA) (updated June 2022)

<https://www.l1strategicgrowthplan.org.uk/latest-updates/publication-of-statement-of-common-ground-relating-to-housing-and-employment-land-needs/>

Background

“District councils across Leicestershire, working with the City Council and County Council, have agreed to a proposed approach to the distribution of new homes and employment land to meet future needs which cannot be accommodated in Leicester. This document, the ‘Statement of Common Ground’, will be considered by partner councils through their own individual governance processes.

The Statement of Common Ground (SoCG) relating to housing and employment needs across Leicester and Leicestershire was first published on 13th May 2022. The SoCG was informed by two key pieces of evidence work (also published on 13th May 2022) – The Housing and Economic Needs Assessment (HENA) and Sustainability Appraisal (SA).

Following the publication of the above documents, further technical information came to light in relation to the employment figures set out in the HENA. As a result, the published documents were withdrawn from the Strategic Growth Plan website whilst amendments were made.”

Officer Comments

The ‘Statement of Common Ground’ has yet to be considered by HDC Members and was re-published following the writing of the Committee Report.

The Leicester and Leicestershire Housing and Economic Needs Assessment (HENA) (updated June 2022) forms part of the evidence base for the SoCG and is judged to be a material planning consideration. The HENA is intended to provide updated evidence regarding the overall need for housing, and type and mix of housing needed (as well as employment land). It in effect updates the HEDNA figures outlined in Section 6.8 onwards of the Committee Report.

An extract of the key messages with regards to the needs of older people & those with disabilities is included on the next page. As is outlined in the committee report, this summarises that the older person population is projected to increase notably in the future. The HENA outlines the LCC strategy to enable older people to stay in their homes or live independently, but also outlines a need for additional residential and nursing care bedspaces.

The Needs of Older Persons & Those with Disabilities: Key Messages

- A range of data sources and statistics have been accessed to consider the characteristics and housing needs of the older person population and the population with some form of disability. The two groups are taken together as there is a clear link between age and disability. The analysis responds to Planning Practice Guidance on *Housing for Older and Disabled People* published by Government in June 2019 and includes an assessment of the need for specialist accommodation for older people and the potential requirements for housing to be built to M4(2) and M4(3) housing technical standards (accessibility and wheelchair standards).
 - The data shows in general that Leicestershire has a similar age structure and similar levels of disability compared with the national average whilst Leicester has a younger age structure (and higher age-specific rates of disability in a regional/national context). The older person population is projected to increase notably in the future and an ageing population means that the number of people with disabilities is likely to increase substantially. Key findings for the 2020-41 period include:
 - A 40% (Leicester) and 42% (Leicestershire) increase in the population aged 65+ (potentially accounting for 58% of total population growth in Leicestershire (44% of growth in Leicester);
 - A 56%-66% increase in the number of people aged 65+ with dementia and a 50%-56% increase in those aged 65+ with mobility problems;
 - A need for around 3,100 housing units with support (sheltered/retirement housing) in Leicester (2020-41) and 6,700 units in Leicestershire (mainly in the market sector in Leicestershire);
 - A need for around 1,500 additional housing units with care (e.g. extra-care) in Leicester and 4,400 in Leicestershire – focussed on market housing in Leicestershire and the affordable sector in Leicester;
 - A need for additional residential and nursing care bedspaces; and
 - a need for around 2,800 (Leicester) and 7,100 (Leicestershire) dwellings to be for wheelchair users (meeting technical standard M4(3)).
 - This would suggest that there is a clear need to increase the supply of accessible and adaptable dwellings and wheelchair user dwellings as well as providing specific provision of older persons housing. Given the evidence, the Councils could consider (as a start point) requiring all dwellings (in all tenures) to meet the M4(2) standards (which are similar to the Lifetime Homes Standards) and 10%-25% of homes meeting M4(3) – wheelchair user dwellings (a higher proportion in the affordable sector).
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- Where the authority has nomination rights M4(3) would be wheelchair accessible dwellings (constructed for immediate occupation) and in the market sector they should be wheelchair user adaptable dwellings (constructed to be adjustable for occupation by a wheelchair user). It should however be noted that there will be cases where this may not be possible (e.g. due to viability or site-specific circumstances) and so any policy should be applied flexibly.
 - The Councils should also consider if a different approach is prudent for market housing and affordable homes, recognising that Registered Providers may already build to higher standards, and that households in the affordable sector are more likely to have some form of disability.
 - In framing policies for the provision of specialist older persons accommodation, the Councils will need to consider a range of issues. This will include the different use classes of accommodation (i.e. C2 vs. C3) and requirements for affordable housing contributions (linked to this the viability of provision). There may also be some practical issues to consider, such

as the ability of any individual development being mixed tenure given the way care and support services are paid for.

- For those younger than 65 the PANSI projections show a significant growth impaired mobility in both Leicester and Leicestershire. This would support the earlier analysis on M4(2) and M4(3) homes. There is also expected to be a significant growth in those with a mental health issue. While not all of this will result in an increased demand for residential solutions the most severe conditions will.
- The Councils should work collaboratively to ensure very specialist supported accommodation is addressed across boundaries. This will ensure those that the needs of those that require this level of care will be addressed in an appropriate environment.

Unlike the HEDNA, the HENA (2022) assesses need for separate ‘Specialist Housing’ types for older persons and provides separate figures for care bedspaces.

Table 11.17 Specialist Housing Need using adjusted SHOP@Review Assumptions, 2020-41 –
Harborough

		Housing demand per 1,000 75+	Current supply	Current demand	Current shortfall/surplus (-ve)	Additional demand to 2041	Shortfall /surplus by 2041
Housing with support	Market	69	339	678	339	554	893
	Affordable	36	520	356	-164	291	127
Total (housing with support)		106	859	1,035	176	845	1,021
Housing with care	Market	28	75	277	202	226	428
	Affordable	10	55	96	41	78	119
Total (housing with care)		38	130	373	243	304	547
Residential care bedspaces		34	329	331	2	270	273
Nursing care bedspaces		38	286	373	87	304	391
Total bedspaces		72	615	704	89	575	663

Source: Derived from Demographic Projections and Housing LIN/EAC

*Numbers may not add up due to rounding

The above table broadly accords with the officer report and comments from LCC. The HENA finds a very low shortfall of residential care bedspaces currently and that nursing care bedspaces are more in need at present. However, outlines a predicted shortfall of 273 residential care bedspaces and 391 nursing care bedspaces by 2041.

As is outlined in the officer’s report, whilst need at present may not be acute, the HEDNA and applicants needs assessment demonstrates a future need, the latter specifically referring to the predicted date of completion. The updated assessment in the HENA does not alter this view.

2. Additional Officer Clarification- Use

Section 6.12 of the Committee report refers to whether the home would be for nursing or residential care. As is outlined in the report this formal registration occurs outside of the planning process. The planning ‘use class’ under consideration for this application is the same for both residential and nursing care spaces, see below ‘use class’ definition:

Class C2. Residential institutions

Use for the provision of residential accommodation and care to people in need of care (other than a use within class C3 (dwelling houses)).

Use as a hospital or nursing home.

Use as a residential school, college or training centre.

For background, LCC Highways were asked to comment on potential different movements and how this may impact the TRICs categorisation:

It would depend exactly on how the care home would function?

The alternative would be the '05/L - Care Home (Specific Condition)' the definition of both is as follows.

05/F - Care Home (Elderly Residential) (use class C2) - A care home in a residential setting where a number of older people live, usually in single rooms, with access to on-site care services. These sites are not registered to meet a specific care need.

05/L - Care Home (Specific Condition) (use class C2) - A care home that is registered to meet a specific care need (for example, mental illness, dementia, long term physical injuries, etc). Not specifically catering for older people, with possibly an element of day care included.

From my understanding, the only difference is that nursing home requires 24-hour care? – I would still consider the 05/F - Care Home (Elderly Residential) to be appropriate.

However I've had a quick look at the trip rates, the 05/L - Care Home (Specific Condition) category, and that would result in 2-3 less trips in AM/PM peaks if anything. I'm satisfied with it being assessed under 05/F - Care Home (Elderly Residential) (use class C2).

With respect of how the highway movements could differ between a residential and nursing home- the proposal must be assessed on the information submitted to date which is judged to be acceptable.

3. Additional Consultee Comments

HDC Environment Coordinator

Thank you for the opportunity to respond to the new information regarding energy use and carbon savings. The new energy strategy document helpfully identifies how the applicant will comply with the requirements of Policy CC1. The increased energy efficiency of the building and the use of a ground source heat pump for heating (and I assume cooling) will ensure that the building reduced the emissions significantly, which is very welcome.

County Councillor Kevin Feltham (Dr) (Received 15/07/22)

Dear Nicola

I have carried out some work on the extent of visibility to the west from the entrance to the proposed residential care home and find that a visibility splay of 2.4m x 120m as described in the applicant's documentation cannot be achieved. Attached are (1) a photograph taken by me of the stretch of Fleckney Road showing entrance to the site and the roadside hedge belonging to The Nurseries which clearly prevents anything like a 120m long view in that direction; this hedge and any further growth is not in the ownership of the applicants. Also attached (2) is the diagram provided by the applicant which also actually shows the hedge (very pale grey line) but totally ignores it when the visibility splay line was drawn, and finally

(3) a Google map of the area with the Google line measurement showing a maximum of some 95m being achievable.

Apologies that I have only just managed to check the measurements in your report for the Committee next Tuesday, and so I have not been able to find out why the LHA officer, Adeel Nawaz, did not check this (I have copied him into this email), but feel this is a critically important fact that needs urgent checking especially with the members' site visit and Committee meeting next week. The 50/30mph speed limit is part way across the frontage of the property with recorded 85th percentile speeds, from the applicant's own survey, in excess of 40mph in both directions, thus requiring a minimum visibility splay of 107m to the west and this is definitely not achievable.

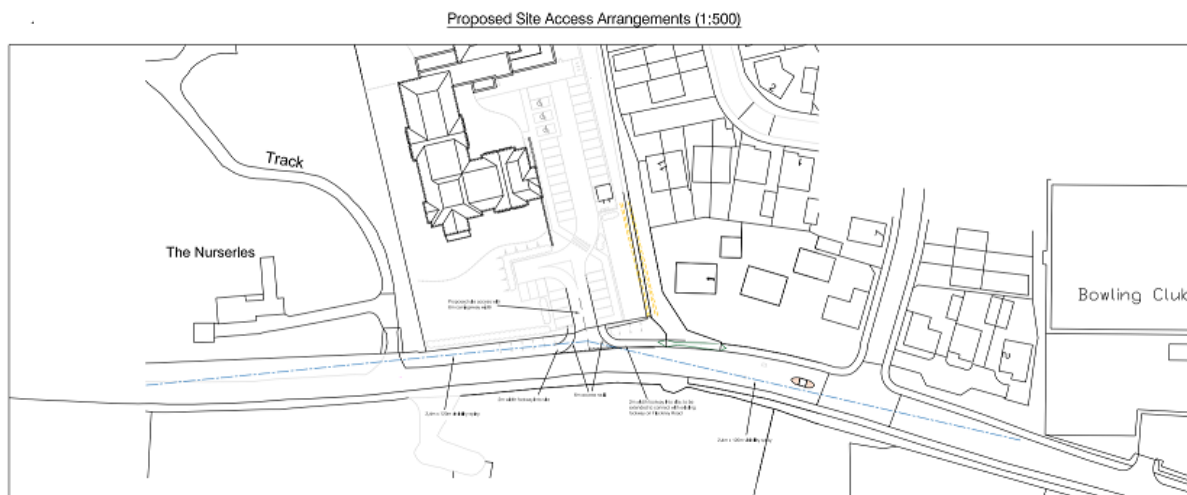
Regards

Kevin Feltham (Dr)
Chairman of Leicestershire County Council
Leicestershire County Councillor for Gartree

Attachment 1:



Attachment 2:



Attachment 3:



Councillor Phil King (Received 15/07/22)

Hi Nicola,

As a local ward member and local resident and regular user of this road, I would concur with Cty Cllr Feltham's analysis. I would urge that the LCC Highways team carry out a physical site visit to accurately check the situation, and with respect unless that is undertaken, I cannot see how the committee members could make a properly informed decision.

Therefore whilst I have other reasons I will be putting forward why this application should in fact be refused, at the very least this should now be deferred pending this site survey being undertaken by LCC.

Many thanks

Kind regards

Cllr Phil King

Leader

Harborough District Council

Cabinet Member for Strategy

Chairman, Constitutional Review Committee

Kibworths Ward

Agent's Response to above Comments (Received 18/07/22)

Hi Emma,

Thank you for your email.

We have liaised with BSP, the highly experienced highway engineering consultancy appointed on the project, who have confirmed that the visibility splays are within the adopted highway boundary and that the vegetation within the adopted highway would be maintained and managed by County Council.

I have also spoken directly to Adeel at Leicestershire County Council who has confirmed he will be sending you a respond by COB today. Adeel went out on site again on Friday afternoon for himself to ensure his response was accurate and agrees that the appropriate visibility is obtained and is within the adopted highway boundary.

If this is going to be reported at a late item we would also hope that the factual information provided by ourselves and Leicestershire County Council is presented to members.

Kind Regards

Jessica Hird BA(Hons), MA, AssocRTPI
Senior Planner and Urban Designer

LCC Highway Response (Received 18/07/22)

Good Afternoon Emma,

Following Cllr King and Cllr Feltham's concerns as outlined in your email dated 15th July 2022, I carried out a site visit on Friday afternoon and reviewed the vehicular visibility splays at the proposed site access. I'm satisfied vehicular visibility splays from the proposed access at 2.4 x 120 metres to the west (for eastbound vehicles) and 2.4 x 120 metres to the east (for westbound vehicles), in accordance with the Leicestershire Highway Design Guide (LHDG) can be achieved within the applicant/highway land.

Whilst visibility to the west is currently impeded, this is due to vegetation overhanging the highway over time. A significant portion of this falls within highway land, and I've attached a map, which details highway extents. It is also clear from Drawing No. TWCH-BSP-ZZ-XX-DR-S-0001 Rev P02 that the visibility splay falls within highway land, when compared with the highway boundary.

Therefore I'm satisfied the required visibility splays are achievable subject to vegetation being cut back.

In regards to trip generation in order to determine trip generation a TRICS analysis has been undertaken by the applicant, and trip rates have been obtained for '05 Health - Care Home (Elderly Residential)' which is considered to be comparable.

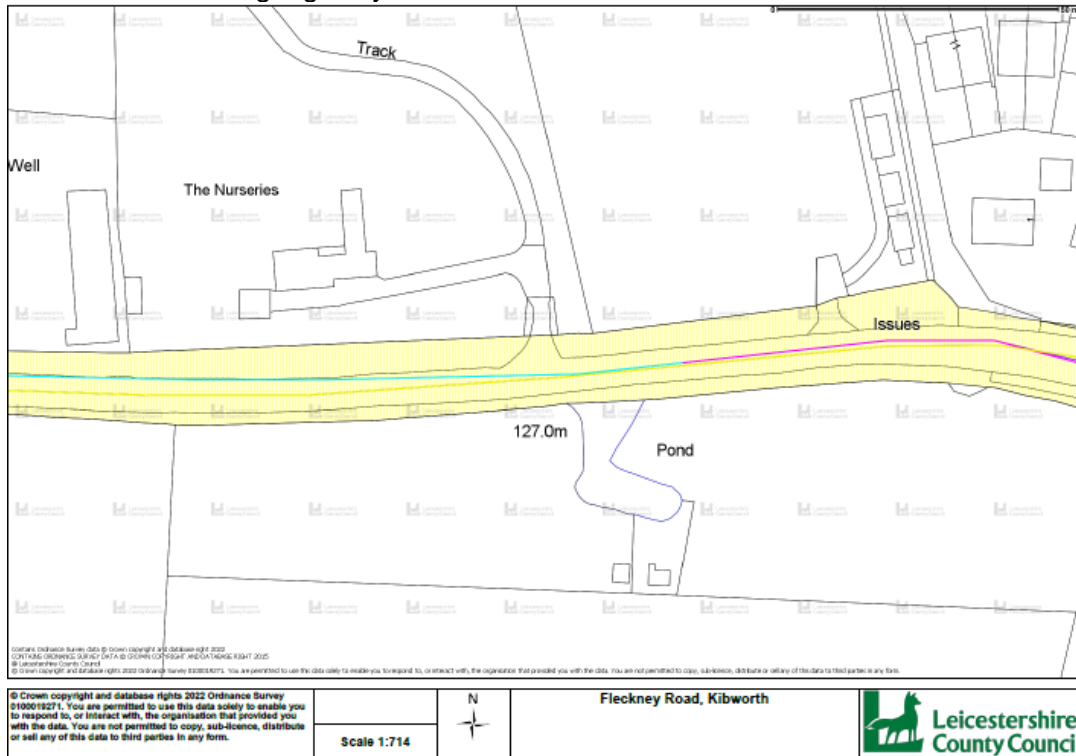
The method for calculating trip generation for the site is by multiplying the trip rate value (which is for one resident) from TRICS, per the number of residents for the proposed site, in this case 72. The surveys which the trip rate from TRICS is based upon, takes into account all trips to/from the site, including staff, visitors etc.

Hope this helps.

Kind regards,

Adeel Nawaz
Highway Development Management
Environment and Transport
Leicestershire County Council

Attachment showing highway extent:



Drawing No. TWCH-BSP-ZZ-XX-DR-S-0001 Rev P02 showing the visibility splay
Proposed Site Access Arrangements (1:500)



Cllr Feltham Response (Received 19/07/22)

The issue is that there is currently a blind bend to the west of the proposed entrance. Visibility splays are measured 2.4m back from highways edge, and at 1.5m height. The 85th percentile speeds of traffic passing the location are in the 40s in both directions so requiring 120m splays. In fact speeds at the blind bend will be 50mph as it is before drivers come around the bend to see the 30mph speed limit part way across the frontage of the field. Visibility splays of more than 120m are required for 50mph and that is clearly not achievable despite Highways saying they can cut back hedges/bushes on the verge, which is never carried out now, so why would Highways do so in future? As members will have seen on the site visit today, the road bends to the west of the location.

Officer Note

Following the aforementioned clarification from LCC Highways, officers are satisfied that the required visibility splays can be achieved. Your attention is drawn to proposed condition 21 which requires the visibility splays to be provided in accordance with the above plan and thereafter maintained.

21. Vehicular Visibility Splays

No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 120 metres have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and having regard to Harborough Local Plan Policies GD2, H4, GD8 and IN2, The Kibworth Villages' Neighbourhood Development Plan Policies T4 and T5 and the National Planning Policy Framework.

Councillor Phil King (Received 19/07/22)

I am now submitting my substantive comments, which are adapted from Kibworth Beauchamp Parish Council submission:-

This location cannot be construed as a viable sustainable development as it is outside the limits to development (KNP Policy SD1) of the made Kibworths Neighbourhood Plan (2018) and retained in the Kibworths Neighbourhood Plan Review (2022) that is imminently to start the Regulation 16 consultation process, so this policy retains it's strong importance and is not diminished.

The NBP review process was to ensure that all policies, including SD1, are fully conformant with the most recent National Planning Policy Framework and the HDC Local Plan (2019). A previous application (18/01079/OUT) on this site for 22 houses was refused by HDC because of this specific policy and this decision (19/00008/REFUSE) was upheld on appeal by the independent Planning Inspector.

There are no special circumstances to justify its location in the countryside.

Planning Inspector Mr Hatfield in his appeal decision APP/F2415/W/18/3218248 of 19th March 2019, stated para 6, that PPG is clear that existing policies should not be considered out of date simply because a review has not been completed. In that dismissed appeal the applicant would have provided 40% of 22 units for much needed affordable homes etc, and whilst Mr Hatfield in para 15 set out the positive benefits, he did not in para16 consider that these benefits outweighed the conflict with policies including the Neighbourhood Plan. This is the same now.

A review of the existing two care homes in Kibworth Beauchamp, Kibworth Court and The Knoll demonstrates that there are available beds currently and that has been the case for many months. Both have been rated over the last 14 months by the Care Quality Commission. Kibworth Beauchamp also has the warden controlled Morrison Court supported accommodation.

The applicant has failed to demonstrate a clear case of local need for an additional 72 residential care home beds in this community. There may be a need for more care home beds elsewhere in the district but the need for 72 more of them to be located in the Kibworths has not been made. There is also a national and local challenge recruiting and retaining care home staff.

It would be somewhat perverse if this scheme was to be permitted, and the effect was to simply take staff away from the existing two care homes and supported accommodation, so that they would then struggle to maintain the excellent care of their current residents. That would be a very serious & detrimental impact and clearly against the amenity of existing care home communities in the locality.

Whilst a long time ago there was a public bus service when other developments were permitted on appeal at the site known as Cuckoo Road, that service proved to be unviable, and there has been no commercial bus service running along Fleckney Road for several years, with the nearest bus stop at The Square, Kibworth Beauchamp, approximately a 15 mins, 1.2 Km, walk away. None of the commercial bus services provides a Sunday service.

There are no cycle lanes along Fleckney Road so this development fails to comply with KNP T1 and the proposed extension to the single footpath along Fleckney Road is a bare minimum to provide pedestrians with a safe footpath. The footpath from the proposed site into the main village centre of Kibworth Beauchamp is usually parked on, and there are drainage channels, which would make be extremely challenging for even an accompanied resident of the proposed care home in a wheelchair or mobility scooter trying to access services in the main centre would.

Finally the speed limit changes from 50mph to 30mph part way across the front of the location so it is vital that clear visibility splays can be demonstrated 2.4m back from the carriageway and at the appropriate height of the driver; the entrance slopes down by 1m from Fleckney Road down into the field. Whilst the LCC officer says that the land to the west is in third party Highways ownership, what guarantees would we have that this visibility splay would be maintained at all times and in perpetuity by LCC, who is going to foot the costs of this constant maintenance?

One of the features of such a facility is larger slow moving vehicles pulling in and out of this site, against very fast oncoming traffic.

This application should be refused.

- *It's outside the limits to development- remote edge of settlement boundary*
- *No local need within community*
- *Development in the countryside*
- *Is realistically only accessible by car for both staff and visitors- employees will have to travel long distances*
- *Insufficient on site Parking to prevent overspill being a nuisance for adjoining areas*
- *Unsecured sight lines to main road- west*

22/00891/FUL	Erection of a dwelling (revised scheme of 21/01748/FUL) Land West of Coplow Lane, Billesdon
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Planning Committee Speakers List – 19th July 2022

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)
19/001850/OUT	Houghton on the Hill Parish/ Thurnby and Houghton Ward	Steve Rowe	O	6
		Tom Collins	A	3
		Eric Wood	S	3
		Dr Ian Hill	PC	3
20/01203/FUL	Dunton Bassett / Dunton Ward Leire / Broughton Astley Ward	Lance Wiggins	AG	3
		Cllr Bannister	WM	5
22/00098/FUL	Great Bowden / Market Harborough and Great Bowden and Arden	Pauline Anstead	O	3
		Nick Anstead	O	3
		Deborah Gregory	O	3
		Tim Bale	AG	4.5
		Mr Gray	A	4.5
22/00692/FUL	Kibworth Beauchamp/ Kibworths	Dr Kevin Feltham	O	3
		Rebecca Partridge	O	3
		John Hooley	O	3
		Jessica Hird	AG	3
		Karen Whitehead	A	3
		Andrew Cross	S	3
		Andrew Munro	PC	3
		Cllr King (STC)	WM	5
22/00891/FUL	Billesdon / Billesdon and Tilton Ward	Harry Fowler	A	3

Key to Speaker Type:

O = Objector, S = Supporter, PC = Parish Council, A = Applicant/to speak on behalf of applicant, AG = Agent, STC = subject to consent, WM = Ward Member

PLANNING COMMITTEE MEMBERSHIP 2023/2023

***Councillors Mrs Ackerley, Bilbie, Burrell, Champion, Frenchman, Galton,
James, Liquorish, Modha.***

*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.*