

P/22/1031/2 - Land South of Markfield Lane Field Head Leicestershire LE67 9PQ

Dear Linda,

Please can my comments be considered for the above application.

Throughout the documents submitted, I am struggling to find many references to Newtown Linford and Charnwood Borough Council. The applicant seems to have focused on promoting the site as Markfield and Field Head, which is in Hinckley and Bosworth District.

I cannot find any evidence that the applicant has in any way considered the effect this development will have on Newtown Linford, and this is a major flaw running through the whole application that needs addressing.

Revised Design & Access Statement

Throughout this document the services and schools being promoted are looking towards Markfield even though the site is within Newtown Linford Parish area. The applicant is not demonstrating how this development will contribute to the community already in Newtown Linford. It appears that this site will just be built in Newtown Linford but will look towards Markfield for community cohesion. The applicant therefore seems muddled about where their focus should be and opted for the easy route of tying the development to Markfield.

Can it be confirmed that Hinckley and Bosworth District Council and Markfield Parish Council have been made fully aware of these plans that they will be used to support this development if it goes ahead?

Highways

The applicant has advised that the development would be accessed via a priority-controlled T-junction on Markfield Lane, designed in accordance with LCC's design standards. The design has been the subject of a Stage 1 Road Safety Audit. The access into the site is created through an existing property from Markfield Lane, allowing the site to be accessed from the quieter Markfield Lane side of the site.

The traffic produced from this site will have a huge impact on the area. As noted in the documents, this is a quiet lane and the impact of trying to filter this amount of traffic onto the lane has not been addressed in my view in this application.

The documents focus on the good opportunities for bus and cycle travel and pedestrian movements. Due to the location of this site (not connected to Newtown Linford or Markfield) it is very likely that there will be a heavier reliance on the private car.

The applicant states that most vehicle trips would route to and from the west of the site, via Markfield Lane towards the Field Head Roundabout. Thereafter it would disperse on the surrounding highway network. There is again, no mention of vehicles

heading towards Newtown Linford. There is no data or evidence provided regarding these vehicles' movements into their own parish of Newtown Linford.

The applicant has stated they have studied in detail the operation and safety of key surrounding junctions using 2027 traffic forecasts, to determine how they would be impacted by the development proposal.

The applicant states none of the junctions have a significant accident record, and the development would not have an unacceptable impact on highway safety. These are the areas looked at:

- At the A50/A46 interchange, and M1 Junction 22, the development would not have an adverse impact and mitigation measures are not necessary.
- The Field Head roundabout would operate above capacity without and with the development.
- The roundabout forms part of the A511 Growth Corridor Scheme, paid for in part by contributions gathered in accordance with the Coalville Transport Strategy. A contribution to the proposed improvements would be an appropriate mitigation to the impacts of the development.

Again, no mention of the junctions into and around Newtown Linford? Why?

Flood Risk Assessment Drainage Strategy Part 1

Table 1- Site Summary

Address	South of Markfield Lane Charnwood Leicestershire LE67 9PQ	
OS Grid Reference	E: 450092	N: 309820
Site Area	6.11 Ha	
Development Type	Residential	
EA Development Control Area	East Midlands	
Local Planning Authority	Markfield Parish Council	

The table above provides me with further evidence that the applicant has totally ignored where this site actually sits. They state the Local Planning Authority is Markfield Parish Council? The Local Planning Authority is Charnwood Borough Council and the site sits within Newtown Linford Parish area.

Travel Plan

The table below identifies the estimate of vehicle and other movements a day from this site. I would like further information as to the direction of travel for these movements.

There will be movements for children to school. How many children will access the village school in Newtown Linford? How many children will travel to Anstey for Martin High School? Not everyone will be heading to the strategic road network and that seems to be the only model the applicant is considering.

4.0 TRIP GENERATION AND TARGETS

Trip generation

- 4.1 As the development is not currently operational, no surveys have been carried out to determine the baseline modal split. However, the Transport Assessment forecast that the proposed residential development would generate the peak hour traffic generation shown below.

150 dwellings	AM peak hour (0800-0900)			PM peak hour (1700-1800)		
	arrive	depart	2-way	arrive	depart	2-way
vehicle trip rate (per dwelling)	0.133	0.552	0.686	0.524	0.219	0.743
vehicle trip generation	20	83	103	79	33	112

- 4.2 The Transport Assessment identified that the proposed residential development would generate the modal split and peak hour person trip generation shown below.

	foot	bicycle	bus	train	m/cycle	car driver	car passenger	taxi	total
	5.2%	1.0%	3.8%	0.3%	0.6%	83.0%	5.7%	0.2%	100%
AM peak hour	6	1	5	0	1	103	7	0	123
PM peak hour	7	1	5	0	1	112	8	0	134

Transport Assessments

The applicant states the development will generate seven pedestrian journeys, one cycle journey, and five bus journeys during a peak hour. They advise these additional trips can be accommodated by the existing infrastructure and the provisions of the masterplan.

The development will generate 103 and 112 two-way vehicle trips in a morning and evening peak hour, respectively. 95% of this traffic would route to and from the west of the site, via Markfield Lane towards the Field Head Roundabout.

Can the applicant please provide the evidence when making this statement? Why will 95% of the vehicle movements go that way?

Thereafter the applicant thinks 95% of the vehicle movements would disperse onto the surrounding highway network, such that there would be material traffic increases at three off-site junctions, as follows.

- A50/Markfield Lane/Launde Road/Leicester Road 'Field Head' roundabout
- A46/A50 interchange
- M1 Junction 22.

The Field Head roundabout would operate above capacity without and with the development in place. The northbound A50 approach would be at 129% of capacity without the development in the evening peak hour, deteriorating to 132% of capacity with the development. The corresponding delay would increase from 607 to 677 seconds per vehicle.

The roundabout forms part of the A511 Growth Corridor Scheme, paid for in part by contributions gathered in accordance with the Coalville Transport Strategy. A contribution to the proposed improvements would be an appropriate mitigation to the impacts of the development.

What if this doesn't go ahead? What plans are in place to mitigate the traffic from this development on the Field Head roundabout? What is Plan B?

	AM peak hour			PM peak hour		
	Queue (PCUs)	Delay (secs)	Ratio of Flow to Capacity	Queue (PCUs)	Delay (secs)	Ratio of Flow to Capacity
2027 Without Development						
A50 (NW)	360.9	631.79	130%	139.4	202.37	112%
Markfield Lane	2.0	28.62	68%	0.8	13.29	46%
A50 (S)	115.0	171.64	111%	334.7	607.95	129%
Launde Road	74.0	503.12	128%	2.3	22.75	71%
Leicester Road	14.1	195.97	105%	0.7	15.84	43%
2027 With Development						
A50 (NW)	371.3	647.48	130%	169.1	265.88	115%
Markfield Lane	5.9	66.23	88%	1.0	13.68	50%
A50 (S)	131.7	211.00	113%	368.8	677.14	132%
Launde Road	82.5	575.18	130%	2.6	25.28	73%
Leicester Road	15.4	212.66	106%	0.8	16.70	45%

There is a large amount of Accident analysis in the area of this development. 34 Personal Injury Accident (PIA) have been recorded. Add in the additional traffic movements and this will become an unsafe area. Traffic already trying to exit Markfield Lane onto the A50 already struggles to pull out of the junction onto the roundabout due to the high speeds of vehicles travelling on the A50 as they approach this roundabout. Drivers do not slow down and can drive in a straight line by the side of the roundabout, therefore making the exit dangerous from Markfield Lane.

Committed Developments

The applicant states that traffic flows associated with any committed developments should be included within the 2027 assessment year traffic flows. The PPG states that: "it is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e., development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next three years). At the decision taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval."

The applicant states they have carried out a review of the planning portal and highlighted four nearby committed developments.

The last three of these have been refused consent. Nevertheless, in case they are granted upon appeal, the traffic flows from all four have been extracted from their supporting Transport Assessment, and are in Appendix H.

- London Road Residential development (ref 20/01283/OUT) 282 dwellings, flows shown in Diagrams 5 and 6 for the morning and evening peak hours
- Hill Lane residential development (ref:20/00387//OUT) 75 dwellings, flows shown in Diagrams 7 and 8 for the morning and evening peak hours
- Ratby Lane residential development (ref: 20/00848/FUL) 48 dwellings, flows shown in Diagrams 9 and 10 for the morning and evening peak hours
- Land North East of Ashby Road residential development (ref: 21/00787/OUT) 93 dwellings, flows shown in Diagrams 11 and 12 for the morning and evening peak hours.

As the applicant seems to have dismissed the fact that this development sits within Charnwood Borough Council, they have obviously failed to check their planning portal. There is a major planning application (for 500 houses), submitted for Bradgate Road, Anstey, right up to the boundary with Newtown Linford. This development if approved will push a large amount of traffic through Newtown Linford and therefore needs to be considered.

I have copied the reference numbers here for ease: P/21/2358/2 & P/21/2359/2.

2011 Census

Data is used from the 2011 Census distribution. The 2021 Census distribution is now available. Therefore, the data used is out of date, and needs to be updated.

Previous Applications

I refer to the Officer's report and Decision Notice from a previous application that was refused (P/18/0848/2). Extracts are below and those comments are still relevant today as they were in July 2018.

The extract is below.

- 1) Markfield Lane has an established linear character typically consisting of dwellings located on long, narrow plots with open countryside to the front and rear. As such, the area has a distinct pattern of built form and spaces. This pattern is an important part of the established character of the area. The local planning authority is of the opinion that the provision of a new dwelling on this backland site would not result in a satisfactory form of development and would lead to an incongruous built form which would be out of scale and character with the locality and thereby detrimental to visual amenity. In particular, the scheme would not meet the principle that new housing should create places and spaces with the needs of people in mind, which are attractive, have their own distinctive identity but respect and enhance local character. In these regards, the proposal would be contrary to saved policies CS2 and CS11 of the adopted Charnwood Local Plan 2011-2028 Core Strategy, EV/1 of Borough of Charnwood Local Plan (2004), the National Planning Policy Framework and the provisions of the adopted Leading in Design Supplementary Planning Document. These policies seek to ensure a high standard of design for new development which is in keeping with the character of the locality.

- 2) The proposed access drive to serve the dwelling would be situated close to the front and rear elevations of No. 247 Markfield Lane. It is the opinion of the local planning authority that the location and use of the access drive would create unacceptable levels of noise and disturbance due to the close proximity of principle room windows and doors belonging to No. 247 Markfield Lane, causing substantial harm to the amenities of the occupiers of the properties. This would be contrary to the intentions of the saved policies CS2 of the adopted Charnwood Local Plan 2011-2028 Core Strategy, EV/1 of the Borough of Charnwood Local Plan, and paragraphs 7, 9 and 17 of the National Planning Policy Framework which seek to ensure a high standard of design and a good standard of amenity for all existing occupants of land and buildings.

After consideration of the above, I do not believe the applicant has considered the effect on Newtown Linford at all and is pushing the application to be seen as being part of Markfield. I would request that on this basis the impact of this development on Newtown Linford far outweighs the benefit of this development, and therefore should be refused.

Cllr Deborah Taylor

County Councillor for Bradgate Division