



# STONEY STANTON PARISH COUNCIL

Parish Clerk - Miss R Ward,

Tel: 07476 202575

Email: [clerk@stoneystanton.org.uk](mailto:clerk@stoneystanton.org.uk)

Website: [www.stoneystanton.org.uk](http://www.stoneystanton.org.uk)

6<sup>th</sup> November 2023

Ian Davies  
Planning Department  
Blaby District Council  
Council Offices  
Desford Road  
Narborough  
Leicester  
LE19 2EP

## **Consultee objection to Highfields Farm Development application 23/0740/FUL**

Dear Sirs

Stoney Stanton Parish Council are in opposition to the development and do not consider either the need for the development or any of the mitigations proposed specifically around the water infrastructure or road infrastructure to be sufficient and the detrimental impact this development would have on the village.

This planning application is outside of the Local Plans in place that cover the village of Stoney Stanton, the Fosse Villages Local Plan and the Blaby District Local Plan which run until 2029. In both of these plans this land or this application do not form part of it, although this land is in the call for sites for the emerging Blaby District Plan. The Fosse Villages plan does identify the land as suitable for employment use but only on the basis it is not detrimental to the village.

The village and the local area are currently subject to significant proposals both inside and outside the district. Examples include the Hinckley National Rail Freight Terminal (HNRFI), Strategic Development Area (SDA) ~5000 homes, Earl Shilton Expansion ~4500 homes, Barwell Urban Development ~2500 homes, as well as multiple sites included within the Stoney Stanton Parish Boundary. Stoney Stanton Parish Council (SSPC) are not opposed to any planning or development but believe that the growth of the village must be done in a controlled manner and not be of detrimental impact. Given the issues already in the village such as road congestion, vehicle pollution, oversubscription to services such as doctors and schools, the growth of the village must be controlled through the emerging Blaby local plan and next iteration of the Fosse Villages Local Plan. Currently the village is over subscribed to the current Blaby District Local plan by over 147 (467 total in 2017) properties and developments and sees the expansion of many existing dwellings; the allocation in the plan was 320. Due to these constraints, it is the wish of SSPC that any future

developments including this one must form part of the local plan and be controlled along with the required infrastructure and services improvements that need to take place before individual ad hoc developments take place in the village.

The response from SSPC should take into account the previous submission that is in appendix 2 of this document. Most of the points made in the previous statement are still of concern and we request are taken into consideration. The developer has made no attempt to discuss the previous submission or the points that we raised with SSPC which is somewhat disappointing.

There are multiple inconsistencies within the multiple documents that have been provided by the developer to support the application. Statements such as 'There is good pedestrian infrastructure in the vicinity of the site' not taking into account that in two directions from the site there is unlit national speed limit sections of road without pavement. Other statements such as those associated with the Fox Connect bus service fail to consider the availability of the service, a quick check on the app shows this is completely oversubscribed during the morning and evening peaks, and unlike a normal passenger bus service it is on demand so does not follow a fixed route meaning it arrives at points at different times making it unusable for commuting where a fixed start and finish time are required. The cycle scheme whilst following the national guidance for area again fails to consider the implications of riding on unlit national speed limit signs and the recent tragic death (17/05/2020) in Sapcote in the identified figure 4 of the applicants travel strategy document area for safety. In the instances of foot, bus and cycle it should be considered not just that something exists but is it safe and feasible to do.

Within the reports and application there is nothing to state the core operational hours of the site, giving the locality of the site and the very close proximity to residential properties the hours should be limited to not affect these properties or through vehicles travelling to site disturb others in the village along the limited infrastructure route, specifically for HGV vehicles and also considering the final use of these units if built.

#### Applicant Submission Report Comments

The included traffic survey was carried out for 1 week only right in the middle of the May 2023 holiday period. Data from longer surveys that is far more statistically significant have been conducted and show the levels of all traffic types are significantly higher than represented in the survey. 19-25<sup>th</sup> May 2023 is the middle of the holiday period which is not reflective of the actual normal traffic flows, volumes and types. Indeed, traffic surveys conducted by SSPC for a 9 week period in October and November 2023, show significantly higher numbers of traffic and types of vehicles than those detailed in the transport assessment submitted (the location on Huncote Road was the same as done for the application transport assessment).

SSPC commissioned LCC Highways to complete these reports looking at the period of 1<sup>st</sup> of September 2023 to 1<sup>st</sup> November 2023, to validate the figures that are being used in the various planning applications that could affect the village. Taking the data that is provided in the supplied transport assessment document, the volumes of traffic that are shown in the SSPC survey shows an average increase in traffic of 19.8% above the figures obtained in the limited survey completed in support of this application for total vehicle. For LGV / HGV traffic there are even higher differences in the volumes of traffic as an example the report provided by the applicant states a seven-day average of 541 vehicles per day whereas the average for the survey completed on behalf of SSPC averages 702 vehicles of this classification, this is the same across the survey. One of the reasons that the survey period was chosen was it would incorporate the half term October break and allow an

understanding of the impact on traffic volumes this would have. The figures in the applicant's report are reflective of this drop and the data in holiday periods. This highlights somewhat the limitation of the report completed by the applicant and therefore the conclusions that have been based upon this data.

Other examples of limited data are the traffic counts completed by the applicant for the junctions in the village, these again are completed as a one off rendering them statistically insignificant as well as not conveying the true extent of the use over an averaged period of time.

The traffic report fails to mention the major development that is nationally significant in the Hinckley National Rail Freight Terminal which is well progressed in application that will by its own reports and SSPC traffic modelling mean all access roads to the village will be overwhelmed. Indeed, the report references that they have been unable to find any details of planning applications but limited their search to the Blaby District Council only. Other proposals must be taken into account, hence the preference of SSPC is to complete this through the emerging local plans for the area.

The traffic reports completed make reference to Occupation Road but fail to state the significance that this leads to Calor gas main distribution site or the number of vehicles. Both Occupation Road and the exit from the proposed site would join Huncote Road at the same point. The timing of the surveys is also significant as this is a very low point in the delivery requirements for gas during the summer months. The Calor site both in terms of HGV and smaller traffic is a significant impact to the village.

The report introduction fails to mention in the introduction that the exit point from the site is bound by a 7.5T weight limit in the direction of Huncote and Croft, all heavy traffic must proceed through Stoney Stanton village. This is only very lightly touched upon in section 5.5 and fails to clarify the significance of this restriction on traffic flows.

The report fails to identify that the entry / exit point onto Huncote Road is directly opposite the Simpson Road housing development and 150 yards from Mays Farm Drive residences. This will have a detrimental impact on both noise and traffic volumes especially from HGV's but also the units when in operation.

Throughout the report it makes reference to the previous submission for planning that was made and the issues surrounding traffic at the roundabout at the junctions of New Road, Station Road and Hinckley Road that forms the emphasis of the report and in our opinion fails to identify and deal with the major issues that are present at the New Road, Broughton Road, Sapcote Road and Long Street roundabout in the centre of the village that multiple reports are issued on and is already over capacity that can be identified on any peak hour traffic in normal commuting periods. Multiple LCC reports have failed to identify suitable mitigation models to this junction following incidents and impacts of vehicles on properties.

SSPC do not consider that Long Street is a suitable access point for any type of development, but especially not HGV traffic that would be generated both during the building phase and the operation of the site should it be granted consent. The only direction for HGV traffic +7500kg is through the village as at the proposed access road meeting with Long Street all lorries are barred from travelling towards Huncote and Croft by the 7.5T weight limit in place. Long Street has two bad blind bends, we already have gas transporters having to stop to allow oncoming traffic to pass safely and the last month has seen a significant road traffic incident to add to the list of others going back many years. The road then significantly narrows where it is not possible for 2 large vehicles to pass each other for 208m before emerging at the roundabout with the Co-op. Under this section of Long Street we have

the old sewer and buried services that are already reported to be in poor condition and road drainage systems that have collapsed (reported to LCC Highways multiple times). Heavy traffic fracturing either pipeline is of major concern. The existing HGV traffic has to take both sides of the road if turning left onto B581 Broughton Road, followed by an immediate 90° right turn that stops traffic when HGV's and larger vehicles travel there. If vehicles turn right onto New Road, there is a very heavily utilised pedestrian crossing that any LGV / HGV +3500kg will block the roundabout whilst giving priority to the pedestrians. This pedestrian crossing is situated just below a blind spot in the B581 and at a point where the road narrows outside The Star public house. Traffic forced to stop as ingress and egress to the CO-OP store car park, and again, a matter of yards away as traffic executes a right turn into St. Michael's Court. The much loved village hall is opposite this entrance and to get a clear view of traffic coming up the hill from Broughton Road roundabout requires drivers to "edge" out into the B581 New Road. Likewise, we have a situation at the junction of Hinckley Road and Carey Hill Road. Perhaps the most dangerous blind spot in the village is outside the Doctors surgery. Patients park either side of the road and increasingly so as exiting the surgery car park traffic coming into the village centre cannot be seen. Invariably the traffic comes at speed through what is single lane due to pavement parking. The safety of the villagers should be paramount and preclude the addition of further traffic onto roads. The centre of the village already sees a considerable number of HGV's and passenger vehicles that have a negative impact on the village.

The existing roundabout at Long Street / Broughton Road / New Road / Sapcote Road is heavily used and has very poor lines of sight in a number of directions. The original modelling projects state that the roundabout and junction is able to cope with the proposed increases in traffic however they fail to take into account the local geography. The steep slope from Broughton Road , blind corner from Long Street are not taken into account and do not allow the junction to be used as a normal junction. This calls into question the validity of the produced models and the numbers of vehicles that are actually on the roads is significantly higher than those used in the modelling (SSPC have traffic counters in place on multiple roads). Added to this is tightness of the road at Long Street / Broughton Road / New Road and the incidents where vehicles, especially HGV have struck the residential properties. Despite these strikes the L.C.C Highways Department have been unable to put in place any safety measures due to the restrictions in place at the roundabout. Added to the issues with the roads the pavements on Long Street are significantly standard in terms of width and pedestrians particularly primary school children and mothers" with buggies" have to take avoiding action on a regular basis especially with HGV +3500kg type vehicles. The additional vehicle movements in the area and the risk to pedestrians and road users alike are totally unacceptable.

There has been a significant increase in through traffic particularly HGV s since the A47 Earl Shilton by-pass opened. The pressure on the B4114 /B581 junction has lead to significant queueing at multiple times throughout the day. Whilst the Broughton Astley side of the junction has a new slip road to improve traffic flow Leicestershire County Council have no plans to alleviate traffic flow into that junction from the Stoney Stanton side of the junction. This work will assist with the development of the industrial site given permission late last year.

The narrow roads and roundabout feature in the referendum copy of the Fosse Villages Local Plan downloaded from BDC website. "SS22 The centre of the roundabout contains a small roundabout and wide road layout. The surrounding street pattern at the core of the village is compact and the streets narrow. The road layout at the centre is wide, busy and contains a high number of road markings and signs. Thus, it is a prominent feature that detracts from the rural character of this part of the village". As it is recognised the roads feeding the roundabout in the centre are narrow and already detracts from the village rural appeal. The impact of this development on the village would

further detract its appeal through increased traffic that in our opinion is further evidence as to why this application should be declined.

To meet new planning application guidelines the development must be sustainable and there is no longer a regular bus service, merely an oversubscribed on demand service. There is no rail service to the village or surrounding area to alleviate the additional traffic. Cyclists from outside the village will have to travel on rural unlit national speed or 50mph roads that are dangerous, and less than 3 months ago unfortunately resulted in a fatal accident. All traffic to this proposed development would be through cars and larger vehicles that are totally unacceptable. Bottle necks form on Hinckley Road because of traffic parked on either side of the road and on the pavements in order to give the HGV vehicles clear single carriageway ingress and egress from the village. We note the government plans to remove kerb parking. This would result in a "rat run effect" of traffic using Underwood Drive and traffic calming measures having to be installed.

The existing access road that would remain in operation is a heavily used Bridleway and footpath and there is no protection for either type of use bar a 2m wide footpath, the road is not wide enough for vehicles to pass each other, especially not HGV, and there is no proposed segregation of traffic and bridle / footpath traffic from that using the proposed development. Added to this there is a public footpath that joins the access road at either side 4m from the junction with Long Street and the access road to Calor Gas. The proposals fail to deliver the required safeguarding from the users of the public rights of way and the traffic this new development would generate.

Data collected by SSPC shows the traffic to be at far higher volumes than those predicted or used in the report, significantly higher HGV movements from Calor Gas also occur over the Winter period when demand for gas is at its highest, not considered.

#### Water Systems

There have and continue to be significant issues with the water systems in and around the village that are not sufficient for the volumes of water and waste they are expected to currently carry. This application and its report do not consider the complex water system or indeed reference the current condition and base all work of theoretical model's not actual conditions. For the past 6 years SSPC has monitored the situation in the village and in significant periods of rainfall the sewerage system that runs along Clint Hill Drive which this development will join in to at Mays Farms Drive. The system spews raw sewerage from the foul manholes into the road and road water drainage system and comes up through neighbouring properties showers and toilets. Severn Trent in response to the complaints made by SSPC state "what you are experiencing is hydraulic overload..... we have no control over excessive rainfall that can overwhelm the sewerage system". Given the acknowledgement that the system is overwhelmed even during seasonal heavy rainfall, adding anything further to this system as per the proposal would be detrimental and make a bad situation even worse. See appendices for the e-mail copy. The photographs in the appendix of this report show the system on 20<sup>th</sup> October 2023 at Severn Trent identification points 3001, 3002, 4104 and 4105 after a heavy but not unseasonal rainfall of 43.8mm in 38 hours fell. This is a common occurrence and has been reported regularly by residents and SSPC for multiple years. Furthermore, the foul water system is regularly overflowing into the storm water system at points 8001 to 8004 on the Severn Trent identification maps polluting the Manor Brook and river Soar subsidiaries. Furthermore, significant flooding occurred 1<sup>st</sup> October 2019 affecting 34 properties which was a 1 in 13-year storm (source LLC LLFA) resulted in overwhelming of the sewerage and freshwater systems around the village and foul water being detected in the majority of the effected properties. During this period the manholes on Clint Hill Drive and elsewhere were displaced due to the volume and

pressure in the systems. Given the guidance for planning applications that the applicant should allow for a 1 in 100-year storm plus an allowance for climate change (~30% is guidance and 20% is in the reports) it is clear that adding any further volume to this system until significant upgrades are complete is not acceptable or in line with recommendations.

The Drainage and Flood report has the following inconsistencies that need to be addressed:

- Page 5 the site location is shown in completely the wrong location, covering a field that is proposed to be a forthcoming planning submission by Cora Homes.
- Section 3.2 references the previous planning conditions of 16/1654/OUT and doesn't reference the subsequent revision 20/0835/RM. In any case all supporting documentation and guidance is 3 years out of date as a minimum and should not be used as reference. New and updates consultations with the LLFA and others must be implemented.
- Section 3.3 references the information required by the LLFA and a number of points relate to the 2016 submission, this information is out of date and should be considered irrelevant and needs to be redone as present circumstances and conditions e.g the Simpson Road development did not exist immediately opposite the exit road when the 2016 submission was considered.
- Section 4 and specifically point 4.1.4 refers to "No flooding occurs anywhere in the network for all return periods up to the 1 in 100 year + 20 years climate change event". This statement is significantly flawed, there is evidence that the planning authority, LLFA, LCC and Severn Trent are aware of that currently a 1 in 13 year event as per the 1<sup>st</sup> October 2020 (Source LKCC LLFA), and in normal annual rainfall conditions ref 20/10/2023 with pictures and details in the appendices of this response show this is not the case. The modelling used should at least be calibrated to current conditions and validated before being used to determine the capacity of the existing systems and the ability to accept any further foul or surface water into the systems.
- Section 4.2 references below ground attenuations as the only possible method for retention of the required volumes of surface water. Below ground attenuation is not a great method for attenuation, it is difficult and expensive to keep clear of debris and thus increase the impact of rainfall on the system. Further references in section 4.2 state alarms will be in place and annual inspections of the attenuation take place. What is not clear in the reports is the condition of these i.e. how full each is that the modelling condition was completed on, the modelling should be completed in the as full condition as the worst case scenario.
- Section 4.2.10 references Simpson Road outfalls and the Swales network from there, however there are sections of the report and indeed the maps in appendix D that state this system cannot be used, so unsure why this information is present. Also the swales referred to post Simpson Close development are maintained and owned by SSPC and no permissions or validations have been made between the SSPC and the developer for use.
- Section 4.4 appears to contradict each point. Section 4.4.1 states "... proposed to discharge by a pumped system into the public sewer in Mays Farm Drive..." and section 4.4.2 states "The sewer is sufficiently deep that pumping of foul water will not be necessary in any instance". This is completely contradictory, which method is proposed? Also in line with the Severn Trent guidance in appendix B where Severn Trent under on page 2 of their response on 'Foul Water Drainage' state "A pumped solution will only be accepted upon substantiation that a gravity system is not a viable option which is not the case for this development" This statement refutes statement 4.4.1 in the report body.

Given the conflicting statements and modelling inconsistencies SSPC would question the validity of the report for evidence to support a planning application.

The current situation is not acceptable and whilst it is not in the applicant requirements to mitigate already existing issues, the mitigations proposed in the 'Flood Risk Assessment and Drainage Strategy' will not mitigate the negative effect this will have on the rest of the village and existing infrastructure.

#### Other issues

As part of the planning application there is no information that SSPC can find in reference to the sustainability of the site and mitigation of the impact to the environment. There needs to be substantial information and provision on the site heating strategy and reduction in the need for fossil fuel power, the use of solar and wind electrical energy generation and suitable infrastructure for the charging of electric cars and HGV's. There are large roofs that would be ideal for the installation of solar panels and the location at the top of the village would be ideal for capturing energy from wind. The use of CHP electrical systems for heating and water systems should form part of the planning requirements to ensure the environmental impact of the site remains minimal. The future strategy for vehicle use and electrical vehicle support infrastructure especially HGV should be considered especially with the B8 category buildings being delivered.

Whilst it is noted that the site is unused agricultural land, and has in the past been used by football teams, there appears to be ground vents located at a number of locations on the site (see appendix 1 for pictures). In the application there is no reference to these vents, or what they are for including any documentation to confirm they are no longer needed or suitable mitigations in the building of the site and monitoring requirements going forwards.

#### In summary

- The highways plan will not sufficiently mitigate the impact of the development on the local infrastructure.
- The traffic volumes and data collection were over too short a timeframe rendering them statistically insignificant and at a period of time when there is a lowering of volumes of traffic. The remainder of the traffic modelling uses this data meaning the conclusions drawn are inaccurate and do not reflect the true traffic situation.
- There conclusions for public transport do not reflect the situation in the village.
- The area around the entry and exit from the site are housing and there is not sufficient mitigation in place for these homes.
- The flooding and drainage risk assessment and proposed SUDS alleviations do not reflect the current situation or capacity constraints in the system specifically in the foul water systems, but also with the alleviation will provide a hydraulic head of water at the highest point in the village water systems that will exacerbate existing issues in the village.
- The plan does not consider already submitted plans for the HNRFI and other significant proposed developments and settlements.
- Given the limitations of the road infrastructure and the points above there are far better locations for this type of development that would mitigate the impact on the village of Stoney Stanton.

Kind Regards

Miss R A Ward

Parish Clerk

On behalf of Stoney Stanton Parish Council

**Special thanks to Cllr Chris Stubbs for his efforts in preparing the content of this consultee submission.**

**Appendix 1 – Supporting Referenced Pictures, Maps and Traffic Data**

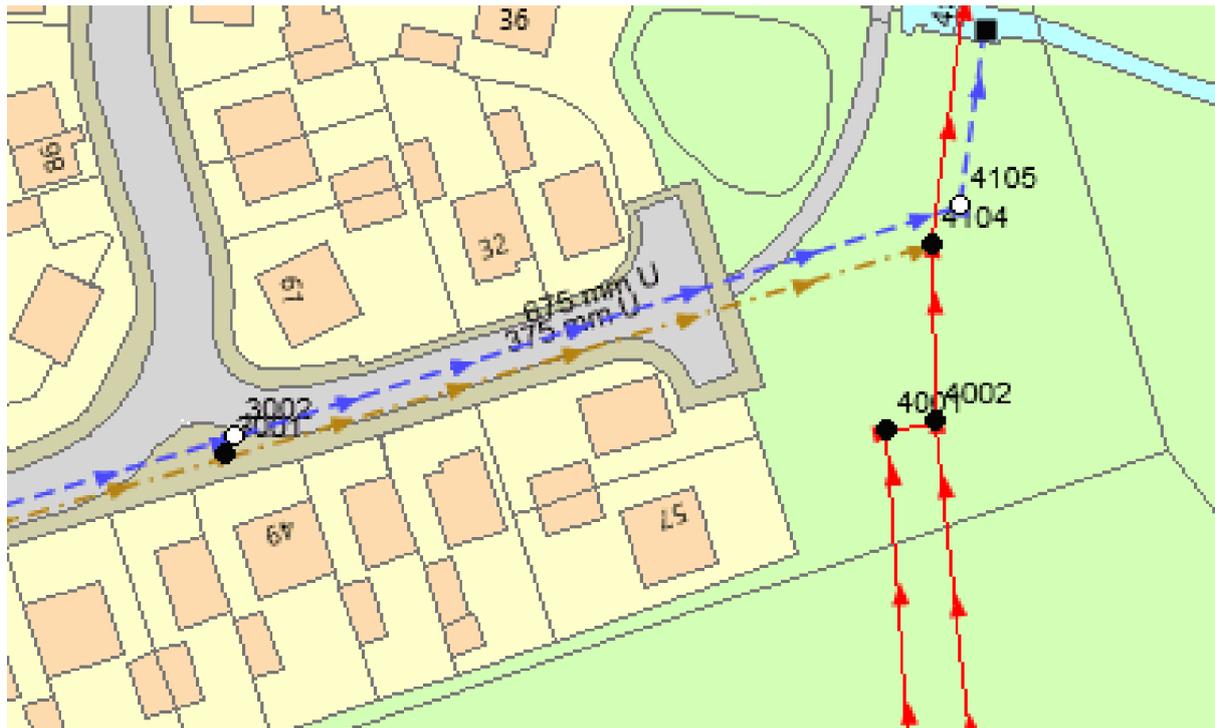


Fig 1 Shows the locations at the end of Clint Hill Drive and manholes adversely affected each time there is significant rainfall.



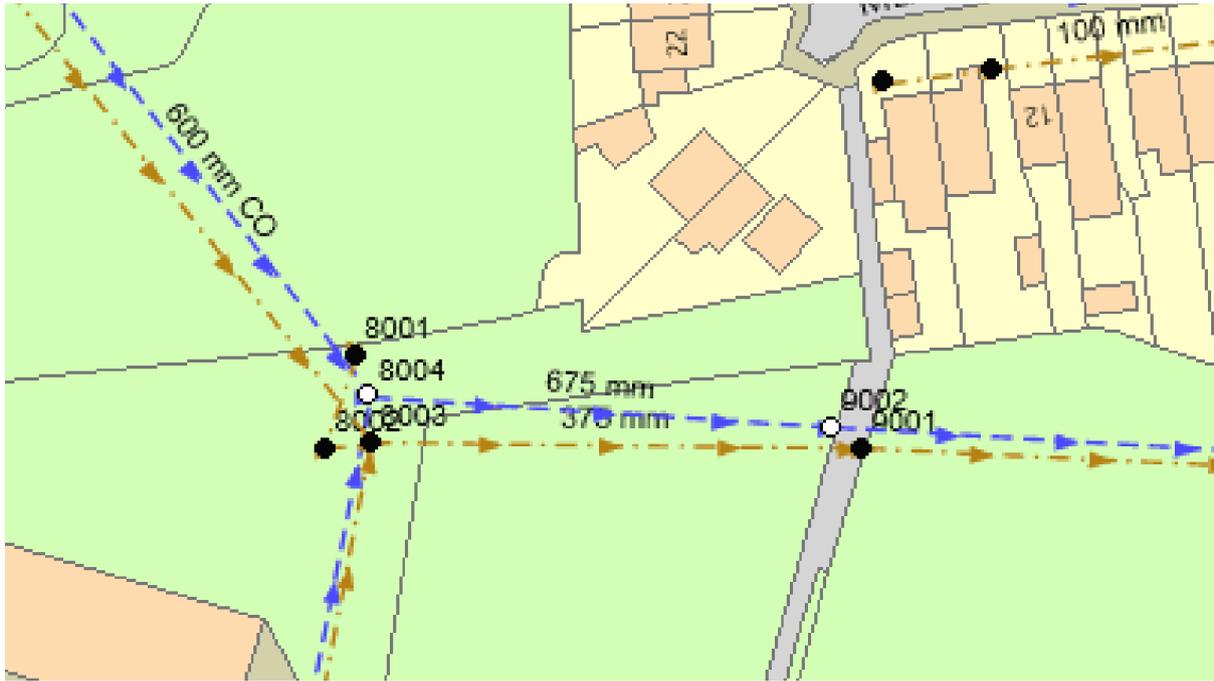


Fig 2 Shows the manhole locations affected to the rear of Meadow Close affected each time there is significant rainfall. Within the structure of 8001-8004 is an overflow from the foul to the surface water system that subsequently over flows both into the Manor Brook and River Soar where the flow ultimately finishes.



Fig 3 – Overflowing Foul Water system pictured 20/10/2023, similar pictures exist from the past 7 years.



Fig 4 Overflowing foul water system at the end of Clint Hill Drive



Fig 5 Residues left post the overflow of the foul water systems 20/10/2023 end of Clint Hill Drive, similar photos can be provided from the past 7 years.



Fig 6 Residues left post the overflow of the foul water systems 20/10/2023 end of Clint Hill Drive, similar photos can be provided from the past 7 years.

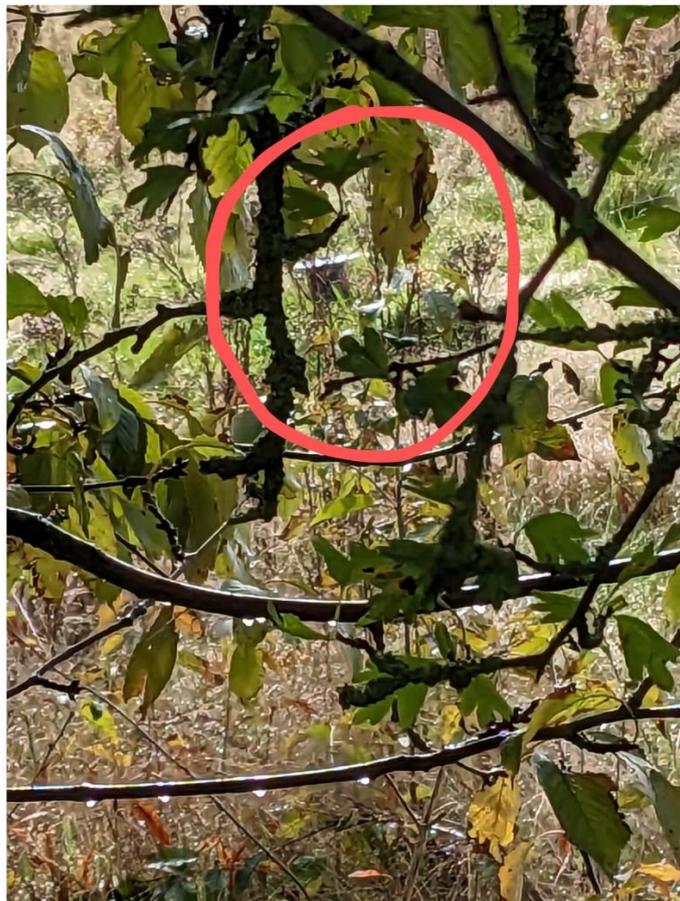


Fig 7 What appears to be ground vents in multiple locations across the site that do not appear to be mentioned in the proposal supporting documentation.

Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Average	Total		
2023-09-24	2023-09-25	2023-09-26	2023-09-27	2023-09-28	2023-09-29	2023-09-30	2023-10-01	2023-10-02	2023-10-03	2023-10-04	2023-10-05	2023-10-06	2023-10-07	2023-10-08	2023-10-09	2023-10-10	2023-10-11	2023-10-12	2023-10-13	2023-10-14	2023-10-15	2023-10-16	2023-10-17	2023-10-18	Weekday	7 Day	Count	
19	7	13	10	13	9	26	11	5	7	10	10	10	6	18	29	7	8	7	7	11	27	7	4	4	8	11	533	
19	6	13	16	16	16	23	7	2	15	15	18	21	26	5	7	18	18	16	21	23	9	4	21	14	15	709		
5	3	7	7	8	8	14	6	3	8	5	3	9	4	6	9	2	7	4	3	8	9	8	12	1	6	201		
4	4	17	7	18	12	5	4	7	12	12	16	14	5	3	13	15	18	15	14	12	8	12	9	10	12	500		
2	16	22	17	22	22	5	5	17	21	22	20	23	9	2	19	23	17	18	26	6	2	15	15	25	20	746		
8	59	56	53	55	44	28	13	56	50	61	56	57	25	15	51	67	63	61	57	29	17	33	50	44	54	2089		
19	108	129	118	117	110	35	17	115	139	120	123	132	33	24	121	134	127	118	126	96	29	91	111	97	121	94	4509	
29	255	297	280	272	242	63	56	275	282	265	265	238	65	40	253	280	280	252	216	64	25	209	193	197	257	196	9461	
65	283	305	285	310	267	148	89	295	322	315	326	272	155	94	280	310	279	300	281	150	59	208	242	215	290	238	11384	
343	185	198	178	191	212	198	153	196	175	204	190	177	182	150	176	195	165	207	186	175	123	169	154	157	190	184	8822	
184	176	154	157	182	189	223	172	185	166	158	166	169	209	194	165	181	140	170	187	193	162	141	144	147	168	177	8483	
169	211	158	199	176	211	231	193	186	165	197	156	202	226	231	164	157	211	206	186	213	171	136	153	179	181	189	9072	
208	195	186	218	223	242	233	205	190	202	211	207	234	228	229	181	170	186	193	208	180	205	161	164	173	196	203	9347	
182	151	176	182	199	239	171	205	187	184	217	201	268	178	158	182	182	192	207	216	194	152	187	165	185	193	190	9128	
162	218	232	213	218	244	193	188	192	208	252	226	251	163	177	207	190	236	240	230	177	138	174	192	186	219	205	9824	
151	271	228	269	257	299	260	144	252	235	302	301	306	173	154	244	262	262	285	280	149	139	180	198	196	262	231	11058	
149	336	306	319	361	330	184	149	289	355	351	361	347	192	128	344	320	320	359	311	191	128	239	265	265	325	278	13509	
129	276	340	298	357	314	161	146	284	339	336	322	303	176	136	309	387	405	346	244	159	137	223	267	282	324	276	13204	
93	211	211	220	218	243	149	122	198	215	210	213	201	155	134	203	213	250	204	203	112	102	156	175	148	211	188	8999	
86	115	147	134	145	155	94	73	118	155	133	126	123	89	92	93	151	149	131	104	99	50	101	95	92	137	125	5996	
51	68	81	83	110	81	63	44	71	69	70	94	68	52	62	70	83	86	94	69	61	45	54	59	54	80	75	3617	
28	55	63	71	57	70	38	19	46	49	36	45	45	33	31	48	49	42	53	48	31	24	51	40	37	54	49	2349	
16	29	27	50	36	34	36	24	23	33	45	41	34	41	12	23	41	33	28	37	34	19	26	26	17	35	33	1567	
6	10	11	14	27	34	25	8	11	10	24	14	81	17	17	6	16	11	11	17	35	21	6	14	10	11	17	831	
1615	2808	2791	2818	2964	3032	2114	1800	2724	2848	3018	2934	2968	2100	1848	2708	2857	2926	2979	2748	1947	1541	2183	2312	2330	2816	2557	1E+05	
1799	3164	3211	3224	3393	3448	2344	1953	3074	3260	3377	3322	3336	2307	2057	3040	3274	3330	3375	3095	2174	1689	2480	2617	2610	3208	2901	1E+05	
1821	3203	3249	3268	3446	3516	2405	1985	3108	3303	3446	3377	3401	2365	2075	3079	3326	3374	3420	3167	2229	1714	2520	2653	2638	3260	2951	1E+05	
1878	3298	3377	3378	3378	3627	2506	2031	3198	3416	3571	3500	3531	2452	2155	3185	3459	3506	3541	3295	2318	1786	2599	2764	2743	3374	3053	1E+05	
11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	07:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	07:00:00	08:00:00	08:00:00	08:00:00	08:00:00	=====
169	283	305	285	310	267	231	193	295	322	315	326	272	226	231	280	310	280	300	281	213	171	209	242	215	290	238		
12:00:00	16:00:00	17:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	17:00:00	17:00:00	16:00:00	16:00:00	=====
208	336	340	319	361	330	233	205	289	355	351	361	347	228	229	344	387	405	359	311	194	205	239	267	282	325	278		

Fig 8 Summary data taken from the SSPC commissioned survey for total vehicle volumes over a period 24/09/2023 to 18/10/2023 (14/10/23 – 18/10/23 is October Half Term Week and compares well to the data obtained in the applicant’s report.

Class Report LEICESTERSHIRE\_TEMP 880088020820 2023-09-01 to 2023-10-18  
Site Name 880088020820  
Site ID 880088020820  
Grid 448977295701  
Description Huncote Road, Stoney Stanton

Setup LEICS\_TUBES  
Lanes Each Lane  
Show Average  
Time Period 1 hour  
over All days  
data: None

All directions	Average Flow	Mcl	Car	LGV	Bus	R2X	R3X	R4+X	A4-X	A5X	A6+X	AT5-X	AT6X	AT7+X	Hydro Demand	%HGV
00:00:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0	4.9
01:00:00	15	1	11	2	0	0	0	0	0	0	0	0	0	0	0	4.2
02:00:00	6	0	4	1	0	0	0	0	0	0	0	0	0	0	0	10.6
03:00:00	10	1	7	2	0	0	0	0	0	0	0	0	0	0	0	7
04:00:00	16	1	8	3	0	1	0	0	0	1	0	0	0	0	0	17
05:00:00	44	1	28	10	0	4	0	0	0	1	0	0	0	0	0	11.3
06:00:00	94	2	64	17	1	9	0	0	0	0	0	0	0	0	0	11.1
07:00:00	197	3	140	41	2	8	1	0	1	0	0	0	0	0	0	5.2
08:00:00	237	2	178	46	1	8	1	0	1	1	0	0	0	0	0	4.2
09:00:00	184	3	129	38	1	9	1	0	1	1	0	0	0	0	0	6.9
10:00:00	177	3	127	36	1	7	1	1	1	1	0	0	0	0	0	5.4
11:00:00	189	3	134	39	1	8	1	1	1	1	0	0	0	0	0	6.1
12:00:00	203	3	149	38	1	9	0	0	2	0	0	0	0	0	0	5.9
13:00:00	190	2	139	35	1	10	0	1	1	0	0	0	0	0	0	6.9
14:00:00	205	3	152	35	1	11	1	1	1	0	0	0	0	0	0	6.9
15:00:00	230	3	169	41	2	12	1	0	1	0	0	0	0	0	0	6.2
16:00:00	277	4	212	49	1	8	0	0	2	0	0	0	0	0	0	3.9
17:00:00	275	3	222	43	1	4	0	0	1	0	0	0	0	0	0	2.3
18:00:00	187	1	152	30	0	3	0	0	1	0	0	0	0	0	0	2
19:00:00	125	1	102	20	0	1	0	0	0	0	0	0	0	0	0	1.4
20:00:00	75	1	62	12	0	1	0	0	0	0	0	0	0	0	0	1.1
21:00:00	49	0	42	6	0	0	0	0	0	0	0	0	0	0	0	1.1
22:00:00	33	0	28	3	0	0	0	0	0	0	0	0	0	0	0	1.5
23:00:00	17	0	14	2	0	1	0	0	0	0	0	0	0	0	0	3.8
07-19	2552	33	1904	472	15	96	6	4	14	4	3	0	0	0	0	5
06-22	2895	37	2173	527	15	107	7	5	15	5	3	0	0	0	0	4.9
06-24	2945	38	2216	533	15	108	7	5	15	5	3	0	0	0	0	4.9
00-24	3046	42	2284	552	16	115	7	5	16	7	3	0	0	0	0	5
am Peak	08:00:00	07:00:00	08:00:00	08:00:00	07:00:00	06:00:00	09:00:00	10:00:00	11:00:00	04:00:00	10:00:00	11:00:00				
Volume	237	3	178	46	2	9	1	1	1	1	0	0				
pm Peak	16:00:00	16:00:00	17:00:00	16:00:00	15:00:00	15:00:00	15:00:00	13:00:00	16:00:00	12:00:00	12:00:00	12:00:00				13:00:00
Volume	277	4	222	49	2	12	1	1	2	0	0	0				



Fig 10 HGV vehicle negotiating the New Road, Broughton Road, Long Street and Sapcote Road roundabout. Turning from Broughton Road onto Sapcote Road.



Fig 11 vehicle negotiating the New Road, Broughton Road, Long Street and Sapcote Road roundabout. Turning from Broughton Road onto Long Street.



Fig 12 vehicle negotiating the New Road, Broughton Road, Long Street and Sapcote Road roundabout. HGV turning from New Road onto Long Street.



Fig 13 vehicle negotiating the New Road, Broughton Road, Long Street and Sapcote Road roundabout. Heavy agricultural vehicle using the road infrastructure.

From: "Customer.Care" <Customer.Care@severntrent.co.uk>  
Sent: Friday, 3 November, 2023 15:08  
To: "clerk@stoneystanton.org.uk" <clerk@stoneystanton.org.uk>  
Subject: RE: Severn Trent Drainage issue - Stoney Stanton CRM:0301100000339

Good afternoon,

Thank you for your email, I'm sorry for the delay in contacting you.

I am very sorry to inform you we will not be able to assist you with this issue, what you are experiencing is a Hydraulic Overload.

Hydraulic Overload is when there has been heavy rain that the sewers were unable to handle so that caused the sewage to overflow. We have no control over excessive rainfall that can overwhelm the sewerage system or what is put into public sewers. This means we have no legal liability for damage caused by sewage flooding.

Sorry for any inconvenience caused.

If you need any more help you can "chat now" on our website using the Whatsapp messaging service or by using our web chat service – drop us a tweet [@stwater](#) or call us on 0800 783 4444.

Here's the link to our website: <https://www.stwater.co.uk/>

Kind regards,  
Laiba.

**Customer Care**

**Fig 14 – E-Mail from Severn Trent confirming the village foul water systems are currently overwhelmed during heavy rainfall.**

## Appendix 2 – Previous SSPC Response to application



# STONEY STANTON PARISH COUNCIL

Parish Clerk - Miss R Ward,  
Tel: 07476 202575

Email: [clerk@stoneystanton.org.uk](mailto:clerk@stoneystanton.org.uk)

Website: [www.stoneystanton.org.uk](http://www.stoneystanton.org.uk)

9<sup>th</sup> September 2020

### **Consultee objections to Stoney Stanton Business Park original reference 16/1654/OUT and Reserved Matters Application 20/0835/RM**

Dear Blaby District Planning

Stoney Stanton Parish Council are in opposition to the proposed development and do not consider the reserved matters application to cover the deep reservations adequately. The Parish Council object on the following grounds, and reserve the right to challenge further information becoming available with a further assessment and statement to your Committee.

- In response to the initial outline planning proposal there was a requirement to model and provided SUDS type water alleviation for the surface water runoff from the development. Since the outline planning permission was granted the village suffered from significant flooding affecting 34 properties on 1<sup>st</sup> October 2019. This has promoted a significant investigation into the systems by the agencies involved in these systems and the newly formed Stoney Stanton Flood Action Group; there is now a far greater understanding of these systems and their limitations. There are continued issues with both the foul water and the surface water systems that are not able to cope with the increased volumes of fluid that they are seeing. There are properties that are unable to flush toilets during heavy rain fall, without a back flow of sewage into the homes, and roads where the foul water is coming up through manholes. Added to the surface runoff water that this development would add to this system when the current permeable land is developed will add to an already unacceptable condition. This application should be withdrawn until upgrade works to both the foul and fresh water systems serving the entire village have had major upgrades to enable them to cope with the increased flows of water both foul and surface. The LCC Highways Dept. models have failed to take into consideration the exceptionally complex water systems that serve the village, which they are now aware of at the Director level and therefore the impact, recently investigated by LCC Highways is not correctly taken into consideration. Drawing FW1161 400B that was provided as part of the original application fails to take into account these issues and adds both foul and surface water to the system at a point that is already overwhelmed. The requirements of the LLFA in their correspondence dated 14<sup>th</sup> July 2017 @ 11:11 and uploaded onto the planning portal have not been met by this reserved matters application or sufficient supporting information to show understanding and mitigation of impact on the water systems in the village. The surface water drainage design calculations provided by Farrow Walsh Consulting in June 2017 (Ref



FW1161 SW 2017-06) do not take into account the additional water from the effect of climate change. The design criteria on page 1 state a return period of 100 years but 0% for add flow / climate change. Presently the best practice is to add 30% for this but at least a minimum of 20%, this must be completed again with this assessment criteria in place.

- It is noted in the LCC response 17<sup>th</sup> May 2017 16:36 et al, that there must be a significant upgrade to the roundabout in the centre of the village, this reserved matters application fails to deal with any of these requirements especially concerning HGV traffic (+3500kg). The road study that has been used "Farrow Walsh Consulting, Transport Assessment" shows the counted and predicted volumes of traffic in appendix 4. This study references significantly lower volumes of traffic for both the 2016 and 2021 than from the traffic counters installed by the Parish Council. For other planning applications when modelling data has been used we are already seeing vehicle numbers at the predicted volumes for 2036.
  
- We do not consider that Long Street is a suitable access point for any type of development, but especially not HGV traffic that would be generated both during the building phase and the operation of the site should it be granted consent. The only direction for HGV traffic +3500kg is through the village as at the proposed access road meeting with Long Street all lorries are barred from travelling towards Huncote and Croft. Long Street has two bad blind bends, we already have gas transporters having to stop to allow on coming traffic to pass safely and the last month has seen a significant road traffic incident to add to the list of others going back many years. The road then significantly narrows before emerging at the roundabout with the Co-op. Under this section of Long Street we have the old sewer and buried services i.e the gas pipeline. Heavy traffic fracturing either pipeline is of major concern. The existing HGV traffic has to take both sides of the road if turning left onto B581 Broughton Road, followed by an immediate 90° right turn that stops traffic when HGV's and larger vehicles travel there. If vehicles turn right onto New Road, there is a very heavily utilised pedestrian crossing that any HGV +3500kg will block the roundabout whilst giving priority to the pedestrians. This pedestrian crossing is situated just below a blind spot in the B581 and at a point where the road narrows outside The Star public house. Traffic forced to stop as ingress and egress to the CO-OP store car park, and again, a matter of yards away as traffic executes a right turn into St. Michael's Court. In the near future traffic will come from the left at this junction. The Parish Council are negotiating a new Car Park for users of the Village Hall. To get a clear view of traffic coming up the hill will require drivers to "edge out" into the B581 New Road. Like wise we have a situation at the junction of Hinckley Road and Carey Hill Road. Perhaps the most dangerous blind spot in the village is outside the Doctors surgery. Patients park either side of the road and increasingly so as exiting the surgery car park traffic coming into the village centre cannot be seen. Invariably the traffic comes at speed through what is single lane due to pavement parking. Within two years parking is likely to increase as the Surgery has planning permission to expand which will further decrease the Car Park area. The safety of the villagers should be paramount and preclude the addition of further traffic onto roads. The centre of the village already sees a considerable number of HGV's and passenger vehicles that have a negative impact on the village.
  
- The existing roundabout at Long Street / Broughton Road / New Road is heavily used and has very poor lines of sight in a number of directions. The original modelling projects state

that the roundabout and junction is able to cope with the proposed increases in traffic however they fail to take into account the local geography. The steep slope from Broughton Road, blind corner from Long Street are not taken into account and do not allow the junction to be used as a normal junction. This calls into question the validity of the produced models and the numbers of vehicles that are actually on the roads is significantly higher than those used in the modelling (SSPC have traffic counters in place on multiple roads). Added to this is tightness of the road at Long Street / Broughton Road / New Road and the incidents where vehicles, especially HGV have struck the residential properties. Despite these strikes the L.C.C Highways Department have been unable to put in place any safety measures due to the restrictions in place at the roundabout. Added to the issues with the roads the pavements on Long Street are significantly standard in terms of width and pedestrians particularly primary school children and mothers" with buggies" have to take avoiding action on a regular basis especially with HGV +3500kg type vehicles. The additional vehicle movements in the area and the risk to pedestrians and road users alike are totally unacceptable.

- There has been a significant increase in through traffic particularly HGVs since the A47 Earl Shilton by-pass opened. The pressure on the B4114 /B581 junction has led to significant queueing. Whilst the Broughton Astley side of the junction has a new slip road to improve traffic flow Leicestershire County Council have no plans to alleviate traffic flow into that junction from the Stoney Stanton side of the junction. This work will assist with the development of the industrial site given permission late last year.
- The narrow roads and roundabout feature in the referendum copy of the Fosse Villages Local Plan, downloaded from the Blaby District Council website. "SS22 The centre of the roundabout contains a small roundabout and wide road layout. The surrounding street pattern at the core of the village is compact and the streets narrow. The road layout at the centre is wide, busy and contains a high number of road markings and signs. Thus it is a prominent feature that detracts from the rural character of this part of the village". As it is recognised the roads feeding the roundabout in the centre are narrow and already detracts from the village rural appeal. The impact of this development on the village would further detract its appeal through increased traffic that in our opinion is further evidence as to why this application should be declined.
- To meet new planning application guidelines the development must be sustainable and the existing bus service is 2 hourly and only serves a proportion of the day time, with no service after 18.00hrs or early morning services. There is no rail service to the village or surrounding area to alleviate the additional traffic. Cyclists from outside the village will have to travel on rural unlit national speed or 50mph roads that are dangerous and less than 3 months ago unfortunately resulted in a fatal accident. All traffic to this proposed development would be through cars and larger vehicles that are totally unacceptable. Bottle necks form on Hinckley road because of traffic parked on either side of the road and on the pavements in order to give the HGV vehicles clear single carriageway ingress and egress from the village. We note the government plans to remove kerb parking. This would result in a "rat run effect" of traffic using Underwood Drive and traffic calming measures having to be installed.

- The existing access road that would remain in operation is a heavily used Bridleway and footpath and there is no protection for either type of use, the road is not wide enough for vehicles to pass, especially not HGV, and there is no proposed segregation of traffic and bridle / footpath traffic from that using the proposed development. Added to this there is a public footpath that joins the access road at either side 4m from the junction with Long Street and the access road to Calor Gas. The proposals fail to deliver the required safeguarding from the users of the public rights of way and the traffic this new development would generate.
- Since the outline planning application was approved there has been a significant number of residential properties that have been built and are now occupied at that area of the village. The proposed entry and exit point is adjacent to many of these properties, and traffic leaving the site will run adjacent to these properties down the road. This therefore means that the entry and exit to site is now residential.
- The pollution from the vehicles serving the estate and required to build the estate and especially the increase in NOx and particulate matter from all vehicles is not acceptable and will further reduce the quality of the air in and around the village. Due to the number of vehicles that are using the local roads, pollution is already an issue and the on-going monitoring (BDC) shows that pollutant levels are high, this is due to the close proximity of the M69 motorway and the increased through traffic. It is incomprehensible that any further development should be permitted whilst this is the case.
- It is noted from the proposer's information that the type of industrial units are especially sought after and would support smaller businesses. The Parish Council is fully supportive of local businesses but the location of the proposal is unacceptable due to the impact on the rest of the village. There has been an outline application for a larger industrial park less than 2 miles from the village at the junction with the B581 and B4114 on Coventry Road, Broughton Astley. Application number on Harborough Planning Portal 19/0856/OUT. This estate has many multiples of the unit and benefits from the junction improvements that are happening at the moment, and that there is little residential property anywhere in the vicinity that would be impacted. That development would adequately serve the demand for smaller business development units within the local area.
- There are no "green" technologies apparent in the application, the direction and large roofs that are proposed should be covered with solar energy capture technology, look to the use of ground source heat and parking spaces must have electrified vehicle charge points installed with a proposal to roll out more as the technology becomes wider spread. This development will have significant negative environmental impact and should be mitigated where possible.
- There is no proposal for the hours of operation from the site, and any proposed limitations in the type of use of the industrial units as to not impact the residents of the surrounding areas with added pollution, including the inherent noisy operation of industrial works. If Blaby District were minded to approve this proposal then there must be a limitation of

operation for Monday to Friday 8:00 to 18:00, Saturday 8:00 to 12:00 and no operation of any kind on a Sunday / public holiday.

- This development does not form part of the existing Blaby District Local Plan, nor is the land in the call for sites to be considered as part of the next local plan. Based on this the proposal should be rejected. It is also further noted that in the e-mail on the initial application from Gemma Yardley to Planning Mailbox 17<sup>th</sup> January 2017 13:28, that the development is contrary to the policy C2 and there is a statement that this proposal is deemed to be "larger than limited small scale employment development for this location. The proposal is therefore contrary to this policy".
- There is no proposal for the funding or supporting of the local area due to the impacts that this development would have. If this development is granted permission then a requirement to provide funding to the community should be considered a requirement.
- The documents that are provided as part of the elevations do not state the final finished roof height to either an apex in some instances or highest elevation. By scaling the drawings the finished roof height would be significantly higher than any of the surrounding buildings and the proposed vegetation and landscaping doesn't appear to be sufficient to mitigate the appearance that this development would have on the village.
- In the SHEILLA (BDC 2019) the adjacent land was submitted (site reference STO009) so the proposal for additional residential properties on the access route indicates that this proposal should be rejected as the access on to and from the route will be significantly higher. On the basis that the land has been evaluated and deemed to have access issues "LCC Highways advise that a suitable access / junction will need to be demonstrated and also may require the 30mph speed limit to be extended" due to access issues and increased road traffic then this application fails as the delivery of equipment and supplies to build the development and then once development commences, vehicles of all sizes serving the industrial estate will have a substantial negative impact on the rest of the village, all HGV (3500kg+) will have to use the tight roads through the village. In the same document site reference STO019 has been submitted with a proposal for a further 47 residential dwellings. A clear statement from LCC Highways states "LCC Highways advise that the site in its present configuration is unlikely to be accepted due to the access road joining Huncote Road on a sharp bend which is subject to a 60mph speed limit. That bend is also the primary access route to Calor Gas plc and small industrial units at Highfield Farm. Visibility is also affected for traffic exiting the Highfield Farm business units on to Croft Road. Unless the applicant can demonstrate that a suitable form of access / junction can be provided, the Highway Authority is likely to resist a planning application if it were to come forward". There are none of the upgrades to the road in this proposal that would meet the requirements and therefore the application should be rejected until this information is detailed to an acceptable standard.

In summary, this proposal, should BDC award planning permission will have a substantial negative impact on the village and local area that is significantly greater than the advantages for local businesses and small number of residents who would benefit. The impact of yet more traffic on the already unsuitable and overwhelmed roads would be unacceptable. The appearance of these units will also dwarf whatever screening is in place and dwarf any existing roof line in the adjacent areas.

On the 2<sup>nd</sup> September further details were given of the Strategic Development Area (SDA) that is being developed by Leicestershire County Council (LCC) and shows significant infrastructure upgrades in this area. It is our opinion that due to the potential impacts of this development on the village and that of the SDA, this application should be taken into consideration as part of the development of the SDA.

This reserved matters application is, in our view not fit for purpose and fails to take into consideration many of the comments and requirements of the agencies that were asked to comment, most notably those of the LLFA and LLC Highways. It is our Councils collective view that no planning application should be granted until the traffic mitigation is submitted and accepted, especially for the roads into and from the centre of the village, and these mitigation measure should be in place prior to any work commencing on site. There must also be correct and proper investigation into the development in terms of the water courses and how they impact already overwhelmed systems.

Kind Regards



Miss R. A. Ward

Parish Clerk

On behalf of the members of Stoney Stanton Parish Council

