



STONEY STANTON PARISH COUNCIL

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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 1st 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 This application should be withdrawn until upgrade works to both the foul and fresh water systems serving the entire village have had major upgrades to enable them to cope with the increased flows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 14th 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 17th 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 HGV s since the A47 Earl Shilton by-pass opened. The pressure on the B4114 /B581 junction has lead to significant queueing. Whist 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 of 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 17th 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 2nd 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

