



HOUSE OF COMMONS

LONDON SW1A 0AA

Planning Inspectorate
Room 3 O/P
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6PN

8th February 2019

Ref: Harborough District Council Local Plan 2011-2031

I am writing to express my views in regard to the modifications made following a review of Harborough District Council's Local Plan and the associated public hearings, specifically concerning the proposed Lutterworth East development.

I have some reservations about a modification made to the Local plan relating to MM36 and 15.2.13 – in the previous wording it was proposed that no B8 class of unit could be greater than 9000 square metres, however I note that this has been removed in the recommendations you have suggested.

I believe that this modification will detrimentally impact the development in question as it is my view that Lutterworth already possesses a significant large scale warehousing development located in Magna Park, the largest of its kind in Europe. To remove the limit of the unit space would significantly inhibit the use of the space for SMEs and would contravene the local authority's plans to support SME businesses and growth.

As such, I would be most grateful if the Planning Inspectorate could please review the modification in question in order to accommodate a warehousing space more conducive to SME development.

Yours sincerely,

From:
Sent: 08 February 2019 23:45
To: localplan@harborough.gov.uk
Cc:
Subject: FW: local plan 11-31 Shedule of Main modifications
Categories: Blue Category

Page 5
MM2

II and
III - does not clearly state if the employment land is B1 or B2 but it certainly should not be additional B8

C page 5 -6
II - should not state 320,000 sqm . This is demand .Clear need has not been proven and demonstrated .
The figure should be lower to allow future expansion in the next local plan or totally omitted
(Para 6.3.2 identifies a need for 152 ha up to 2031 only)

Page 12
MM8
The words 'minimum ' and ' about ' should be omitted (throughout the document) . There is an emphasis on the OAN and if the need has been clearly demonstrated than that is fact and there is no need to create ambiguity .

Page 13
H1
If there is a OAN the numbers are clearly identified and the word 'minimum ' should be omitted as above and throughout the document as follows

Page14
5.1.11
There should be no need for the word 'minimum' and 'approximately ' to be used as above and throughout the document .
Either you have the correct figures or not , it is unprofessional and ambiguous .
These words should be omitted right through the plan see 5.7.4 , 5. 7.5 , MM 14 etc

Page 23
MM 15

The MP hybrid application is still at appeal but already plans have been put in place to accommodate this huge demand led development regardless of the outcome of the appeal .The policy already confirms permission .

At no time has a proper process been followed to demonstrate and evidence need .
Figures have been set on demand and aspirational basis therefore any figure can inform policy BE2 .

700 000 sqm of non- rail based B8 is unrealistic and far above any required , evidenced need up to 2050 for all of Leicestershire.

380 000sqm already allocated by permission granted is far above any demonstrated need . The not already allocated amount of 320 000 sqm is massively above any future requirement identified across Leicestershire and should not be accepted by the Inspector .This number should be set at a far lower amount or omitted .

An additional ,more than fair figure is 100 000 - 120 000sqm in this local plan period .
Being mindful that the previous Local Plan stated that any future expansion of Magna Park should be resisted .

(Please note the justification on self –non- evidenced basis in 6.3.2. where it states this allocation ‘ contributes towards the requirements ‘ however the evidence shows it exceeds all the requirements .
It also states ‘it does so without compromising the overall objective of sustainable development and the protection of the quality and the diversity of the district’s natural and historic environment ‘ .
This is contradiction to previous statements and a total fabrication .
All of 6.3.2 should be totally omitted to allow a future planning committee to make uninhibited decisions .)

6.3.3 is a contradiction to 6.3.4
‘ the need for further distribution facilities was identified in the L&L SDSS - for 152 ha up to 2031 ‘ .
The HDC allocation already exceeds the amount for 152 ha

Page 32

MM17

2) must addwill be permitted if they can demonstrate adequate parking provision .

(This is paramount to future proof town centres and to ensure economic well being - any permissions can only be granted with sufficient parking for long term sustainability)

Page 40

MM23

2 c should be omitted .

There are no provision in any of the areas listed other than in 2c .There is already a over provision in 2 c and the accumulative impact would be detrimental

Page 57

MM36

The word ‘about ‘to be omitted – it is 2750 and 1260 dwellings

In the schedule’ under Highways requirements’ there should be a mention of a comprehensive construction management plan that will ensure the safeguarding of the future new residents of the site ‘s amenities and the surrounding areas from the negative impacts for many years to come .

m) The spine road is to serve this development only .There should be a provision of a relief road to enable HGV and motorway traffic to by-pass the town centre thus improving air quality and regulating traffic flows .

The provision of a spine road ‘to be constructed before the completion of 1250 dwellings ‘ is ambiguous .
Construction should start earlier .

There should be a definite lower number or a time scale to enable site access without inconvenience to the surroundings

Claybrooke Magna Parish Council:
Harborough District Local Plan Examination

Strategic Distribution BE2

There is overwhelming local opposition to expansion at Magna Park, with support of our MP, for well evidenced planning reasons, and the full Council has rejected the relevant development application. To retain this scale for expansion with the Local Plan is, at best, confused and unjustified and renders the Plan unsound.

Local people have made their views clear on this time and again using well researched planning issues to make their case - yet their voices are ignored. How does this square with the Localism Act which aims to facilitate devolution of decision-making to individuals and communities? Residents have asked this question to us as Parish Councillors and we are unable to answer. The credibility and integrity of the planning system is at stake.

The development flies in the face of the Clean Growth Strategy which focusses on shifting freight from road to rail. What is the point of the Government spending millions to develop national strategies (in relation to probably the most important issue to face our generation) if Local Authorities can simply choose to ignore? This aspect of the Plan is clearly hugely flawed, way out of step with Government policy and not wanted by the community - yet Officers still drive it. Sadly, this is a clear example of undemocratic and unaccountable decision making. The Plan should make clear no further extension of Magna Park will be allowed.

The NPPF favours sustainable development; the emphasis being on sustainable. In no way can this development be argued to meet the environmental objectives within the NPPF. The development itself will be overbearing and irrevocably harm the rural nature of the area. How does that contribute to the well-being of the local community now or in the future? Why should we be prepared to leave our grandchildren with such a harmful legacy?

We do not have the infrastructure to support anything on this scale and the case that there is no evidence of need has been well made. In addition where is the assessment of the totality of the impacts along with other logistics developments such as by the M69 roundabout? It's pretty clear each area is doing its own thing with scant regard to the Duty to Co-operate.

We know ultimately this is being driven by money in the form of business rates rather than by need or benefits to the local community. We contend that to use this area of the District to balance the books is unfair and unjustifiable; the harm and loss of amenity to the area far outweighs short term financial gain. The text of the Parish Council representation to Harborough Full Council, which, notably, rejected the application to extend Magna Park, is appended to provide detail of the real impacts on the local community; impacts that are being effectively disregarded in the race for revenue from business rates. Enough is enough.

Appendix A:

Claybrooke Magna Representation to Harborough Full Council Meeting Objecting to Magna Park Extension

Claybrooke Magna Parish Council has been approached by a number of very distressed residents who tell us that they currently feel blockaded in their own village, so dangerous they feel are Claybrooke's two A5 junctions - some were close to tears. As parish councillors, we are powerless to help them..... as district councillors, with the same calling to serve your local communities and residents to the fullest extent possible, **you are not**.

We understand that in a time of ever-reducing budgets there is an almost irresistible temptation to find justifications which allow short-term financial gain to trump inevitable long-term negative impacts.... BUT....

Some considerations are not created equal. The extra income accruing from any expansion will surely be welcomed by HDC, but is it fair that the burden of this extra money be disproportionately borne by a relatively small number of residents who are unlucky enough to live at this end of the district?

Is it **fair** to foist yet more warehousing on an area whose roads are already choked, indeed that terrify an increasingly large number of locals? Is it **reasonable** to agree to twice the identified warehousing need **for the entire county** to be concentrated mere yards from Europe's largest dedicated distribution centre in a locality which has itself seen recent planning approval for two large warehousing sites? Is it **logical** for this warehousing to be located in an area of very low unemployment – necessitating large amounts of extra out-commute or even larger local housing projects – rather than in more economically disadvantaged parts of the district or county? The answers, clear to anyone who is free to think about it and not bound by other issues, are no, no, and no.

Alberto Costa, our MP, is quoted as saying “These applications *do not appear to impact positively in my constituency*”. Government and its MPs' duty is to consider the country as a whole; this committee's duty is to consider the impact on the locality, specifically Lutterworth and the surrounding areas.

We at this end of the District are used to being told to take one for the team – we have Magna Park, currently Europe's largest dedicated distribution centre, we will soon have the DHL mega-warehouse and in the last couple of months a completely new logistics complex – DB Symmetry – has been approved. We simply cannot take any more.

The quality of the air we breathe has long been recognised as a vital factor in both our general health and our mortality, but it has recently been given an even higher profile by pronouncements by the WHO., our Prime Minister, DEFRA, Public Health England and Leicestershire's own Director of Public Health.

The consensus is this: “Air quality is the largest environmental risk to public health in the UK” (DPH), “removing fine particulates would have a bigger impact on life expectancy in England & Wales than eliminating all Road Traffic Accidents or Passive Smoking” (DEFRA)”.

The numbers are stark: according to Public Health England and using 2014 figures, the failure to tackle air pollution directly caused in excess of 300 deaths in our **county** alone. This is the equivalent of 4 Grenfell Towers every year, or a 9/11 every decade.

The exact measure of where we in Lutterworth rank in air quality is open to debate, but some facts are incontrovertible -

1) Despite there being statutory maximum acceptable levels, it is undisputed that there is no level of NO₂ or particulates which is completely safe. To put it another way, **any** increase in either of these types of pollution is going to have an adverse effect on some people. That the increases will occur as a result of warehousing which is demonstrably **not required** leads to the conclusion that lives and quality-of-life would be recklessly endangered by pursuit of short-term financial goals.

2) Deaths or adverse outcomes caused by air pollution are **not** averagely distributed. This again means that Lutterworth and its satellite villages – not the rest of the district - will bear the brunt of the increased mortality and worsening life-outcomes. Indeed, if this application is approved, given that there has never been more effort by public health bodies to track these indicators, it will in future be trivially easy to determine how many more people will have died early or how many more people suffer with asthma and COPD as a result of it.

HDC’s constituents have long recognised that with great authority comes great responsibility. They invest in committees like yours the authority to make fateful decisions in the hope and trust that the decision will be taken sincerely and honourably.

Please don’t let them down.

Claybrooke Parva Parish Council
Claybrooke Parva
Lutterworth

21st February 2019

Strategic and Local Planning Team
Harborough District Council
Adam and Eve Street
Market Harborough
LE16 7AG

Ref Local Plan 2011-2031. Policy BE2: Strategic Distribution

Dear Sir

I am writing on behalf of Claybrooke Parva Parish Council which has reviewed the Local Plan update and unanimously agreed to the following:

We **STRONGLY OBJECT** to the Local Plan update allowing a further 700,000m² of warehousing to be built at Magna Park because we believe no additional evidence of the need has been provided.

Further:

- It is on greenfield productive farmland, used by the local community to enjoy walks in the natural countryside and is a haven for wildlife.
- There is a large area available for warehouse expansion at Daventry International Rail Freight Terminal, less than 9 miles away, which has the advantage of a rail head and this is brownfield land
- A railhead, such as the one at DIRFT, reduces road transport and is thus more environmentally friendly
- The single-lane A5 through Wibtoft, which has a significant bend, is dangerous for the current traffic load, let alone any increase wishing to get to the M69. Similarly, the High Cross interchange and Smockington Hollow junctions, which have seen multiple fatal car accidents, are likely to become more hazardous with the increased traffic.
- Planning application 15/01531 was rejected by HDC. Why therefore include it in the Local Plan?
- There is currently unfilled warehousing space at Magna Park itself as well as on the A4303 immediately adjacent to the M1 at the SE of Lutterworth, so how can there be a need for additional space?
- Additional warehouse space is also currently being constructed at the A5/M69 junction and at DIRFT
- One of the Local Plan objectives is to bring a wide range of jobs to the area. How will this be achieved with even more warehousing jobs? We need a greater variety of jobs and particularly higher skill ones.
- Given the near full employment in Lutterworth and district, it will not reduce out-commuting of local skilled workers, one of the aims of the Local Plan. In fact quite the converse, it will INCREASE commuting as the additional workers will come from outside the area.
- It will increase noise and light pollution and the additional lorries and workers' cars will have a detrimental effect on the air quality. The A5 can already be heard in Claybrooke Parva (1 mile away) during the night.
- The colossus nearing completion along Mere Lane is now clear for all to see, as is the impact on the surrounding area. The addition of 3 times more warehousing will be completely overbearing on the landscape and have a detrimental effect, even after any attempts to landscape it. Having seen this nobody can really disagree that Magna Park really is Big Enough.

Please ensure that this additional 700,000m² of warehousing at Magna Park is NOT included in the Local Plan.

Yours faithfully

Claybrooke Parva Parish Council

21st February 2019

To:
Strategic and Local Planning Team
Harborough District Council
Adam and Eve Street
Market Harborough
LE16 7AG

Cc'd:

It is of the opinion of Cotesbach Parish Council that the modifications to this Local Plan do not change the previous position made by the Inspector that the draft Local Plan is not sound. See below for an explanation.

Policy BE2 – not adhering to the NPPF

- The modified BE2 continues to contradict Government NPPF guidelines that favour SRFI.
- The extensive DIRFT logistics site is a SRFI, and there are at least 2 further proposed SRFI in the pipeline all less than 20 miles from Magna Park. The area has met, if not surpassed market requirement for the favoured SRFI sites.
- Magna Park owners, Gazeley, may be proposing a shuttle link between DIRFT and Magna Park to enable close links with a SRFI, but little detail is provided on the proportion of vehicle movements that will be made by the shuttle or even how it will be delivered and managed.

Policy BE2 – exceeding market need in the area

- The evidence for the allocation of up to 700,000sq.m. at Magna Park is flawed. Not only does the evidence include a report from Gazeley themselves, and one from less than independent property agents Savills, it neglects the ongoing submission of applications for logistics parks in neighbouring districts, specifically expansion near Hinkley (850,000m2 allocated) and further “masterplan” development for the A46 expressway. The evidence does not therefore justify the *location* of the need, which was the question that the Inspector wanting answering.
- The 700,000 sq.m. allocation has been based on submissions of interest from developers on an area of countryside that they have a long-standing property option on, not actual need. These submissions of interest were also made some years ago, before the more recent rapid development of warehousing in the area. With the influx of additional warehousing developments in the area, the need does and will no longer exist.

Policy L1 – no further large-scale Class B8 employment land needed

- Policy L1 has now been amended to seemingly permit *further* large-scale B8 warehousing within the Lutterworth SDA by removing the term “non-strategic” when

referring to B8 employment land allocation in Lutterworth East. This contradicts HDC's aim of positioning large-scale warehousing at Magna Park only, and opens up further allocation in the Lutterworth area.

- The policy itself accepts that additional warehousing East of Lutterworth is exceeding market needs according to the HEDNA report (Paragraph 15.2.13), so this B8 allocation is fundamentally not required. Cotesbach Parish Council understands the need for some employment / industrial land to support any required housing development, but the allocation for Lutterworth East SDA under policy L1 should be office or industrial based, not yet more large warehousing space.

Policy L1 – not improving traffic or air quality through Lutterworth

- L1 does not place enough emphasis on a reduction of traffic through the centre of Lutterworth Town, which has to be the benefit and rationale for Lutterworth East to be allocated.
- The “spine road” needs to be suitable for HGV vehicles – currently it is planned to be a single carriageway road at low speed with a number of traffic management systems that will discourage traffic flow-through.
- Policy L1 is also not closely associated enough with a strategic plan for Lutterworth. The policy should provide a framework for any future planning applications for Lutterworth East to align closely with the future direction of Lutterworth Town planning (e.g. Lutterworth East should not compromise any focus of community areas in Lutterworth Town or compete with the intent to create an independent retail environment). The current Policy L1 does not do this.
- To take this further, policy L1 in paragraph 15.2.4 says Lutterworth East should be “mirroring the west”. It is fundamentally wrong to suggest this, as Lutterworth East should precisely not be competing with Lutterworth as a mirrored region.

Policy CC2 – applying consistency in renewable energy allocations across Character areas

- Draft policy CC2 sets turbine heights in the Lutterworth Lowlands and Upper Soar Landscape Character Areas to be 125 metres, and the modification has been made to put no minimum number of turbines.
- Even though the policy requires additional considerations (e.g. visual impact) to be made, turbine heights up to 125m (i.e. large scale, industrial) of any number will have visual impact.
- Cotesbach Parish Council object to this policy that seems to apply compromises to the Lutterworth Lowlands compared to other Character areas. There is no explanation or evidence for the differences in the height and number of turbines in different Character areas in the Policy. This evidence should be provided as part of the policy if it is to remain.

I trust these comments are taken into account as the Local Plan is revised further.

Regards,

From: East Langton Parish
Sent: 07 February 2019 15:15
To: localplan@harborough.gov.uk
Subject: [EXTERNAL] Feedback on modifications to the local plan - East Langton Parish Council

This Message originated outside your organization.

East Langton Parish Council would like to give the following feedback:

The Council is happy with the modifications and notes that the minimum housing target for East Langton remains the same at 30. The council is pleased to see that it reinforces that once the development target is met any additional development will only be minor up to 2031

The council is also pleased to see the modifications reinforce the position of Neighbourhood Plans in the planning system.

East Langton Parish Council

From: Frolesworth Parish Meeting,
To: Harborough District Council
Cc:
Date: 20 February 2019
Subject: Parish response. Revised Local Plan, Magna Park section.

When reading the section of the revised local plan concerning a proposed expansion of Magna Park, the Parish is disappointed to find the Council has taken no account of critical government policy. Further, it finds no sound evidence of need and very limited evidence of benefit. Any benefit would be far outweighed by the adverse effects on the environment, the quality of life in the surrounding areas and public health.

The Parish considers it detrimental for the Council to position itself in conflict with government which advocates a progressive transfer of freight from road to rail. In contrast, the local plan calls for a 100% road-dependent facility. One solution in line with policy would be a Strategic Rail Freight Interchange (SRFI) where goods are received and taken away by both road and rail. It is apposite to state government objectives for SRFIs as these illustrate how the Council's ill-conceived road-only plan conflicts with policy. Government objectives are to:

- (a) "Reduce road congestion. To deliver goods quickly, efficiently and reliably by rail and help reduce congestion on our roads."*
- (b) "Reduce carbon emissions. To meet the Government's vision for a greener transport system as part of a low carbon economy"*
- (c) "Support long-term development of efficient rail freight distribution logistics. To ensure a network of SRFI - modern distribution centres linked into both the rail and trunk road system in appropriate locations to serve our major conurbations."*
- (d) "Support growth and create employment, through the transfer of freight from road to rail, where this is practical and economic."*

"Government aims to meet these objectives by encouraging the development of a robust infrastructure network of Strategic Rail Freight Interchanges."

Contrary to policy, a 100% road-dependent expansion would:

- (a) Increase road congestion on main and rural roads.*
- (b) Increase carbon emissions, particularly in the surrounding areas.*
- (c) Undermine the long term development of rail freight logistics*
- (d) Increase the number of HGVs illegally cutting through villages.*

An expansion as envisaged by the Council could create additional employment, but at cost to public wellbeing.

It is worth noting that currently there are at least two planning applications for SRFIs with adjacent Councils. These are for road/rail SRFI sites at Hinckley (850,000m²) and Northampton (468,000m²). The sites are eleven and nineteen miles respectively from road-only Magna Park.

It is relevant that on 10 January 2018 the District Council rejected application 15/01531/OUT which proposed an expansion of Magna Park. It is therefore perplexing why the Council now finds an expansion to 700,000m² acceptable against its own criteria. These criteria are *"The landscape impact is severe and outweighs the economic benefits. Also it is contrary to Policy CS17"*. The revised local plan offers no evidence to refute the Council's stated position.

Overall the Parish finds the local plan contains no sound evidence of a need to expand, very limited evidence of benefit and there are regrettable consequences of avoiding government policy. Any limited advantage of additional employment is far outweighed by the adverse effects on the environment, the quality of life in the surrounding areas and on public health.

Harborough Local Plan 2011 – 2031

Schedule of Main Modifications (January 2019)

Having considered the schedule of main modifications, Lutterworth Town Council retain the view that the impact of the development on the local area would be detrimental unless an eastern relief road (as provided for in MMR 38 in the L1 Explanation (Extract) paragraph 15.2.24) is part of the development. Taking all areas of concern into account, Lutterworth Town Council requests that the following changes are considered

Main Modification Ref	Policy Ref & Name	Local Plan Page	Modification Page	Comments by Lutterworth Town Council
MM1	Key Issue 8: Transport	16	4	Replace original bullet point
MM3	GD2 Settlement development	31	8	4.3.6 re insert the sentence – “However, there are other neighbouring settlements where the risk of settlements merging is an issue of local concern.”
MM5	GD5 Landscape and townscape character	39	10	Reinstate back to original
MM28	IMR1 Implementation monitoring and review	162	47	<p>a. Adoption of memorandum of Understanding or Statement of Common Ground</p> <p>Second line should read “Leicestershire local authorities will be in a position to consider how it should be apportioned through.....”</p>
MM36	L1 Lutterworth East SDA	194	57	<p>2. first sentence change to</p> <p>“This new neighbourhood will be developed comprehensively in accordance with a publicly supported masterplan, including delivery and phasing arrangements</p>

		58	<p>Business and Employment</p> <p>e. reinstate "non-strategic" otherwise this policy is contrary to Policy BE2</p> <p>f. sentence to say "about 10 hectares of business uses within Use Class Orders B1 and B2 on land not between the eastern relief road and the M1"</p> <p>g. replace 300 dwellings with 100 dwellings</p>
		59	<p>h. Sentence to say "contributions towards secondary education provision that comply with the Education Development Developer Contributions Policy"</p> <p>i. Sentence to say "a neighbourhood centre as a social and retail hub for the new community to be provided in accordance with a phasing plan to be agreed with the Local Planning Authority and the Local Community to include the following: -</p> <p>iii. a doctor's surgery or extension to existing facilities</p>
		60	<p>m. delete "a spine road" and insert "eastern relief road". Delete "1,250 dwellings" and insert "commencement of the development"</p> <p>add new paragraph</p> <p>The eastern relief road to have the capability of carrying HGV through traffic, thus removing the need to pass through Lutterworth Town Centre. This would reduce noise and improve air quality within the Lutterworth Air Quality Management Area</p>
		61	<p>n (iii) insert "other than on the eastern relief road"</p> <p>r (ii) reinstate "and a new roundabout to the north"</p>

			62	<p>y. sentence to say "noises and air quality mitigation measures for proposed dwellings adjoining the M1 to the satisfaction of the Council, and no adverse impact and no deterioration upon air quality within the Lutterworth Air Quality Management Area;</p> <p>6. sentence to say "Following completion of the eastern relief road in partnership with County Highway Authority and the SDA promoters, the Council will develop traffic management measures that remove the passage of heavy goods vehicles through the centre of Lutterworth with the exception of access, as part of the implementation of an effective air quality mitigation strategy for the Air Quality Management Area in Lutterworth town centre.</p>
			63	<p>L1 Explanation (Extract)</p> <p>15.2.1 3rd line delete "well" and insert "fully"</p> <p>15.2.2 2nd line delete "should" and insert "must" and delete "as part of a supplementary planning document, a neighbourhood plan or a planning application"</p>
			64	<p>15.2.6</p> <p>2nd line delete "spine road" and insert "eastern relief road".</p> <p>4th line delete "spine road" and insert "eastern relief road".</p>
			65	<p>15.2.15 delete "300th" insert "100th"</p> <p>15.2.20 delete "spine road" and insert "eastern relief road".</p>

			66	<div>2nd bullet point</div> <div>delete "spine road" and insert "eastern relief road".</div> <div>5th bullet point</div> <div>Delete "signalised junction" and insert "full roundabout"</div> <div>15.2.24 - delete "spine road" and insert "eastern relief road".</div>
--	--	--	----	--

Misterton with Walcote Parish Council has considered the proposed modifications to the Harborough Local Plan following the report of the Harborough Local Plan Review. The Parish Council has consistently offered its support for an allocation of a strategic scale housing development on land to the east of Lutterworth in order to secure a Lutterworth bypass. It is very concerned that the current proposal will not provide a road of the standard required to alleviate congestion through Lutterworth town centre, will not remove goods vehicles from the town and cannot assist in improving air quality. Misterton with Walcote Parish Council urges Harborough District Council to include a clear and explicit requirement that these benefits be included in the Master Plan for the development of land to the east of Lutterworth.

The Parish Council considers many of the proposed modifications will improve clarity or will better reflect developments since the plan was prepared. However, it would like Harborough District Council to consider the Parish Council's view on the following modifications:

Modification number	SUPPORT OR OPPOSE?	Comments
MM3	SUPPORT	The Parish Council considers the proposed modification clarifies Harborough District Council's intentions.
MM5	OPPOSE	<p>The proposed modification will weaken the protection of any landscape features within and adjacent to the development of land east of Lutterworth. By removing the word 'WILL' and substituting 'SHOULD' the Council allows developers to argue that each site is not exceptional and thus does not need to pay such heed to the surrounding landscape.</p> <p>In section (b), where the word 'IMPORTANCE' is substituted, it again weakens the policy. However, each piece of landscape is unique and cannot be replaced once it is developed.</p> <p>In addition, the policy as rewritten omits any reference to the importance of heritage, wildlife or geology, all of which the Parish Council considers necessary to ensure that important features which cannot always be easily seen be given sustained protection.</p> <p>Therefore Misterton with Walcote Parishes Council urges that the word 'WILL' be reinstated and that reference to heritage, wildlife and geological features be reinstated.</p>
MM6	SUPPORT	Misterton with Walcote Parish Council supports the designation of 'Green Wedges' between built areas to retain separation of settlements and urges Harborough District Council to consider designating a Green Wedge between Misterton and Lutterworth once a masterplan for the development is in place.
MM22	SUPPORT	The Parish Council considers the proposed modification clarifies Harborough District Council's intentions.
MM23	SUPPORT	The Parish Council considers the proposed modification clarifies Harborough District Council's intentions. However, the Parish Council questions why no policy has been included relating to the development of solar farms within Harborough District

MM24	OPPOSE	Whilst the Parish Council has no issue with the intention of the policy to reduce flood risk, it would point out that, unless thoughtfully designed, measures to slow the passage of flood water through and downstream of a development site could lead to water accumulating upstream of the development. The Council is concerned that Walcote has flooded in the past, entirely due to the River Swift being restricted downstream of the village. Therefore, the Parish Council urges that the policy be amended to reflect the need to consider land both up and downstream of any development.
MM36	OPPOSE	(2) Misterton with Walcote Parish Council is concerned that the proposed masterplan, which will become part of the Local Plan, is not currently available for consultation is unlikely to be completed before the end of the consultation period. Without the chance to consult with the local community, the inclusion of the masterplan as part of a statutory planning document causes the Parish Council great concern.
MM36	Strongly SUPPORT	(3) Misterton with Walcote Parish Council strongly supports amendments to ensure the strategic housing allocation on land to the east of Lutterworth be firmly connected with the existing town.
MM36	OPPOSE	(3.e) Misterton with Walcote Parish Council restates its opposition the development of the land to the south of the A4304 for distribution, considering the existing development and allocations around Lutterworth are more than adequate for the existing need. The Council is particularly concerned that reference to non-strategic storage and distribution has been removed, as has any restriction on the size of each unit, suggesting that a non-strategic allocation would not be attractive to developers. Lutterworth already has a substantial supply of storage, some of which has remained empty for some time. Therefore, we would urge the District Council to reconsider the future of this allocation.
MM36		(3.i.i) the Parish Council urges Harborough District Council to make an explicit reference to the proposed routes being accessible to those using wheelchairs and mobility scooters, as the surfaces of some paths and cycle tracks make the use of these vehicles challenging.
MM36	SUPPORT	Misterton with Walcote Parish Council supports the retention of the existing Sports Centre and the creation of an addition facility
MM36	Strongly SUPPORT	(3.o) Misterton with Walcote Parish Council strongly supports the inclusion of AT LEAST five M1 crossings linking the new housing firmly into the town of Lutterworth. It would urge the District Council to ensure that all crossings are accessible to those with reduced mobility.
MM36	OPPOSE	(3.r.ii) The Parish Council urges that the paragraph be revised to reinstate reference to the construction of a roundabout to ensure that the route through the new development will remove traffic, particularly HGVs, from the centre of Lutterworth. Paragraph 15.2.20 still refers to the possibility of the use of a roundabout, the option which Misterton with Walcote Parish Council would strongly advocate.
MM36	SUPPORT	(3.u) The Parish Council supports the explicit reference the important heritage assets on the south of the site and the views of St Leonard's Church. In addition, the Parish Council supports the creation of a Country Park within the parish.

MISTERTON WITH WALCOTE PARISH COUNCIL: RESPONSE TO MODIFICATIONS TO HARBOROUGH LOCAL PLAN

MM36	SUPPORT	(5) Misterton with Walcote Parish Council supports the inclusion of a new policy ensuring that new cycle paths etc are integrated into Lutterworth, but would urge that links to the east into Walcote and beyond are also considered.
MM36	SUPPORT	15.2.4 & 15.2.5 The Parish Council considers that these to additions confirm that the District Council seeks to ensure the new development is seen as part of Lutterworth rather than a new settlement in its own right, but urges that the Council makes explicit their commitment to the continued separation of Lutterworth and Misterton.
MM36	SUPPORT	15.2.24 Misterton with Walcote Parish Council supports plans to remove HGVs from Lutterworth town centre in order to improve air quality.

From: Shawell Parish
Sent: 17 February 2019 19:33
To: localplan@harborough.gov.uk
Cc:
Subject: [EXTERNAL] HDC Local Plan Policy BE2
Attachments: PROPOSAL FOR TRAFFIC CALMING MEASURES IN SHAWELL iss 1.0.pdf

This Message originated outside your organization.

Dear Sir,

I am writing on behalf of Shawell Parish Meeting in response to HDC's request for comments on the revised Local Plan.

We believe that the changes to policy BE2 in the revised plan are unsound for the following reason:

We had previously provided evidence of the unacceptable and increasingly dangerous rise in levels of traffic diverting through the village from the congested strategic highways. This is routinely due to the A5/A426 but increasingly frequently from M1, M6 and A14 incidents. In the previous version of the plan, Policy BE2 included a general comment to prevent congestion to the strategic highways AND local roads. This has been removed, and in its place a weak statement referring to mitigation of the congestion problem with a few specific improvements. We were relying on the former statement to justify HDC support for reduction of the rat-run / speeding traffic that has now had a sudden and dramatic impact on our village. The problem will get worse if Magna Park developments go ahead, so we see no reason why HDC would have weakened this requirement in the revised plan. The evidence provided to you previously suggested that you should have strengthened it, if the proposed Magna Park developments are to be included.

I include previous documents submitted to the planning process as evidence of the increasing need to make adequate provision in the Local Plan for the problem of strategic highway traffic inundating local villages.

Yours faithfully,

- Shawell Parish Meeting

RECLAIMING THE VILLAGE

Proposal for Traffic Calming Measures in Shawell, Leicestershire

Issued by Shawell Parish Meeting

September 2017

"Britain has been relatively successful in reducing casualties for drivers and car passengers. But this has been at a cost to other street users. Our record for child safety is particularly poor, and we have discouraged cyclists and pedestrians from using our streets."

Historic England – Caring for Heritage

Background

The village of Shawell is a small community in rural South West Leicestershire. The rural character of the village is protected by its designation as a Conservation Area.

It is bounded a short distance away by regional and national highways; M1, M6, A5, A426, but until recently has been unaffected by the traffic using these routes. However, in the last twelve months the village has become severely impacted by:

- Large volumes of speeding cars and vans
- Heavy vehicles

There are two local routes through Shawell; the East-West route linking local traffic between Swinford and the Gibbet roundabout where the A5 and A426 cross, and the North-South route linking local traffic from several villages. The latter route has recently become a busy link between the A5 and A426 trunk roads, with an enlarged connection to the A5 created as part of the M1 Jn19 / M6 interchange improvements. Both routes pass directly through the Conservation Area.

There is a general growth in road traffic, making the increased use of these routes inevitable¹. However, since the new motorway interchange has been created in the last twelve months, Gibbet roundabout has become increasingly congested, and the routes through the village have suddenly become de facto relief roads for this traffic. The problem is compounded when there are incidents or maintenance works on the major highways, diverting traffic towards the Gibbet roundabout. In these increasingly frequent incidents, heavy vehicles and speeding traffic inundate the village².

A 7.5t environmental weight limit will be implemented this year which will go some way to addressing the problem with heavy vehicles³. However, persistent requests for support from Highways England, Leicester County Council Highways Department and Leicestershire Police have brought little help with the issue of speeding traffic. Some of LCC's more recent actions have made the situation worse^{4 5}.

There is a risk that the fundamental character of this rural village would be permanently changed. This is contrary to LCC's policy⁶; it is against the wishes of the village residents⁷; it is at odds with the village's status as a Conservation Area⁸.

It was agreed at the Parish Meeting 13th April 2017⁹, and with LCC¹⁰, that the village would propose solutions that take steps to address the immediate problem. This proposal for traffic calming measures has been approved by the Parish Meeting 14th September 2017¹¹, and will be used to further the conversation with LCC and other agencies.

Problem Statements

The solutions in this proposal will address the following problems:

- Gibbet roundabout is increasingly congested, particularly since the new Junction 19 interchange was created. When queues of traffic back-up at the roundabout, the adjacent routes through the village are used as an alternative (see example occurrences in Appendix A). **Excessive heavy vehicles and speeding cars / vans through the village make the roads dangerous for other users.**

- Shawell is vulnerable to rush-hour and general “rat-run” traffic, because of its location at the crossing of two rural roads. Both routes through the village are an increasing problem, but the general growth in traffic has been increased by a new link road joining Catthorpe Road to the A5. **Excessive heavy vehicles and speeding cars / vans through the village make the roads dangerous for other users.**
- There are stretches of roads through the village where residents and other pedestrians must use the carriageway as a shared space, e.g. the narrow bridge by the village green, the stretch of Catthorpe Road between Killowen and Cedar Farm, Bullaces Lane and the adjoining stretch of Catthorpe Road, Gibbet Lane as it enters the village. **Other road users (pedestrians, cyclists, horse riders) are not given equal priority, alongside vehicular traffic, to use the spaces in the village safely.**
- There is a propensity for LCC to make the roads through the village more accommodating for vehicular traffic, to the exclusion of residents, pedestrians, cyclists, horse riders and other users, contrary to the wishes of residents and contrary to LCC’s own policies. **The needs of other users are not being taken into account before actions are taken unilaterally by the council.**
- LCC, Highways England and Leicestershire Police have passed the problem to each other; all have some part to play, but there is no willingness to work together or take a lead. **No agency is accepting accountability for the safety of all road users, or the protection of the Conservation Area, or the environmental and heritage aspects of the village and its community.**

Guiding Principles

Solutions in this proposal should adhere with the following principles:

1. The roadway through the village is a shared space; the balance needs to shift away from it being an exclusively vehicular route, to one available to all road users to use safely. *
2. Control of the shared spaces through the village will move away from uninterested agencies back to the residents of the village. *
3. Any traffic calming measures will be sympathetic to the rural nature of the village, its heritage, and its status as a Conservation Area. *
4. Solutions will be selective, targeting known problems, and adopting solutions that are known to be effective.
5. Traffic calming measures will be cost effective, even if this means innovative methods that deviate from the more expensive methods deployed elsewhere.

* NOTE: Ref. 12 gives examples of approaches adopted successfully by other UK county councils ¹².

Proposals – Traffic Calming

40mph Speed Limits On All Approaches to the Village

All existing 30mph signs are unsighted as vehicles approach Shawell. Traffic is travelling through National Speed Limit / 60mph zones and suddenly enters 30mph zones. The approaches include long, straight stretches of road, some downhill, inviting traffic to travel at high speeds towards the village.

Some of the residential and hazardous areas of the village are outside the existing 30mph zone.

40mph zones are used in other locations (e.g. Swinford on Kilworth Road) to encourage motorists to start slowing down earlier. A 40mph zone should start at the following locations on the approaches to Shawell:

1. **Catthorpe Road** – Between the new Junction and stables. This would include the stables and four (soon to be seven) dwellings, the dangerous junction of Bullaces Lane and the long, downhill stretch of road leading to the sharp bend ahead of the 30mph zone (see Photo 1).
2. **Gibbet Lane** – Ahead of the Redland Tile plant / Quarry, Landfill / Recycling Plant entrances. There are already warning signs on this stretch of road acknowledging the existing hazards. There has been an accident recently on the narrow, undulating, twisting road leading to the village.
3. **Swinford Road** – On the hill leading down to the sharp bend at the eastern entrance to the village. The existing 30mph zone begins less than 50m from the crossroads, and 100m from the single-carriageway bridge. This is the scene of the serious accident that occurred in the village in July 2016.
4. **Lutterworth Road** – Ahead of the farm / storage buildings 400m outside the village. The existing 30mph zone starts at the Village Hall car park, permitting vehicles travelling at 60mph close to a venue for children's parties and other village activities (see Photo 2 & 3).

This measure ensures that all of the Shawell Conservation Area is enclosed within a 40mph (or less) speed limit.

20mph Zones on Shared Residential Areas of the Village

The Community Speed Watch scheme noted traffic travelling through the central residential part of the village in excess of 40mph. These are shared areas with other road users, including significant stretches with no footpaths and little other refuge – the carriageway is a shared space.

The driveways of many properties emerge directly onto the carriageway. In some cases, front doors are situated adjacent to the carriageway.

Many stretches of the road are simply impractical for speeds above 20mph, e.g. the narrow bridge, most of Main Street.

A 20 mph zone should start at the following locations:

1. At the southern end of Main Street where it meets Bullaces Lane. Traffic entering the residential part of the village via this route approach around a blind bend from Bullaces Lane into a narrow, twisting stretch of Main Street, with no footpath.
2. Immediately south of Cedar Farm. This is the first of the contiguous properties on the main residential stretch of Catthorpe Road. There is no footpath. It had the highest incidence of speeding traffic during the recent Community Speed Watch scheme.
3. On Gibbet Lane ahead of the junction with Main Street and the narrow bridge. Again, there is no footpath along this shared space. Traffic approaching the single carriageway bridge converges at speeds of 60-70mph¹³.
4. In place of the existing 30mph zone on the eastern approach to the village, ahead of the junction of Swinford Road, Catthorpe Road, and Lutterworth Road, and the narrow bridge.

5. In place of the 30mph zone ahead of the Village Hall on the Lutterworth Road.

Gateways

Speed limits at the village boundaries will not be effective unless the message is reinforced along the routes. Repeater roundels may be appropriate in some locations, but the preference is to use the fewest additional road signs to preserve the rural character and to reverse the predominance of the shared space as a highway.

Gateways have proven to be effective in other rural locations¹⁴, and the preferred method of reinforcing the message is to use this type of feature. They are occasionally enhanced with a simple written message: "PLEASE DRIVE CAREFULLY".

Gateways could be positioned at the following locations:

- At all 40mph zone entrances proposed above
- To break up other long stretches of road on the approaches to the village, e.g. after the Bullaces Lane / Catthorpe Road junction on the hill leading down to the village
- At other hazardous locations, e.g. the start of the residential area on Catthorpe Road where no footpath exists (i.e. south of Cedar Farm)
- At all existing 30mph zone entrances – if build-outs are not used (see below)

Build-outs

The most effective method used by villagers since the current problem emerged in 2016 has been to park cars in the carriageway, at specific locations where the hazards are greatest¹⁵. Traffic flows freely, but the effect on speeding vehicles is dramatic. Build-outs are the more permanent solution, and these should be used where parked cars have been proven to be very effective.

The build-outs will also give some refuge to pedestrians on the stretches of road without pavements, particularly where recent resurfacing work has eroded the grass verges, making the situation worse.

Build-outs should be created at the following locations:

- The start of all 20 and 30mph zones
- At of specific hazards:
 - At points along the stretch of Catthorpe Road through the residential area within the village, where no footpath exists, e.g. South of Cedar Farm, adjacent to the Post Box, end of pavement outside Killowen / Gaunts – on alternating sides of the carriage way
 - Ahead of the sharp bends approaching the village on Catthorpe Road, leading to the unsighted junction with Bullaces Lane

Additional Measures to Address Specific Hazards

Narrow Bridge & Approaches – This is the scene of the serious accident in July 2016, and many more "near-misses". There are several specific hazards at this part of the village:

- Traffic enters the village from 60mph zones along Swinford Road and Gibbet Lane, less than 100m from the single carriage way / shared bridge. Even at speeds within the 30mph zone,

as noted during the Community Speed Watch Scheme¹⁶, convergence speeds of 60-70mph are common, but traffic approaching from each direction is unsighted (See Photos 4 & 5).

- The bridge is a shared space for all road users, including pedestrians. There is no separate crossing space allocated to pedestrians – villagers must use this route to access each side of the village (see Photo 6).
- Traffic emerging from Lutterworth Road and vehicles approaching from Gibbet Lane, accelerating over the bridge, are unsighted (see Photo 7).

Proposed solutions include:

- “Give Way” markings either side of the bridge, encouraging vehicles to slow and watch for oncoming traffic, pedestrians and other road users.
- A pedestrian lane clearly marked on the south side of the carriageway over the bridge, extending either side of the bridge, i.e. to the start of the pavement on Main Street, and where the grass verge widens opposite the horse trough.
- Currently, there is nothing encouraging East-West traffic to slow to a safe speed, whereas North-South traffic has to cross the main junction. A four-way stop would moderate the speed of traffic on all routes through the village. Alternatively, the Lutterworth Road / Gibbet Lane traffic could be made the priority route, so neither N-S nor E-W traffic has a clear run through the village.
- The horse trough and spring are historic features within the village, but have become less accessible as traffic has increased. This feature is to be renovated to its former role as a village centrepiece, readily accessible to villagers and visitors, and free from the hazards of speeding traffic.
- Data from the recent Community Speed Watch scheme highlighted that speeds in excess of 30mph (the current limit) were frequent, but speeds below that are still not safe. The East-West route as it passes through the village, over the single carriage way / shared bridge, would be included in a 20mph zone.

Approach to Bullaces Lane and its Junction with Catthorpe Road

Traffic turning off the new link road into Catthorpe Road is now presented with a long, wide stretch of straight road, with nothing to break a driver’s focus ahead of the sharp bend a quarter-of-a-mile in the distance (see Photo 8). Traffic that has accelerated along this stretch of road meets the first of several sharp bends, ahead of the unsighted junction with Bullaces Lane. Before the bend, there are several dwellings and stables. Incidents with speeding vehicles and other road users are frequent.

Traffic approaching the village on Catthorpe Road, and vehicles emerging from the Bullaces Lane junction, cannot see each other due to the bend in Catthorpe Road (see Photos 9 & 10). There have been many near-misses with speeding vehicles on the main road, and a serious accident is inevitable. Villagers are now avoiding use of this junction, taking the longer route along Main Street to avoid this danger.

The stretch of Catthorpe Road leading from the village to the Bullaces Lane junction is a shared space with pedestrians (and other road users), being part of the circular route around the village. This stretch of road connects several dwellings at the southern end with the rest of the village, and is

the one of the main pedestrian routes to All Saints Church in the southwest corner of the village. It is now less safe for pedestrians, and is increasingly avoided by non-vehicular users.

Proposed solutions include (in addition to the 40mph limit, build-out and gateways proposed above):

- An electronic “Sharp Bends” sign to be acquired, and maintained and operated by residents in the outlying dwellings south of the junction, to be positioned close to the dwellings at the start of the bends leading to the junction.
- Alternative priorities or junction layouts / markings to be considered, reducing the speed of traffic on Catthorpe Road and affording protection to vehicles pulling out of Bullaces Lane.
- A “feature” to be made around the existing signage opposite the junction, in keeping with the character of the village, but incorporating traffic warnings and providing a visible change in the nature of the route.
- The 30mph zone should start immediately as traffic turns into the junction.

Widened Stretch of Catthorpe Road

The stretch of Catthorpe Road as it passes through the residential part of the village has no footpath. Recent resurfacing work carried out on behalf of Leicestershire County Council widened the carriage way (reducing the width of the grass verge), and encouraging speeding traffic (see Photo 11). Hence, there is less refuge for pedestrians along this dangerous section of road, making the route more hazardous for pedestrians. (This is the subject of an outstanding complaint with the council¹⁷.)

The recent Community Speed Watch scheme observed traffic from four locations within the village. Every example of traffic travelling in excess of the threshold limit was observed on this stretch of road – in both directions ¹⁸.

Solutions are largely addressed by the 20mph zone, gateway and build-out described above, but ideally, restoration of the grass verges and carriage way to their former widths is also appropriate. Marking the widened carriageway with a separate pedestrian walkway is an option, but the original grass verge is preferable.

Next Steps (Timescales)

- This proposal was agreed by Shawell Village Meeting (September 2017)
- Face-to-face meeting with Leicestershire County Council Highways Department to present villagers’ proposals (September / October 2017)
- Response from Leicestershire County Council Highways Department (October 2017), indicating which proposals CAN be accommodated, and suggesting alternatives to those that cannot.
- Action plan to be agreed between Shawell Parish Meeting and Leicestershire County Council (November 2017)
- Agreement established between Leicestershire County Council Highways Department and Shawell Parish Meeting (November 2017):
 - To embed a robust consultation processes
 - To consult with the residents of the village before any further changes are made to the roads through and affecting Shawell

- An officer of the Shawell Parish Meeting to be appointed, with corresponding contacts nominated within Leicestershire County Council Highways Department, Warwickshire County Council, Leicestershire Police and Highways England, to review regularly the effect of these proposals and take further actions as required (November 2017)
- Initiate a re-assessment of Shawell Conservation Area Management Plan, to incorporate reclaiming the shared spaces for all users, and minimising the impact of traffic growth on the village residents, environment and heritage (November 2017)

Traffic Calming Proposals

40mph zone to begin at industrial works on western approach.

30mph zone to begin at start of outlying residential properties

Build-outs at start of 30mph zones (except Bullaces Lane)

20 mph zone to start at entrances to main shared residential areas

Move 30mph zone to start at entrance to Bullaces Lane)

Electronic "Sharp Bends" sign outside residential properties, ahead of bends leading to blind junction with Bullaces Lane

Gateways at start of all 40mph zones

40mph zone to begin between entrances to farm and storage buildings on Lutterworth Road

SEE NEXT MAP FOR BRIDGE & JUNCTION PROPOSALS

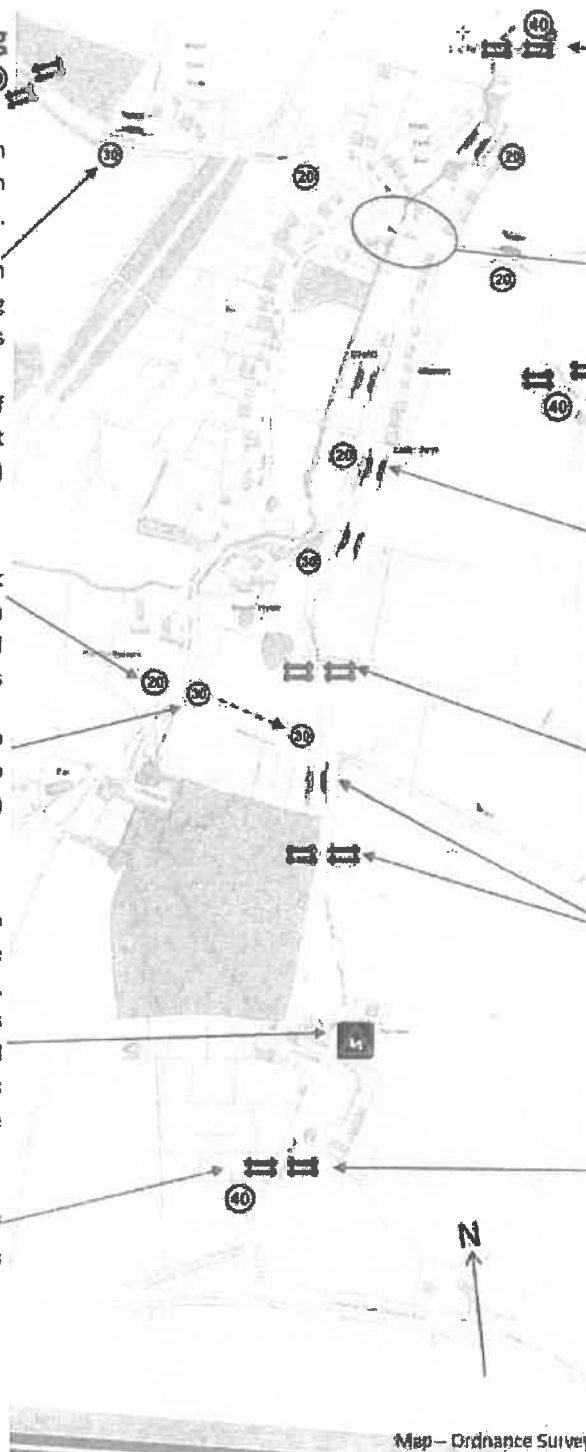
40mph zone to begin on hill leading down to sharp turn at eastern entrance to the village

Build-outs to moderate traffic speeds and provide pedestrian refuge where there are no footpaths

Gateways to reinforce 40mph zone on hill leading to southern entrance to the village

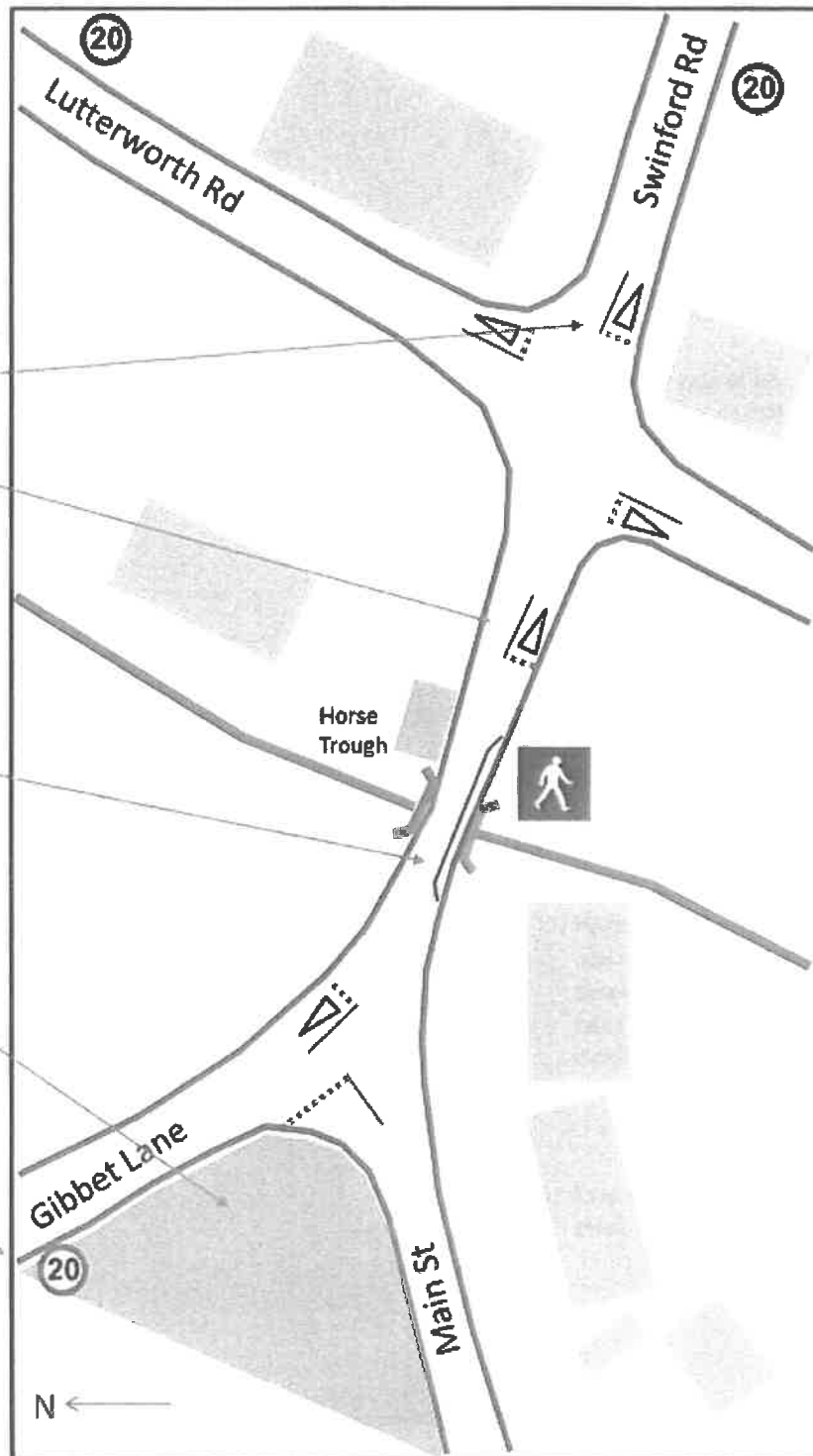
Build out and / or other features on Catthorpe Road on approach to blind junction with Bullaces Lane

40mph zone to begin ahead of stables and residential properties at southern approach to the village



Narrow Bridge and Main Junction

1. Additional "Give-Way" on Swinford Road, to moderate speed of westbound traffic.
2. "Give-Way" points either side of the narrow bridge, to encourage rapidly converging traffic to pause
3. Pedestrian walkway to re-instate shared space across narrow bridge – joining existing pavement and grass verge
4. Village features – The Green and horse-trough to be reinstated as features within a shared space
5. Speed limit reduced to 20mph for central, shared, residential areas of the village



Photographs



Photo 1 - The long, straight, downhill stretch of Catthorpe Road, from the junction with Bullaces Lane on the southern approach. This is part of the pedestrian route around the village.

The 30mph zone starts beyond the right hand bend at the top of the photo, but is unseen by approaching motorists.

This stretch of road would be within the proposed 40mph zone.



Photo 2 - Existing 60mph limit on Lutterworth Road ends immediately before Village Hall and residences



Photo 3 - Proposed start of 40mph limit on Lutterworth Rd. The 30mph limit appears suddenly around the right hand bend at the top of this photo.



Photo 4 - The 60mph limit on Swinford Road ends just 50m from the main junction, and 100m from the narrow bridge shared with pedestrians. The 30mph speed limit sign appears suddenly round a bend on the eastern approach.



Photo 5 - Similarly, the 60mph limit on Gibbet Lane ends less than 100m from the narrow bridge on the western approach to the village.



Photo 6 - The single width bridge on the East-West route through the village. There is no other route for pedestrians to use other than this increasingly dangerous roadway.



Photo 7 - Traffic emerging from Lutterworth Road and traffic approaching from Gibbet Lane are unsighted. This is the scene of the serious accident in July 2016.



Photo 8 – View from the new link road towards the start of the bends leading to the blind junction with Bullaces Lane. Trunk road traffic is invited to enter this lane through an enlarged junction, past stables and residences.

The 40mph zone would start ahead of the stable entrances on the left. A warning sign at the start of the bends, and further measures, would further slow traffic approaching Bullaces Lane junction.



Photo 9 – The blind junction of Bullaces Lane with Catthorpe Road. Villagers avoid use of this increasingly dangerous junction – on foot and in vehicles.



Photo 10 – Bullaces Lane junction is out of sight on the left, as viewed from the southern approach on Catthorpe Road. This would be within the proposed 40mph limit. Other traffic calming measures would ensure safer approach speeds, to protect pedestrians and other road users.



Photo 11 – The dangerous stretch of Catthorpe Road passing through the residential area of the village, recently made more hazardous by Leicestershire County Council's resurfacing work.

There is no footpath along this road. The resurfacing work widened the carriage way, encouraging speeding vehicles and removing the grass verge where pedestrians could take refuge.

Appendix A – Example Inundations

(Acknowledgements to Google Maps for traffic data)

There is daily “rat-run” and rush-hour traffic through the village, but the situation is worst when frequent incidents occur on the nearby motorways and trunk roads. The following examples are taken from a growing database of frequent incidents where the village is inundated by traffic.



Figure 1- M1 southbound shut due to accident, 4pm 02/01/17

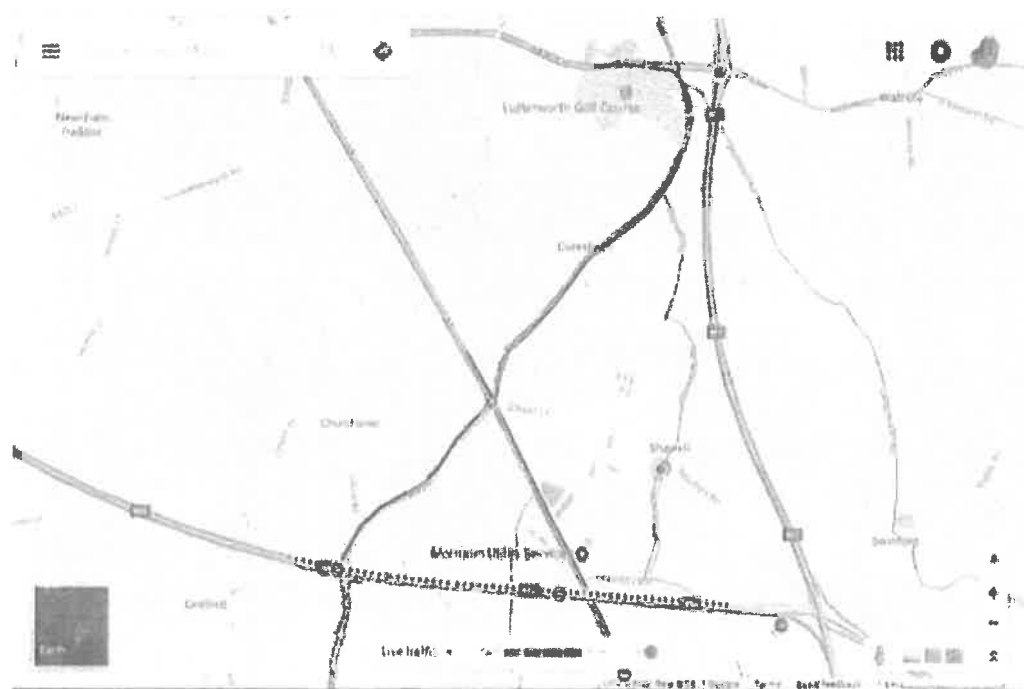


Figure 2 - M6 Southbound and M1 Southbound closed, 11.10pm 15/03/17

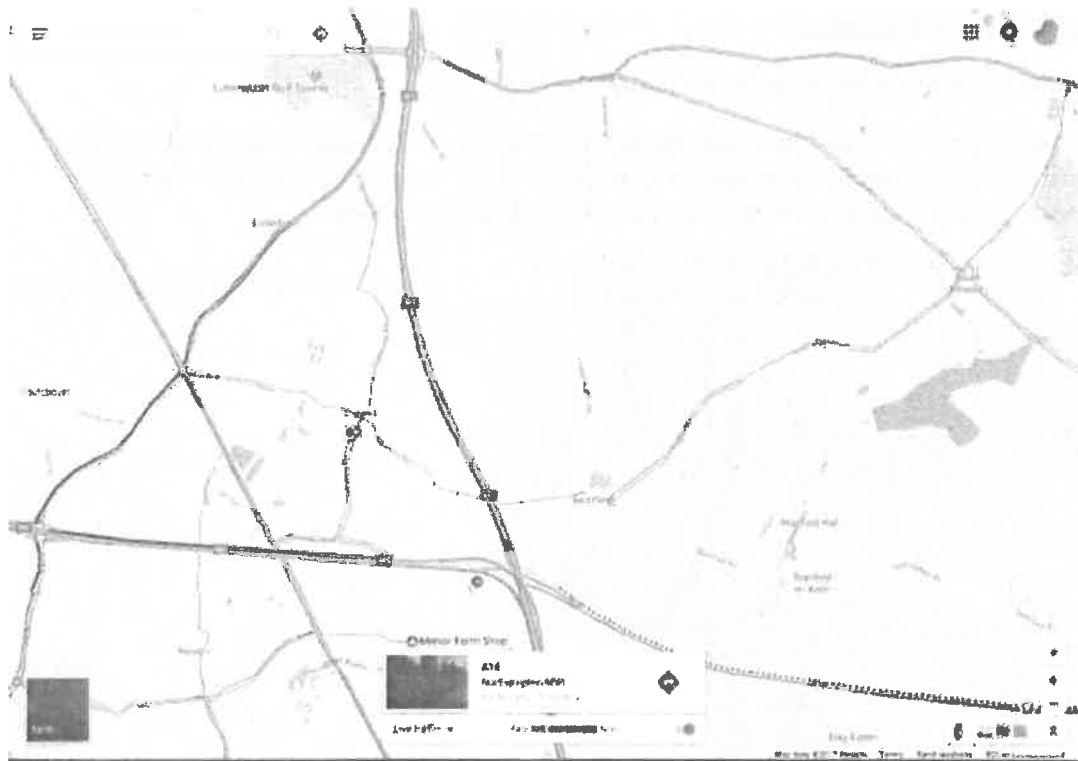


Figure 3 - A14 Eastbound shut due to accident, 4.20pm 10/01/17

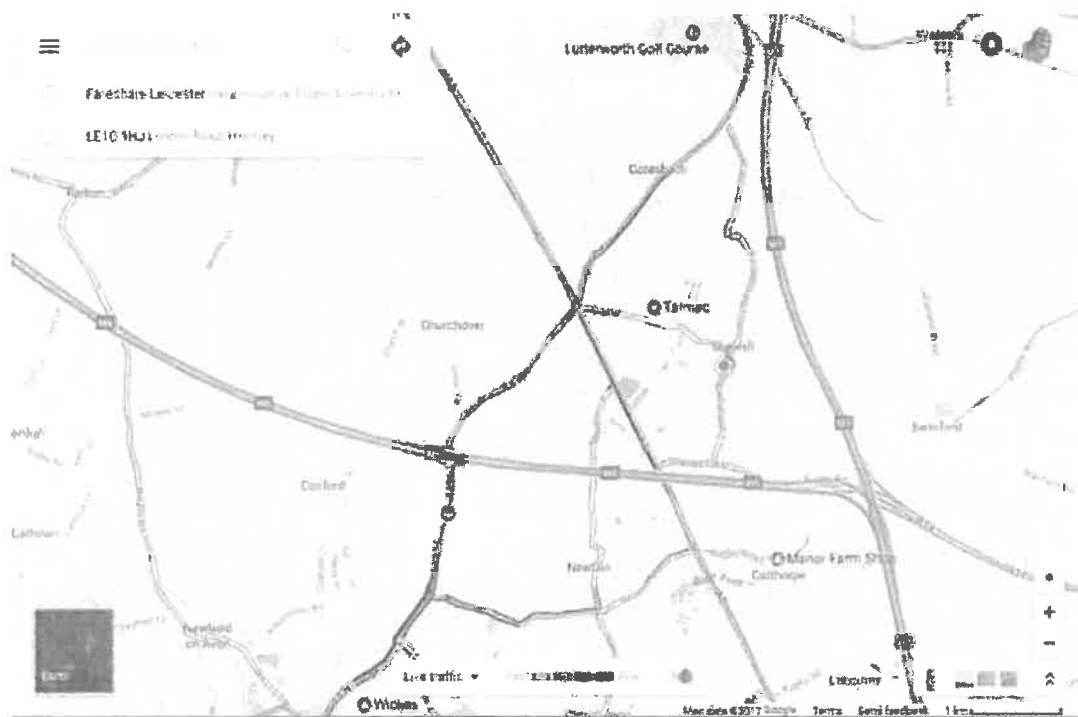


Figure 4 - Rush hour congestion at Gibbet Roundabout / accident on A426 south of M6 Jn 1, 8.25am 07/04/17


Appendix B – Main Routes Passing Through Shawell Conservation Area


Shawell
Conservation
Area

The main routes now affected by unacceptable volumes of / speeding traffic pass through the Conservation Area.

No agency is accepting accountability for the safety of road users, the protection of the Conservation Area, or the environmental and heritage aspects of the village and its community.

Key

Main Routes 

Boundary of the Shawell Conservation Area 



From:
Sent: 25 February 2019 18:40
To: localplan@harborough.gov.uk
Subject: [EXTERNAL] LOCAL PLAN 2011-31 MAIN MODIFICATIONS CONSULTATION

Follow Up Flag: Follow up
Flag Status: Completed

This Message originated outside your organization.

Thurnby and Bushby Parish Council considered the Local Plan 2011-31 Main Modifications at the meeting held on Monday 11 February 2019. The following is extracted from the unratified minutes:

Minute 19/40: HDC LOCAL PLAN 2011-31 MAIN MODIFICATIONS CONSULTATION
It was noted that, following the Local Plan Hearings, a number of Main Modifications have been prepared by HDC at the request of the Planning Inspector, in order to make the Local Plan sound. The Final Schedule of Proposed Modification is available at <https://www.harborough.gov.uk/consultation/info/87> for consultation until Tuesday 26 February 2019. Consideration was given in particular to Main Modification (MM3) (Policy ref: GD2 Settlement Development). It was noted that MM3 addresses the circumstances under which additional development might be allowed, in addition to that contained within the Local Plan. It was proposed by ' ' and seconded by ' ' to SUPPORT the Main Modification (MM3). This was RESOLVED.

I should be grateful if you would acknowledge receipt of this email.

Kind regards

Thurnby & Bushby Parish Council

ULLESTHORPE PARISH COUNCIL

Strategic and Local Planning Team
Harborough District Council
The Symington Building
Adam and Eve Street
Market Harborough
Leicestershire
LE16 7AG

26th February 2019

To whom it may concern,

Ullesthorpe Parish Council (UPC) believe that the modifications made to the Local Plan do not change the opinion of the Inspector that the Local Plan is not sound.

The Inspector advised that:

Policy BE2 would not withstand the test of soundness and its criteria-based approach is insufficient to determine large development proposals and recommended that:

- **More research work was required to provide evidence of need vs. demand for such large space allocation for strategic distribution, and to make better comparisons with allocations to non-logistics development.**
- **Development should be shown to be 'non-harmful' to local residents interests.**

The total allocation for additional development at the Magna Park site in the Local Plan is a staggering 700,000sq.m. This figure has arisen from the combined total of three planning applications submitted for the site and is a clear demonstration of demand, not need. Two of the applications have been approved, the third (15/01531) has been rejected by Harborough District Council. On this basis why is this third allocation still included in the Local Plan? The evidence provided to support need is not independent. The NPPF guidelines advises that the Government's preferred option is development at Strategic Rail Freight Interchange (SRFI) sites. Policy BE2 contradicts the NPPF as it is not a rail-freight site. The evidence of need does not take into account

expansion at DIRFT, a major SRFI located just a short distance along the A5 or the SRFI developments at the M69 junction. There is evidence that further non-rail warehousing at Magna Park will result in over-provision in Leicestershire and the surrounding areas. The need for such mass provision of warehousing in one small area needs to be demonstrated and this has not happened, research demonstrates that 700,000sq.m. is in fact four times the assessed need for warehouse space in Leicestershire by 2031. Therefore, given other developments in Leicestershire how can this level of development be justified at one site?

It is the opinion of UPC that further development at Magna Park is extremely harmful to local residents interests. The A5 is unable to cope with traffic at current levels. The combined effect of further development at Magna Park, expansion at DIRFT and the M69 junction developments is going to be mean a significant increase in HGV and commuter traffic for which the A5 is inadequate. The impact of congestion on the main roads and commuters using the surrounding village routes as 'rat-runs' to avoid the over-congested main roads will be over-bearing and hazardous. The Local Plan promotes the reduction of out-commuting and bringing a wide range of jobs to the area. It is questionable how the provision of 10,000 warehousing jobs fits with this aspiration, it contradicts it completely. Residents of the neighbouring villages, of which Ullesthorpe is one, have suffered for many years from congestion, noise, light-pollution and over-bearing warehouses on the rural landscape. Enough is enough, any further development is harmful to residents' interests and should not be permitted.

UPC firmly believes that the Local Plan is not sound and that modifications made to the Local Plan do not make it sound. UPC urges that the allocation for development at Magna Park is reduced in the Local Plan to meet the requirement of the two approved allocations and prevent any further development that is not needed and is harmful to residents' interests.

Yours sincerely,

~ ~

1

--