

Hathern Parish Council's Response to Outline Planning Application P/20/2373/2 'Land to the rear of 83-89 Loughborough Road, Hathern, Leicestershire, LE12 5HY'.

This site has a history of attempted development - applications in 2014 and 2015 were both refused by the Borough Council and the former's appeal was also dismissed. All previous applications have included fewer houses than the current application and as such this application represents a 50% increase in housing numbers against the refused 2015 application. The Parish Council has a number of significant concerns and objections to this latest application

The site is open countryside on land outside the defined limits of development for Hathern. It forms part of the relatively small green wedge between the existing developed area of the village and the substantial development of the Garendon Estate. Any erosion of that green space will very much be to the detriment of Hathern and its environment. Furthermore, any development on this site would harm the character and appearance of the countryside here.

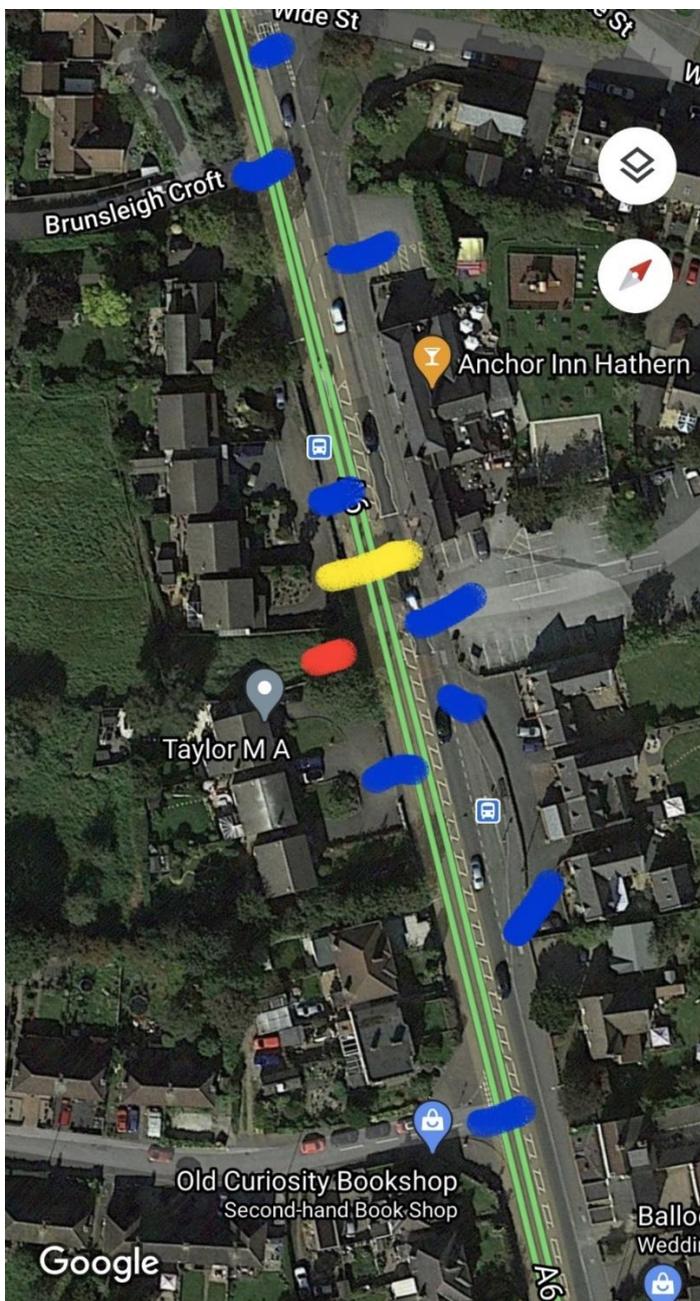
The site has a narrow access point on the busy A6. The frequent bus traffic would present a hazard when turning right out of the development (i.e. southbound to Loughborough) as the location of the bus stop in comparison to the driveway of this development means that the southbound traffic would not be visible when a bus stops. In addition, the A6 is not a clearway and vehicles are legally permitted to park on the A6. Nearby homes and businesses have a lack of parking off road and recently cars have started parking on the A6 near to this development.

The splay quoted and evidenced in the report is only possible once a vehicle driver is level with the walls. At this stage the bonnet of the vehicle would be protruding over the pedestrian walkway. Until the driver is level with the wall then they are unable to see pedestrians or cyclists along this walkway. This walkway is a popular area for residents, given the nearby location of the bus stop, pedestrian crossing and pub. As this pedestrian crossing is the only traffic light-controlled crossing in this part of the village, it is a common area for children to cross in order to reach the primary school, village shop etc.

Whilst the development itself may not add a large volume of traffic, the A6 is already congested at peak times in morning and evening. Joining the A6 from any of the adjoining roads is already challenging and the volume of traffic can be expected to increase once the Persimmon

development of 251 houses commences just a few hundred metres away. Within tens of metres from this proposed additional junction to the A6 there are already numerous driveways or roads onto the A6. With this many junctions, some are almost opposite each other which creates challenges for all road users. The very close proximity of the pedestrian crossing will create difficulties and danger for those drivers wanting to turn right into the site.

Image below shows the A6 in proximity to this development, existing junctions to the A6 are shown in Blue, the proposed junction is shown in Red and the traffic light crossing is shown in Yellow.



The noise impact assessment report submitted with the planning application focuses on the noise impact to the two properties located alongside the entrance way to the development. The development will also affect properties located around the other sides of the development, e.g. Brunsleigh Croft, who currently enjoy a relatively quiet environment.

The developer recognises the problems that will arise from noise. The noise impact assessment report recommends acoustic barriers of 2.5m in height along the length of the access road and to the side of the gardens at numbers 83 and 89 Loughborough Road in order to maintain the nuisance noise within limits comparable to existing noise levels. These 2.5m acoustic barriers will be a significant imposition upon the residents of these properties, who currently have much lower fence lines. In addition to reducing the light available to these properties, acoustic barriers are typically industrial and basic in style which would affect the aesthetics of these existing properties, the pleasantness of their gardens, and the street scene in general. Again, the character and appearance of this site will be compromised. This is a rural village and not the M1. Furthermore, and as the barriers are taller than the current boundaries and would protrude right to the edge of the pavement, such barriers are likely to further restrict visibility onto the A6.

R G Dann, Chair Hathern Parish Council

16th Feb 2021