

Husbands Bosworth Quarry
Planning application 2021/CM/0041/LCC

Introduction

This planning application is made by Mick George for the purpose of:

- the extraction of sand and gravel
- importation of inert material and topsoil for restoration of the site
- installation of concrete batching plant, placement of mineral washing plant and continued use of bagging plant.

The location of the above application is Husbands Bosworth Quarry, Welford Road, Husbands Bosworth. LE17 6JH.

Objection points made by Welford Parish Council

Welford Parish Council has considered this application and is making an objection based on:

- the increased volume of traffic
- the absence of a traffic mitigation plan which we feel should be provided when such a significant level of large lorry movement is proposed; (Cox Automotive Europe at Bruntingthorpe Proving Ground had planning conditions as part of its application to ensure there was a traffic management plan and complaint process for the surrounding villages, which the Parish Council feels sets a precedent for such planning applications)
- the transport and traffic assessments do not mention or consider the environmental impacts on Welford and Husbands Bosworth, specifically the significant narrowing of the carriageway and large number of parked vehicles on the A5199 as it passes through Welford.
- If the A5199 High Street and Northampton Road become blocked for any reason, there is no alternative route through the village for goods vehicles, Northamptonshire Highways are considering placing an HGV restriction in parts of the village. The only other road is West Street and West End which are quite narrow in places due to the width and bends of the road and residents parking. There is also the safety of children and adults from the School and Nursery to consider on West Street, and all within the Conservation area with the added dangers to the children that an increase in traffic would create.
- Our objection is consistent with our (made) Neighbourhood Plan in terms of central issues addressed and policy content. Policy W7 and Action plan 5.30e are relevant.
 - **Policy W7 – Traffic Management and Transport Improvements**
Planning applications will be assessed to establish the amounts of road traffic movement they will generate. Those proposals generating significant additional movements should offer people a choice in how they travel by including measures to use or enhance sustainable modes of travel (walking, cycle, public transport etc.). Proposals to improve public transport provision, road safety and traffic management will be fully supported.

In addition, the following will also be sought where necessary:

- a) safe and suitable access to sites and safe and secure site layouts;

- b) mitigation measures within the transport network that effectively limit the significant impact arising from a development (e.g. junction improvements, traffic calming, speed and weight restrictions); and
- c) priority to pedestrian and cycle movements and high accessibility to public transport.
- **Action Plan 5.30e**
Lobby Leicestershire County Council to direct traffic on to their Primary Routes and amend signage as such e.g. A5199 Pincet Lane is signed to A14. It should be via J20, M1

Explanation of the objections

Leicestershire County Council as part of its future plans has identified the need for additional sand and gravel requirements. This is acknowledged as there is a need for more homes as part of all county strategic plans.

Annex 7 paragraph 1.5 refers to the National Planning Policy Framework paragraph 109 whereby it is concluded that proposed development would have no 'severe' impact on the operation of the local highway network.:

109: Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Annex 7 notes that as an average there could be up to 232 vehicle movements a day, although that is subject to seasonal variations and a worst case scenario of 300 movements a day. It is assumed that 25% of HGV traffic will route south towards the A14 and 75% will route north towards the recommended HGV route on the A3404.

Using the above data, that could lead to between 58 and 75 vehicle movements a day or during a normal 9 hours business day (8am – 5pm) 6 – 9 lorries an hour albeit there is likely to be fluctuations in that number. This will add to those lorries accessing the Theddingworth waste site and those who do not follow the Bruntingthorpe mitigation agreement as well as other HGVs that pass through Welford to and from the A14. It is noted in the non-technical summary that lorries might leave the site from 6am on weekdays and therefore there could well be higher volumes of traffic earlier in the day when the roads are busy with commuters and school runs.

We would ask that paragraph 4.8 of Annex 7 is adhered to in the plan, namely 'The A4304 is a recommended HGV route by the LCC'. Welford Parish Council sees this as a suitable mitigation plan and would ask that LCC uses the proposals and management plan adopted by Bruntingthorpe in relation to car transporter movements be also adopted for this development.

The High Street is subject to a 20mph speed limit from the junction with West Street through into Northampton Road near to the junction with Woodford Glebe. Northamptonshire Police regularly places a Safety Camera van on Northampton Road and will regularly detect 10 or more vehicles an hour speeding through the village, and that does include goods vehicles.

The High Street in Welford has a number of considerably old houses very close to the highway which will be severely impacted by the additional heavy traffic through the village. The length of the High Street (which is part of the A5199 route south from the site) is also now in a

conservation area, recognising the character and significance of these buildings. In addition there are cars parked along this narrower stretch of the High Street where the road also curves reducing visibility and leading to cars waiting for vehicles to pass and the potential for significant traffic congestion.

The public when walking along the footpaths adjacent to the main road are also close to passing vehicles and are restricted as to how far they can move away from the road due to narrow footway and the buildings and walls already in place.

Environmentally Welford Parish Council, as part of reducing its carbon footprint, is completing the installation of LED street lights which will reduce our electricity consumption and waste. The increased volume of traffic will only add to environmental emissions and negate the improvements we have made, further adding to the damage to the buildings and health of residents.

Conclusion

Welford Parish Council recognises that LCC needs sand and gravel for continued development. However the traffic flows should be mainly in the direction of the Leicestershire area, accepting that some of the materials may also be used in Northamptonshire. We ask that a traffic management plan similar to the one already in place at Bruntingthorpe Proving Ground for Cox Automotive Europe is adopted and that strict enforcement controls and reporting mechanisms are in place for errant drivers.

This submission is made on behalf of the Welford Parish Councillors.

Ian Kelly
Clerk to Welford Parish Council