



HOUSE OF COMMONS

Denise Knipe
Planning Officer
Charnwood Borough Council
(via email)

29th April 2021

Dear Denise,

P/21/0491/2 - Land East of Cossington Road Sileby Leicestershire

I am writing to object to the above-named planning application. My reasons for objection are the following:

Area of separation between Sileby and Cossington

This application would cause severe harm to the area of local separation between Sileby and Cossington. The built form of Cossington starting on the east side of Cossington road can be said to begin at Derrys Nursery, which would only be approximately 150 metres away from the edge of this proposed development. Included in that space is Brook Farm, which although within Sileby parish immediately adjoins Derrys Nursey and is separated from Chalfont Drive by the application site, at present creating an area of separation which is clearly rural in nature but which would be removed by this application. The small amount of land that would remain would have the appearance of residential open space rather than countryside, having the effect of removing an obvious distinction between where Sileby ends and Cossington begins.

Policy CS11 of the adopted Local Plan states 'we will protect the predominantly open and undeveloped character of Areas of Local Separation unless new development clearly maintains the separation between the built-up areas of these settlements.' This application is clearly contrary to this policy.

On the 25th March the Charnwood Borough Council Plans Committee considered application P/20/1605/2 (Land at Melton Road, Queniborough) and rejected for the following reason:



'The proposed development would cause substantive and significant harm to the countryside and the Area of Local Separation between Queniborough and East Goscote. Due to the scale, location of the development outside of the limits to development and extent to which it urbanises the space between Queniborough and East Goscote it is not small scale development and fails to ensure that the predominantly open and undeveloped character of the landscape is protected. As such it would reduce the already narrow gap between Queniborough and East Goscote resulting in the erosion of their separate identities. When assessed against the provisions of NPPF paragraph 11 d), the benefits of the development are outweighed by the significant and demonstrable harm to the appearance of the countryside, in particular the Area of Separation (referenced ALS-j), which is contrary to Policies CT/1 and CT/4 of the Adopted Borough of Charnwood Local Plan 1991-2006, Policy CS1 and CS11 of the Core Strategy (2015)'.

This is very clear the reason for rejection in this case was 'the area of separation causing cause substantive and significant harm to the countryside and the Area of Local Separation between Queniborough and East Goscote.' The gap between the edge of this development and East Goscote was approximately 213 metres at its closest point – the gap between the edge of this proposed application and Cossington is, as has been stated above, approximately 150 metres. The reasons for refusal in P/20/1605/2 (Land at Melton Road, Queniborough) would be equally applicable for this application.

This application is contrary to Sileby Neighbourhood Plan (SNP) policy G1 (Limits to development). The SNP defines the site as outside the limits to development and therefore in open countryside. The SNP states the following about building in open countryside:

'Land outside the defined Limits to Development will be treated as open countryside, where development will be carefully controlled in line with local and national strategic planning policies. Appropriate development in the countryside includes:

- a) For the purposes of agriculture – including farm diversification and other landbased rural businesses;
- b) For the provision of affordable housing through a rural exception site, where local need has been identified;
- c) For the provision of a formal recreation or sport use or for rural tourism that respects the character of the countryside.'

This application clearly doesn't fulfil this criteria and is therefore contrary to this policy.

Impact on the highway

This application would see a significant increase in traffic on Cossington Road the surrounding network. Based on 1.5 cars per house that would be an increase of 255 vehicles, a significant number which would have to either go through Sileby village to reach the A6 northbound, or alternatively would go down Main Street, Cossington to reach the A6 southbound or the A46. Congestion is already a problem in the area (especially at busy times) and 255 extra vehicles would just exacerbate the situation. That is especially true when there is flooding locally. For parts of the



autumn, winter and spring flooding effectively closes Mountsorrel Lane, Sileby and Slash Lane, Barrow to traffic heading to the A6. The effect of that is it funnels traffic through Cossington causing significant congestion through the village which itself has also suffers flooding on Syston Road and Main Street. Adding extra traffic to roads which are already badly affected by flooding without mitigation measures being put in place for the highway would be substantially damaging to the local road network.

This application site is approximately 970 metres (at its shortest point) from the supermarket in the village centre, it is likely therefore that residents of this proposed development would drive to the shop rather than walk. The affect of this extra traffic on the car park facilities in the village centre should therefore be considered. Parking provision for Sileby village centre hasn't been substantially increased in decades, despite large scale development in the village over that time. The Sileby Neighbourhood Plan states the following:

'Sileby continues to suffer from a shortage of vehicle parking spaces in the village centre. The NP consultation surveys and questionnaires highlight that the lack of car parking is of major concern to residents. Two thirds of questionnaire respondents expressed concerned about off-street or on-street car parking.

The King Street Car Park is well established and provides suitable access and good connections to the village centre. It is predominantly owned and managed by Charnwood Borough Council and provides free parking for 93 spaces; 5 of which are designated for disabled parking spaces. A survey conducted by the NP Transport Theme Group showed that during most weekdays the King Street Car Park will be full; with peak occupancy tending to coincide with play group start and finish times. Also, the Transport Theme Group survey shows that business owners believe they are losing significant business because centre parking is difficult and unpredictable.' (Sileby Neighbourhood Plan, page 68)

The SNP goes on to say:

'A report commissioned by CBC in 2015 recommended that an additional 10-20 spaces of village centre car parking will need to be provided by 2025. This forecast was made by anticipating strategic growth in the Borough in line with the current CBC Core Strategy (2011- 2028). However, by first quarter 2018 the then planned housing development for Sileby had already exceeded the 2025 CBC strategic target of at least 3,000 new dwellings across the Borough. Indeed, since April 2014 planning consents for Sileby alone have been granted for an additional 496 dwellings.' (Sileby Neighbourhood Plan, page 69)

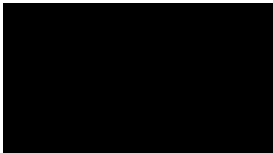
This clearly demonstrates the pressure being put on parking provision in Sileby village centre which will be made worse by the 255 extra vehicles likely to be generated by this proposed development.

This application is contrary to the Charnwood Local Plan and the Sileby Neighbourhood Plan. It will cause significant extra pressure to the local road network and parking facilities in Sileby, especially at times when there is flooding locally. The application will also cause substantial harm to the area of



separation between Sibley and Cossington which cannot be mitigated. For these reasons I believe this application should be rejected.

Kind Regards,



Jane Hunt MP