

From: Sharon Foulston [mailto:]
Sent: 22 March 2021 12:46
To: development.control@charnwood.gov.uk
Subject: Cossington Road Development - P/21/0491/2

I write in response to the proposed building of 170 houses on the field at Cossington Road between Sileby and Cossington made by David Wilson Homes

I would like to express my strong objections to this development based on the following points:

Traffic

Sileby cannot cope with any more vehicular traffic which has increased significantly since the current new developments in the area. Cossington Road has vehicles parked the whole length of the road day and night which causes traffic to continually bob in and out between them. There have been several near misses with oncoming traffic which will not give way together with actual damage to parked cars. Once passed the vehicles on the west side of the road, due to raised tempers the vehicles then accelerate, some at unacceptable speeds heading towards the bend at Cossington.

Buses and Lorries struggle to get through at busier times of day.

The homeowners on Cossington Road directly opposite the field have to reverse down onto their drives as vehicles parked on the west side embankment of Cossington Road block their view from reversing out onto the main road and also vehicles can become grounded due to the steep slope and then a direct flat pavement at the bottom of the slope. If the slopes have ice or snow the residents of these houses have to basically accelerate and go, in the hope that there is no traffic coming either way as to stop on the slope to pull off again makes it dangerous as wheels spin and cars slide backwards this is very dangerous for pedestrians as well as school children crossing behind the vehicles whilst heading towards school.

For these reasons the homeowners have to sit at the side of the road waiting for a break in the busy traffic to reverse down and the drivers of traffic building behind them can be seen getting agitated and sometimes with raised tempers lose patience and force past between said cars and oncoming traffic causing near misses on an almost daily basis as they would sooner squeeze past than allow the cars to reverse and get out of their way. It seems that Cossington Road's traffic turns everybody into road rage at peak times.

Safe and suitable access to the site cannot be achieved as having another junction across from these houses would be so much more dangerous than it already is to vehicles but even more worryingly to the very high volume of pedestrians that walk past this area heading towards the school, fields and Cossington Meadows.

I have lived in Sileby for 20 years and Cossington Road has always been very busy but over the past 5 years I have noticed a massive increase in traffic and traffic at a standstill outside my home which faces this land.

Sileby really is getting more congested with traffic and when there is any kind of disruption at either of the exit roads from the village it can add a further 25 minutes to the villager's commute. My examples are:

Roadworks - Cossington/Sileby last year had gas roadworks, these caused up to 15-minute delays for vehicles heading out via Cossington but also massive volumes of traffic exiting Ratcliffe Road where traffic is just as congested as Cossington Road on a normal day.

Flooding - Syston Road Rothley and Mountsorrel Lane Sileby flooding causes traffic to exit at Barrow and use Sileby as a cut through to the A46 and A607.

Accidents – one accident on Syston Road Cossington or Ratcliffe Road Sileby has in the past caused delays of over 45 minutes for vehicles trying to get in and out of Sileby and I can confirm that I have been part of the congestion on both of these road over the years.

The Land

This land is home to so many different species of wildlife. The hedgerow has nesting [REDACTED] and every year we enjoy watching [REDACTED] fly over our house in the morning and graze in the field and fly back over to the Cossington Meadows at night. This has been enjoyed by mine and my neighbour's households for many years and to not see these would be devastating.

The development plans show an area of green space and a children's play area which although are very nice they tend to attract more groups of youths and antisocial behaviour.

The houses opposite already have very dark living spaces at the front of the houses, the proposed trees together with the houses on an uphill slope would reduce daylight.

One of the views from our living room we see every day other than the (wheels of neighbouring parked cars) is the sun rise and the early evening moon this is one of the joys we have living down the dip from the road and will almost certainly be blocked by houses.

Apart from the increased traffic in the area it is a very peaceful part of the neighbourhood which only tends to attract people during the day I feel the noise pollution would increase together with crime.

Based on current data there would be an increase of up to 40 more dogs from this development and Sileby already has an unacceptable amount of dog [REDACTED] left on pavements by inconsiderate owners.

Cossington Meadows have a lot of dog [REDACTED] left by owners who, as they know they are not on CCTV or watched by residents just leave it there. This area is likely to be disrespected even more.

Flooding

In the last 5 years the flooding has got even more serious at the Brook in Sileby, Cossington Road at the corner of Derry's and Cossington itself as well as Mountsorrel Lane.

During a walk on 14th January 2021 along Blackberry Lane, Sileby, uphill between Cossington and Ratcliffe Road the water coming downhill from the rain was rather worrying, it was a constant gush of heavy rainwater from the fields and thinking about the Peashill development behind and uphill from the Land on Cossington Road I fail to see that this is not reason for concern.

Disabled

Access to and within the site should meet the needs of disabled. This field rises from entry point to rear of field this in turn would not be suitable for walking and wheelchair disabilities and (see transport).

Transport

Sileby has a bus and train service but only Monday – Saturday. The buses do come every half an hour but only serve Birstall, Leicester in one direction and Barrow, Quorn and Loughborough in the other direction. Transport to Syston shopping centre and Thurmaston Shopping centre (out of town shopping centres) is only accessible via train to Syston or Roberts Bus to Thurmaston from one bus stop only in Sileby at the train station. Both of which are a walk of 0.8 Mile from the development location. The train station has no facilities and no access for disabled, elderly or mothers with pushchairs due to steps up to the platform. There is no Sunday service at present on the train and Kinchbus are not at the moment serving Sileby on a Sunday due to Covid but with the intention of not putting the service back on a Sunday.

If this development would be attracting young families and due to longer working weeks and days where would the transport be for work and leisure for these extra 170 families around the weekend.

It is important that any development site is well located close to key amenities to reduce the need to travel by car but there are no amenities left in Sibleby for an increasing population. Schools and Doctors are at or close to maximum capacity.

The details mention a travel plan coordinator to encourage car sharing, walking, cycling. There is only one cycle route out of the village via Cossington across to Syston and Watermead Park, but this is only during daylight as it takes you past the unlit canal. There are no footpaths or cycle paths that leave the village from either exit point it's possible but not ideal and all exit roads are very congested and dangerous. Heavy snowfall or flooding makes the safest and most practical exit from the village usually by car.

I look forward to hearing that this totally ridiculous proposal has been declined.

Yours faithfully

Mrs S Foulston

P/21/0491/2

Manuel Martinez

11 Chalfont Road

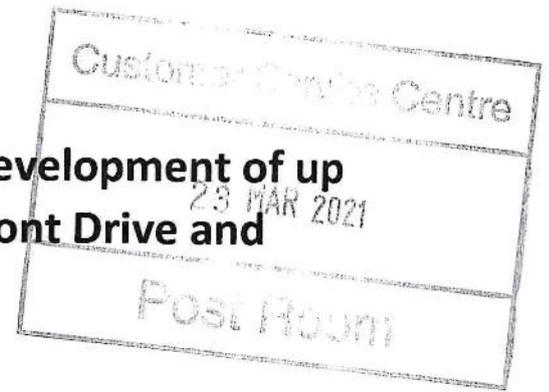
Sileby

Leicestershire

LE12 7RQ

This proposal will very much increase the traffic in a small area. Cossington is a small village and Cossington Road is narrow and already very busy and overcrowded with cars and speeding traffic. Chalfont Drive is also a very narrow road and is clogged up with too many cars; with the increase in online shopping the number of vans has drastically increased too. It will be far worse with all traffic associated with the houses proposed on the nearby site. I already feel unsafe crossing Cossington Road to catch the bus - I [REDACTED] and have to be very careful as the traffic speeds and it is very dangerous. With more cars and lorries it will be harder and terrible in the winter, and I have no other way of transport, I have to use the bus. So because of safety not only for myself but also for the other [REDACTED] residents living near me, I want to object to this proposal.

David Wilson Homes are proposing the development of up to 177 houses on the field between Chalfont Drive and Derrys Nurseries.



If you DON'T WANT this to happen, you need to object to it! Outline Planning Permission has already been submitted to Charnwood Borough Council.

OBJECTION
SEE BELOW.

Have your say by sending an email to –

development.control@charnwood.gov.uk

Planning Application Number is P/21/0491/2

Address your email to –

I AM TOTALLY AGAINST
THIS PROPOSED DEVELOPMENT

The Planning Department
Charnwood Borough Council
Southfields
Loughborough
Leicestershire

Mrs. E.M. LEWIN
16, QUAKER ROAD,
SILEBY,
LOUGHBOROUGH
LEICS., LE127SA.

THE ROAD THROUGH
COSSINGTON AND ON
THROUGH SILEBY TO
CENTRE OF VILLAGE
IS THE MOST DANGEROUS
WITH SPEEDING VEHICLES
(NO SPEED LIMIT) CARS/
BUSES/VANS/HUGE
HORRIES – ETC; AND IS
ALREADY UNABLE TO cope
BEING SINGLE LANE
WHICH IS JAMMED WITH
PARKED VEHICLES.

19/03/2021

Customer Service Centre

19 APR 2021

Post Room

14 Homestead Close
Cossington, Leic
LE7 4UN

18th April 2021

Planning Application P/21/0491/2

I strongly object to this application,
my reasons being:

The site is on the boundary between
Sileby and Cossington and is
agricultural land. If built on
there will be no separation
between the villages which will
adversely affect the identities
of both villages.

There are insufficient services to
support more housing eg schools,
doctors, shops.

Cossington Road is already badly
affected with parking and heavy traffic.
More traffic from residents and delivery
vehicles will cause fumes, noise
and dust which is not good for
health and well being.

We need green, open spaces to

Support our own well being and
also to support and care for
wildlife and nature.

Flooding has recently been a major
issue for both Sibley and
Cossington and the causes have
still not been resolved. More concrete
will surely increase the problem.

I urge you to decline this
application and help preserve
the character and identities
of our villages.

Yours sincerely

[Redacted signature]

Customer Service Centre

19 APR 2021

Post Room

14 Homestead Close
Cossington, Harris
NE7 4UN

18th April 2021

Planning Application P/21/0491/2

I object to this application owing to :-

- the development of Sibley has built it into a small town, the identity has all but vanished. The proposed proximity to Cossington will adversely affect its individual character.
- there is a lack of sufficient services to support either Sibley or Cossington at present eg schools, surgeries, shops, banks, parking for onward journeys via ^{bus} ~~bus~~ or train.
- the inevitable increase in traffic volumes will cause fumes, noise, dust and owing to the single carriageway roads with sharp bends, a safety issue is a concern.

- Flooding continues to be an issue locally. Developments in "higher" Sibley have caused excess runoff water to flood "lower" Sibley and Cossington owing to a lack of services (drains, sewers etc) to cope with high volumes of water. A further development would add to the problem.

I respectfully request that this application be declined to preserve the identity of each village and prevent any adverse outcomes that it may cause

Yours faithfully



HAYDON JOHNSON

From: Annette Wade [mailto:]
Sent: 26 April 2021 17:00
To: development.control@charnwood.gov.uk
Subject: Planning Application P/21/0491/2

With reference to the above application I wish to make the following comments [REDACTED]
[REDACTED] who live at 21 Chalfont Drive. This is in addition to the previous objection submitted on 29 March 2021.

Response from Leicestershire County Council

I have read, with great interest, the response from Leicestershire County Council. I note their request that the S106 contribution for primary education to be used on a flexible basis. I am sure that you'll be aware that Reg. 122 of the CIL Regulations (as amended) require that financial contributions be, inter alia, directly related to the development.

Therefore, an obligation drafted with such flexibility would mean that the contribution could be used for education provision in locations far divorced from the application site. This means that it would not mitigate the impacts of the development. In consequence, should the Council approve the application with such a clause, it would be unreasonable and unsound. The Council would thus run the real risk of being subjected to a successful legal challenge.

I appreciate that the wording has been requested by the County Council, however, the legal responsibility for ensuring the soundness of the S106 Agreement rests solely with the LPA.

Listing a specific primary school is equally problematic. The road to schools at Cossington and Highgate are regularly closed due to flooding. Other residents have helpfully provided extensive evidence regarding the scale of flood problems in Sileby and Cossington.

This means that any diversions will place the schools more than two miles away from the application site. In short, these schools could not be accessed on foot.

Although Redlands is theoretically within two miles of the application site, it occupies a very small site. In addition, I am sure that you'd agree that in order to promote healthy and active lifestyles it is imperative that the school's outdoor sports and play facilities are retained. Therefore, it is unreasonable and realistic to imagine that this school will be extended to meet the needs arising from this development (in tandem with the other committed schemes in the Sileby area).

Therefore, whilst the development would require an increase in school provision, there is no mechanism by which this can legally be secured. In consequence, for this and other reasons, the only legally prudent decision is to refuse planning permission.

Response from The Environment Agency

I have read, with great interest, the comments of the Environment Agency (EA). Amongst other matters, the EA has requested the imposition of a condition that includes the following wording:

"No development approved by this planning permission shall commence until such time as a scheme to ensure the development is flood resilient has been submitted to, and approved in writing by, the local planning authority. This must include;

- *ensuring finished floor levels are set at least 600mm above the 1 in 100 year plus 50% climate change level;*
- *the implementation of flood resilient design and construction methods to dwellings within Flood Zone 2.*
- *no raising of ground levels within Flood Zones 2 or 3 without the provision of floodplain compensation".*

It is a matter of fact that it is for the decision maker to ensure that a condition is legally sound rather than the consultee that requested it.

Paragraph 55 of the Framework is explicit that planning conditions meet the following tests:

1. necessary;
2. relevant to planning;
3. relevant to the development to be permitted;
4. enforceable;
5. precise; and
6. reasonable in all other respects.

At this juncture there is no scheme of floodplain compensation. Moreover, the wording of the condition does not specify what the scheme should be, and the extent of works required. Therefore the condition fails the test of precision.

In addition, due to the lack of certainty regarding the extent of development and the type and scale of mitigation, it is impossible to state that works would not be required on land that is not within the control of the developer. In result, the condition fails the test of reasonableness.

Due to this uncertainty, it is impossible to state that the condition is enforceable as one cannot be confident that the retention of any mitigation is within the gift of the developer.

Therefore, notwithstanding the comments if the EA, the Council cannot be certain that the proposed development will not increase flood risk either on site or elsewhere as required by national planning policy as the imposition of the above condition cannot be seen as a legally sound mechanism for ensuring this legal requirement is adhered to.

Approving the application subject to the EA's suggested condition would place the Council at the extreme risk of a successful legal challenge, which cannot be seen as a desirable outcome. I am sure that you'll be aware that the High Court has been very consistent in quashing decisions that conflict with at least one of the tests prescribed in Paragraph 55 of the Framework.

Incidentally, and despite my previous correspondence, I note that the Council's website still advertises the scheme as a proposed agricultural development. This remains extremely inaccurate.

Regards

Annette Wade

P/21/0491/2

stephen Hewes

36 Chalfont drive

Sileby

My Wife and I would like to object to the building of any type on the arable land shown in the developers illustrative Masterplan . Namely the field directly to the south of Chalfont drive Sileby.

This green gap we believed is acting as a clear divide between the villages and providing valuable natural land for wildlife and agriculture, plus the reservoir effect for flood water. Crops grown on this land also provide much needed habitat and food for local wildlife.

We would also oppose for the following reasons.

1/ with 170 homes planned assuming each property has 2 cars that would give at least 340 extra car journeys per day in and out of the site along narrow village roads already congested to the point of frustration at some times of the day due to Cossington road Sileby almost being a one way due to parked cars. (as per issues on Seagrave road/hill)

2/ Local flooding (with the IPCC predicting heavy rainfall event increasing in frequency) is already a problem for traffic in Sileby and Cossington as shown by more recent floods. This would no doubt be worsened by building over at least half of the site losing this land absorption and will further overload the drains especially at times of flood.

3/ This site along with the other application P/20/2393/2 land off humble lane Cossington would see an extra 300 houses built in the locality. All this traffic would have to exit along the same village road.

4/ The continual building of houses without adequate provision of improved local services for the village is the usual pattern. Sileby has Poor parking provision for local shops, or post office / chemist with most free parking taken by railway commuters in the Tesco car park. No secure parking areas for bicycles, ebikes or

motorbikes, The local public toilet closed which causes me and no doubt other older people issues when shopping on foot in the village.

A so called contribution to these by the developers never results in any true improvements.

5/ As a note about the proposed plan it shows properties built in very close proximity to the present bungalows on Chalfont drive which mainly have very short back gardens. This will create a very claustrophobic effect.

Regards

Mr S.Hewes

From: Glynis Willmore [mailto:]
Sent: 14 April 2021 23:59
To: development.control@charnwood.gov.uk
Subject: Application No: P/21/0491/2

Dear Planning Committee,

I would like to register my strong objection to the planning application No: P/21/0491/2 because of the following considerations:

Traffic

* There has been extensive building of new developments in Sileby over the past 16 years subsequently increasing pressure on the road system within the village. Of particular concern is the impact of any further development in Sileby on the junction of Mountsorrel Lane and Barrow Road. The recent developments at Ratcliffe Road and Seagrave Road in Sileby both considered the Mountsorrel Lane/Barrow Road junction as part of their traffic assessments, yet this application remains silent regarding the certain increased use of this problematic junction.

Extensive developments in Sileby over the past 16 years subsequently increasing pressure on the arterial roads . Of particular concern is the impact of any further development in Sileby on the junction of Mountsorrel Lane and Barrow Road. The recent developments at Ratcliffe Road and Seagrave Road in Sileby both considered the Mountsorrel Lane/Barrow Road junction as part of their traffic assessments, yet this application remains silent regarding the certain increased use of this problematic junction.

Flood

* Sileby and Cossington has been impacted by extensive flooding in recent times. Although I am led to believe that any impact caused by the development will be mitigated, However I am concerned. At the side of the field adjacent to the gardens of houses on Chalfont Drive there is a drainage ditch and established Trees / bushes that assist in keeping the field well drained. The current master plan shows housing backing onto this ditch, access must be provided here to ensure the ditch can be maintained to reduce the risk of flooding.

Ecology

* Although the field has an agricultural use, the field, particularly in the autumn is used as a gathering for [REDACTED] [REDACTED] before migration. The trees provide nesting and refuge for birds. Several trees are growing along side number 8 Molyneux Drive and their removal could disturb the foundations of the garage and wall of the house.

Separation/ Green belt

* It is important to have a green area between Sileby and Cossington. The application site provides a clear separation area between Sileby and Cossington. The combination of this site and the proposed development subject which has recently been submitted in Cossington with a Draft Allocation will reduce this area of separation drastically. Housing and a park will swallow up this distinctive green belt and merge the two villages forever.

Over looking

* In the event that planning permission is granted despite the local opposition I would like to comment on the proposed plan. The sketchy plan put forward has no regard for the people in Chalfont Drive bungalows along the side of the field. Their lovely view will not only be taken away but two storey housing is proposed which will surely culminate in an unacceptable over-looking. In addition, the condition "to ensure finished floor levels are set at least 600mm above the 1 in 100 year plus 50% climate change level" which is set by the planning authority will further impact on the privacy of the existing bungalows as the ground floor windows will have a view over the fencing and thus, also overlook the houses in Chalfont Drive.

* May I suggest in the instance of planning permission being granted that:

- a) the planners put affordable housing as bungalows near to the bungalows already in situ on Molyneux Drive which is in keeping with the demograph of the area.
- b) that thought be given to protect the privacy of people in the existing bungalows by ensuring that there is no direct view from any windows of the new builds into the existing homes.
- c) to alter the street design at the top end of the field so that only one garden is adjacent to each house at the end of the two streets there.
- d) that the trees and bushes along the edge of the field remain for local wildlife and also for a soft, plant screening of the new houses.
- d)My final suggestion is that the housing is reduced to 120 dwellings.

Yours Faithfully

Glynis Willmore - 3A Molyneux Drive, Sileby



7 Bennetts Lane
Cossington
Leicester
LEICS
LE7 4UP
19 April 2021

Dear Sir/Madam,
The Planning Department
Charnwood Borough Council
Southfields
Loughborough
LEICS.

Dear Sir/Madam,

I strongly wish to
object to P.A.N. P/21/0491/2

If planning consent
was given, this development would
drastically impact on Cossington.
Sadly, many of the older properties
were built just above the water
table, and are prone to flooding
most years.

Not even the multi-
million FLOOD ALLEVIATION PROJECT (2019)
could save from the flooding of OCT-
OBER 2019, which was monumental
in its failure.

Cossington NEEDS BOTH
FIELDS (either side of Derry's Nurseries)
They BOTH act as a natural SPONGE
to the extremes of rainfall, that
are now MORE normal, due to the
global warming.

II

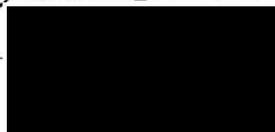
I strongly object to the MASSIVELY INCREASED potential for FUTURE FLOODING along Main Street in Cossington, by giving consent to this development. It can never be ALLOWED to happen.

I strongly object to the DESECRATION of our title, as a CONSERVATION VILLAGE. Some of the properties rank amongst the oldest in Leicestershire. How can you recklessly DECIMATE our HERITAGE ??

I strongly object to the MASSIVELY INCREASED traffic along the Cossington Road and through COSSINGTON itself. There is a 7.5 tonne weight restriction on this road, which is widely ignored by 30 tonne H.G.V. drivers. The 30 MPH speed limit is also largely flouted by the majority of roadusers. Many of these traffic violations take place outside of the PRIMARY SCHOOLGATES (which is situated on a blind bend.)

Seven enclosed photos, clearly showing HALF A MILE OF MAIN STREET underwater.

Yours sincerely,



MR. P.W. LAW



1 Main Street
Cossington
01.10.19



2 Main Street
Cossington
01.10.19



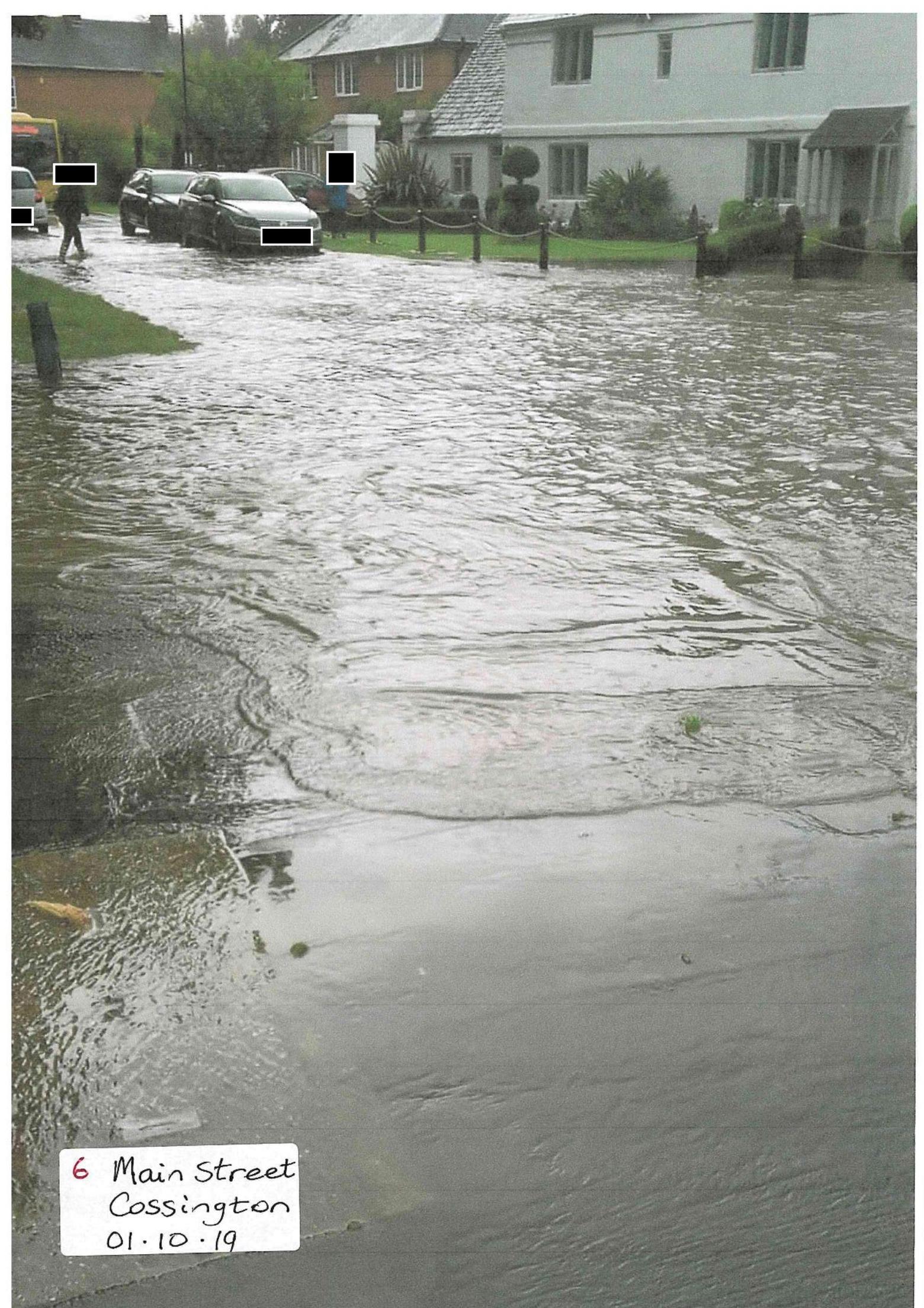
3 Main Street
Cossington
01.10.19



4 Main Street
Cossington
01.10.19



5 Main Street
Cossington
01.10.19



6 Main Street
Cossington
01.10.19

7 Memorial Cottages
Cossington
+ Media Reporter



SCANNED

Customer Service Centre
12 APR 2021
Post Room

30, Chatfont Drive
Sileby,
Loughborough,
Leicestershire
LE12 7RQ
9th April 2021.

Dear Mr. Bennett,

Please would you consider the following objections to Application No P/21/0491/2

1. Does Sileby need any more houses given that 1006 houses have been built between 2011-April 2019, Plus the field concerned is an AREA OF SEPERATION between Sileby and Cossington as per local plan. Therefore why do you intend building on this Land?
2. What about the extra traffic, will it be routed through Silet or Cossington? and as Cossington Road already carries heavy traffic at 'rush hour' - will the road be able to cope?
3. Will the sewage system cope given that most new homes have two or more toilets.
4. Is Cossington school oversubscribed?
5. What about medical facilities - are there enough doctors to cope
6. In the early, rainy months of this year the bottom area of the field was flooded (again!) Will arrangements be made to cope with the 'run off' from the houses if there isn't a field to soak up the rain.
7. What is the proposal for the traffic leaving the development - given that the road is quite narrow and is higher than the Land of proposed development? Also wherever the exit road is placed it will be very disappointing for anyone living opposite the field, who were assured that the Land would not be built upon. There is also a blind corner towards Cossington making exit and entry most dangerous, it adds another danger for children walking to and from Cossington Primary School
8. I will personally encounter a loss of privacy and my property will be overlooked. It will reduce the current level of daylight/sunlight on my field facing back garden. Inevitably the noise level will greatly increase.

PTO

I am strongly opposed to this development on the
reasons above,

Yours Sincerely

[REDACTED] (Mrs.)

From: David Langston [mailto:]
Sent: 06 April 2021 11:51
To: development.control@charnwood.gov.uk
Subject: P/21/0491/2 Proposed development for 170 dwellings

Please find attached my comments regarding the above planning application. I have tried to send them via the viewing applications page but, after spending 2 hours researching and typing, I hit the send button to be "told" I was not authorised to send comments from my server?! Hence this e-mail.

I realise that your department must be busy but how can I be assured that my comments have been received?

COMMENTS ON PLANNING APPLICATION P/21/0491/2

Please take the following matters into consideration when examining this planning application. The proposed development uses a Local Area of Separation as shown in the document "Green Wedges, Urban Fringe Enhancement Zones & Areas of Local Separation" prepared by Ove Arup & Partners on behalf of Charnwood Borough Council 2016 (see page 44). On page 86 the document recommends that LAoS "Designation (is) retained and extended ... to ensure the narrow gap between Cossington and Sileby is not compromised." The Area of Local Separation is clearly outlined on the local plan which also includes an area of land (HS66) to the North of Cossington which is designated as "Proposed Housing Allocations". If BOTH HS66 AND p/21/0491/2 proceed the villages Cossington and Sileby will, in effect, be merged. The 2016 report describes the function of LAoS as being to "prevent the merging of settlements"

The land is currently used for agriculture and provides a wide open green space for residents to enjoy. The proposed development would result in loss of privacy and many properties would be overlooked. The development will have an adverse effect on the character and appearance of the local area. The proposed development will replace agricultural land with hard surfaces (roads, driveways, pavements, roofs) which will reduce the amount of water currently absorbed by the site and contribute to increased water run off in an area where Cossington Road already floods regularly (Particularly on the S-bends outside the Derry Nursery site) The site is currently a haven for many bird species including [REDACTED] are also frequent visitors to the gardens adjacent to the land. 170 new dwellings would greatly increase the noise and air pollution in the area arising from traffic. GRANTING PERMISSION FOR THE APPLICATION WOULD RISK CREATING A PRECEDENT THAT DEVELOPERS CAN ERODE AREAS OF LOCAL SEPARATION WHICH, IN THIS CASE, MIGHT LEAD TO THE MERGER OF SILEBY AND COSSINGTON.

**Substantive response of the Local Highway
Authority to a planning consultation received
under The Development Management Order.**

Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: P/21/0491/2

Highway Reference Number: 2021/0491/02/H/R1

Application Address: Land East of Cossington Road Sileby Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline planning application for up to 170 dwellings (including affordable housing) with all matters reserved other than access together with associated landscaping and other infrastructure.

GENERAL DETAILS

Planning Case Officer: Denise Knipe

Applicant: David Wilson Homes

County Councillor: Cllr Richard Shepherd

Parish: Sileby

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application. Under the current Covid-19 situation we would ask that any such work is carried out in accordance with the latest Government guidance.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted on an outline planning application for up to 170 dwellings (including affordable housing) with all matters reserved other than access together with associated landscaping and other infrastructure. The application site is at Land East of Cossington Road Sileby.

The site currently comprises of an agricultural field at the southern extents of the village of Sileby. It is bound to the north by residential development on Chalfont Drive and to the south by Derry's Nurseries and agricultural fields. To the west is Cossington Road and to the east is a railway line and further agricultural fields. The site can currently be accessed via a farm access track at the western boundary on Cossington Road.

These highway observations are based on a review of the following documents and drawings:

- Transport Assessment prepared by WGY dated February 2021;
- Travel Plan prepared by WGY dated February 2021;
- Location Plan, Drawing Sil/Loc/01;
- Proposed Site Access Junction Drawing B024412-35-18- 003A; and
- Illustrative Masterplan Drawing GL1400 13.

Site Access

Cossington Road is a C classified road, subject to a 30mph speed limit. A simple priority junction is proposed onto Cossington Road as demonstrated on Drawing B024412-35-18- 003A contained in Appendix F of the TA. The access demonstrated measures 5.5m in width, has 8m radii and has 2m footways proposed adjacent to both sides of the carriageway.

Whilst visibility splays of 2.4m by 43m are demonstrated, the visibility splays should be based on the 85%ile speeds of passing traffic in the vicinity of the access. The LHA may already hold data on record; if not Leicestershire County Council can undertake speed surveys on the Applicant's behalf if they wish. The Applicant should contact NDI@leics.gov.uk.

During pre-application correspondence with WYG, the LHA advised that the site should be accessed via a ghost island junction, rather than a simple priority junction.

The TA sets out that a simple priority junction (rather than a ghost island priority junction) is considered to be most appropriate because:

- Advice relating to consideration of right turn lanes where the minor road flow exceeds 500 AADT is taken from DMRB (the now superseded TD42). As DMRB relates to the trunk road network, the emphasis is on providing an unimpeded route for through traffic (MfS2 para 9.4.6); WYG Transport Planning WYG Environment Planning Transport part of the WYG Group creative minds safe hands Proposed Residential Development – Cossington Road;

- Ghost islands may make it more difficult for pedestrians and cyclists to cross the road (MfS2 para 9.4.8);
- Ghost islands lead to higher traffic speeds (MfS2 para 9.4.8);
- A ghost island at this location will be out of character when considering other junction types on Cossington Road and other local roads; and
- Although DMRB relates to trunk roads, it is worth noting that para 2.13 in CD123 indicates that Ghost islands shall not be used where overtaking opportunities on adjacent links are restricted.

Following consideration of the above points, the LHA is still of the view that a ghost right turn lane is required at this location. However, the LHA advised in its pre-application advice advised that irrespective of which design is put forward as part of the submitted planning application a Stage 1 Road Safety Audit and accompanying designer’s response should be undertaken and submitted as part of a future planning application. The LHA note there is no RSA which has been submitted in support of this application and therefore request for one to be submitted in order for the LHA to further consider whether the proposed access is safe and suitable.

Highway Safety

Personal Injury Collision (PIC) data has been obtained from the LHA for the most recently available five-year period between January 2015 and December 2020. The study area comprises of Cossington Road (which becomes High Street to the north and Main Street to the south) from its junction with Mountsorrel Lane in the north to the Main Street / Syston Road junction in the south.

Table 4 extracted from the TA summarises the recorded PICs.

Table 4: Collision Data January 2015 to December 2020

Year	Severity			Total
	Slight	Serious	Fatal	
2015	2	0	0	2
2016	1	0	0	1
2017	1	1	0	2
2018	0	0	0	0
2019	3	0	0	3
2020	0	1	0	1

In total there were nine PICs that occurred within the study area and of these, seven were slight in severity and two were serious in severity. No collisions occurred at or near to the proposed site access.

There are no significant trends amongst the PICs, therefore the LHA do not consider that the proposed development would exacerbate any existing highway safety concerns, subject to the proposal of a safe and suitable access.

Trip Generation

Trip generation has been calculated using the TRICS database. The full TRICS output is presented in Appendix G of the TA and the resultant trip rates for the proposed residential development are summarised in Table 5 extracted from the TA as follows.

Table 5: Proposed Residential Development Trip Rates (Houses Privately Owned)

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	0.123	0.359	0.482	0.330	0.149	0.479
Taxis	0.003	0.003	0.006	0.002	0.002	0.004
OGVs	0.003	0.002	0.005	0.002	0.001	0.003
PSVs	0.001	0.001	0.002	0.001	0.001	0.002
Cyclists	0.004	0.014	0.018	0.010	0.006	0.016
Vehicle Occupants	0.158	0.611	0.769	0.521	0.217	0.738
Pedestrians	0.032	0.095	0.127	0.041	0.025	0.066
Public Transport Users	0.003	0.035	0.038	0.021	0.006	0.027
Total People	0.197	0.755	0.952	0.593	0.253	0.846

Using the trip rates presented in Table 5 the resultant development trip generation is shown in Table 6 extracted from the TA.

Table 6: Proposed Residential Development Trip Generation (170 Dwellings)

Mode	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	21	61	82	56	25	81
Taxis	1	1	1	0	0	1
OGVs	1	0	1	0	0	01
PSVs	0	0	0	0	0	0
Cyclists	1	2	3	2	1	3
Vehicle Occupants	27	104	131	89	37	125
Pedestrians	5	16	22	7	4	11
Public Transport Users	1	6	6	4	1	5
Total People	33	128	162	101	43	144

Table 6 demonstrates that the proposed development is anticipated on generating 82 two-way trips in the AM peak and 81 two-way trips in the PM peak.

Vehicle Trip Distribution

Development generated vehicular traffic has been distributed within the TA study area using Travel to Work data from the 2011 census. Development trips have been distributed as follows:

- 20% to/from Syston Road west in the direction of Rothley and the A6.
- 35% to/from Syston Road east in the direction of the A46, the A607 and Leicester.

- 3% to/from King Street in the direction of Seagrave.
- 3% to/from Brook Street in the direction of Ratcliffe on the Wreake
- 16% to/from Mountsorrel Lane in the direction of Mountsorrel and the A6.
- 23% to/from Barrow Road In the direction of Barrow upon Soar and Loughborough.

The percentage trip distribution and assignment of development traffic is shown in the traffic flow diagrams at Appendix D of the TA. The diagrams then show the resultant traffic flows for the 2026 Background plus Proposed Development scenario.

The LHA has studied the traffic flow diagrams contained in Appendix D and the above distribution and assignment, and these appear to be acceptable.

Highway Impact

Table 7 extracted from the TA demonstrates the increase in vehicle trips at each junction within the study area.

Table 7: Highway Impact

Junction	AM Peak Hour	PM Peak Hour
Highgate Road / Ratcliffe Road / The Banks / Swan Street	2	2
The Banks / Albion Road / Brook Street / Burton Road	2	2
Syston Road / Main Street	45	44
High Street / Brook Street / Cossington Road	37	37

Based on the results shown in Table 7 capacity assessments have been undertaken at the following off-site junction:

- High street / Brook Street / Cossington Road

The LHA note and query as to why no junction capacity assessment has been undertaken for the Syston Road/Main Street Junction as the increase in vehicle trips expected to be generated by the development is shown as 45 and 44 two-way trips in the AM and PM peaks respectively. The LHA request for this junction to be assessed.

Further junctions may also need to be assessed following the Applicant's further review of the study area.

Junction Capacity Assessments

Capacity assessments have been undertaken for the AM and PM peak hours at the Cossington Road / site access junction and the High Street / Brook Street / Cossington Road junction. The site access junction has been assessed in the '2026 Background plus Proposed Development' traffic flow scenario and the High Street / Brook Street / Cossington Road junction in the '2026 Background' and the '2026 Background plus Proposed Development' traffic flow scenarios.

A summary of the assessments is presented in Tables 8 and 9 below extracted from the TA.

Table 8: Site Access Junction Capacity Assessment Results

2026 Base Plus Proposed Development				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Site Access	0.16	0.2	0.07	0.1
Cossington Road	0.03	0.0	0.09	0.2

As shown by the results in Table 8, the Cossington Road / site access junction would operate with spare capacity in 2026, inclusive of background traffic growth and the addition of the proposed development traffic. The LHA have reviewed and verified the model for the site access and are satisfied there is no further assessment required.

Table 9: High Street / Brook Street / Cossington Road Capacity Assessment Results

2026 Base				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Brook Street	0.90	6.9	0.81	3.8
High Street / Cossington Road	0.16	0.3	0.27	0.5
2026 Base Plus Proposed Development				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Brook Street	0.92	7.7	0.83	4.2
High Street / Cossington Road	0.17	0.3	0.27	0.5

However, in the '2026 Background' AM peak hour Brook Street has an RFC value of 0.90. This indicates that prior to the introduction of development traffic there may be occasions during the period modelled when queues will develop, and delays will occur.

Following the introduction of development traffic, the RFC value for Brook Street increases slightly from 0.90 to 0.92 resulting in a small decrease in junction performance.

Off-Site Works

As demonstrated on Proposed Site Access Junction Drawing B024412-35-18- 003A, the existing footways outside the site frontage on Cossington Road are to be widened to 2m width either side

of the proposed site access, which will provide improved pedestrian access to facilities and amenities in Sileby and Cossington.

Internal Layout

As access only is to be determined at this stage, the submitted indicative site layout and matters such as the proposed numbers of parking spaces have not been reviewed or considered by the LHA in preparing this response. However, the TA suggests that the internal road network would be put forward for adoption and accordingly the LHA advises that that the proposals are required to be designed in accordance with the prevailing Leicestershire Highways Design Guide (LHDG) and local parking standards when a future reserved matters application is submitted.

Travel Plan

The LHA have reviewed the submitted Travel Plan prepared by WGY dated February 2021 and consider the TP to be generally acceptable in principle. However it would be welcomed if the following comments/recommendations could be adopted in a revised plan at this stage.

Monitoring

In relation to monitoring and the recording of initiatives and events the use of Modeshift Stars is recommended. Modeshift Stars is LCC preferred method of monitoring and LCC staff can provide guidance and support where necessary. Modeshift also provides an easy way of surveying staff . This is supported and endorsed by LCC and provides a convenient way of recording and monitoring initiatives as well as opportunities to achieve national accreditation for excellence in travel planning.

This travel plan will be monitored by LCC officers for the five year duration of its life. Fees for this service are set at £11,337.50 for a framework travel plan and £6000 for a full travel plan

In every case we will ask for “packs and passes”.

A pack is effectively a postcard with some information and a link to sustainable travel information. The cost of these is £52.85 each. We require one pack per residential plot.

In addition we will ask for developer funded bus passes. We currently ask for two adult passes (each pass being valid for six months) per residential plot.

The cost of bus passes is determined by individual bus operators. For Kinch bus service, the cost of the bus passes are below: (this cost is per 6 month pass)

- Loughborough Town: £300
- Village: £430
- Loughborough-Leicester: £470
- Loughborough-EMA: £470
- Loughborough-Nottingham: £470

- Kinchbus Universe: £550

The LHA will recommend relevant planning obligations be attached to a planning permission when it is possible to issue a positive highway recommendation.

Transport Sustainability

There are several key local amenities that are within the recommended walking and cycling distances of the site. Table 1 extracted from the TA summarises the distances to these amenities.

Table 1: Summary of Key Local Amenities

Local Amenity	Distance from Site
Tesco Express	1.1m
The Banks Surgery	1.3km
Public House	880m
Costcutter	1.5km
The Green Place Café	970m
Cossington C of E Primary School	450m
Riverside Pharmacy	1.5km
Lime Tree Day Nursery	150m

Pedestrian Infrastructure

In the vicinity of the site, there is continuous footway provision along both sides of Cossington Road. The footway on the eastern side of Cossington Road along the site frontage is narrow (approximately 1.5m), whilst the footway on the western side of Cossington Road is approximately 2 to 2.5m wide. The footway on the western side of Cossington Road ends approximately 15m south of the existing site access.

As set out earlier in these observations, the Applicant provides to widen the footway either side of the site access on Cossington road to 2m long the site frontage.

Cycle Infrastructure

There are no formal cycle facilities on Cossington Road and therefore cyclists are required to travel within the carriageway.

Bus Accessibility

There is a southbound bus stop on the eastern side of Cossington Road approximately 130m northwest of the existing site access. Bus services stopping on Cossington Road are summarised in Table 2 extracted from the TA.

Table 2: Summary of Bus Services stopping at Cossington Road

Service / Route	Mon - Fri Frequency			Sat Frequency
	7am – 9am	9am – 5pm	4pm - 6pm	9am – 6pm
2 (Loughborough – Leicester)	30 Minutes	30 Minutes	30 Minutes	30 Minutes
2 (Leicester- Loughborough)	30 Minutes	30 Minutes	30 Minutes	30 Minutes

As shown in Table 2 there is one regular bus service that stops near to the site. Service 2 operates a route between Loughborough and Leicester via Quorn, Barrow Upon Soar, Sileby and Cossington.

Date Received
14 April 2021

Case Officer
Suraj Dave

Reviewer
AW

Date issued
21 May 2021

From: Clive Hamp [mailto:]
Sent: 13 April 2021 11:06
To: development.control@charnwood.gov.uk

Mr C Hamp
10 Chalfont Drive
Sileby
Loughborough
Leicestershire
LE12 7RQ

P/21/0491/2 Building on the land between crossington and sileby which floods near the road and the sharp bend where the proposed junction is very dangerous now any more traffic would cause more accidents, also there are a lot of [REDACTED] and wild life

22 Homestead Close
Cossington
LE7 4UN

17th March 2021

The Planning Officer
Charnwood Borough Council
LE11 2TN

Dear Sirs,

Planning Application Number: **P/21/0491/2**
Location: Land East of Cossington Road Sileby Leicestershire

As a local resident I **STRONGLY** object to this application for a housing development.

The reasons for my objection are:

Pressure on local Services.

Local primary school places are already oversubscribed. Medical services in Sileby are already under pressure from other approved housing developments.

The development will make local traffic problems worse.

A minimum two vehicle ownership per household should be assumed as this is a semi-rural area. Travel Plans designed to mitigate car usage are essentially information exercises with only modest targets, such as a 10% reduction in single-occupancy car journeys. There may be overflow parking from the development. Both Cossington Road and Main Street Cossington are already permanently reduced to single file traffic in places due to parked vehicles. Sileby Neighbourhood Plan suggests traffic capacity is down to 1/3 as a result of this. Combined with excessive vehicle speeds this creates regular vehicle 'near misses' and danger to pedestrians including schoolchildren attending the nearby Cossington Primary school.

The main site access road has a history of flooding.

Flooding of Cossington Road/Main Street Cossington and surrounding houses has occurred twice in the last 18 months, partly due to climate change. This is far more frequent than the often used '1 in 100 year' probability +30%-50% allowance. Main Street Cossington, is one of the two possible exit routes from the site. Adding large areas of impermeable surfaces at the site and potentially directing more surface run-off water into the brook near Derry's nursery must surely increase the likelihood of this in the future.

The wider surrounding road network regularly floods.

It causes local closures including Syston Road, Cossington Road and Slash Lane. Large numbers will be added to a population that relies on these roads both by this and other planned developments, such as P/20/2393/2 nearby. Traffic congestion, the increased use of unsuitable routes like Back Lane/Humble Lane Cossington and the substantial travel delays that occur at such times will only increase. New residents will suffer these same difficulties. Will the developer make them aware of this so they can make informed purchasing choices?

The development will reduce the area of local separation between Sileby and Cossington.

CS11 of the Core Strategy states that 'We will protect the predominantly open and undeveloped character of Areas of Local Separation'. This development is outside the limits shown in the adopted Sileby Neighbourhood Plan. The farmland to the east of Cossington Road is a very prominent visual feature separating the settlements because of its open gently rising form and current size. For these reasons I strongly disagree with the statements contradicting its importance contained in the Landscape and Visual Impact Assessment.

The development will destroy around 5 hectares of high-quality agricultural land.

Surveys indicate that approximately half the site is ALC Grade 2 (very good quality agricultural land with minor limitations). Allowing its development appears contrary to both Charnwood Local Plan Core Strategy, Chapter 7 'supporting new development that protects environmental resources including local air quality and our most versatile agricultural land.' and Natural England's 'Guide to assessing development proposals on agricultural land' Feb 2021. Sections 1.1 'to protect the best agricultural land' and 1.2 'try to use areas of poorer quality land instead of higher quality land'. Has the council adequately demonstrated that there is no suitable poorer quality or brownfield land available, including the land listed in its own brownfield register?

For all the reasons outlined above I request that the council refuse this application.

Yours sincerely,



Peter Edgley

P/21/0491/2

The current volume of traffic on Cossington Road is frightening. Traffic often speeds at 35-40mph and traffic often drives onto verges and pavements at speed . Pets have been killed and children and the elderly are potentially in danger.

Although the development is proposed in Cossington, Cossington Road in Sileby has already become a rat run for traffic wanting to avoid the Hobby Horse roundabout - traffic goes through Cossington and Sileby to then join the A6; and any casual local shopping from those in Cossington is usually done in Sileby, shoppers usually driving into Sileby. Another 170 homes in Cossington will significantly increase the volume of traffic to Sileby and cause traffic dangers plus will lead to an adverse environmental impact with additional traffic fumes for households on Cossington Road. [REDACTED]
[REDACTED]

The Borough Council needs to carry out a detailed traffic survey of current traffic volumes and speeds. It would be naive to believe that public transport is a realistic option for new houses in Cossington.

Any approval for this proposed development must be subject to very strict traffic management steps on Cossington Road - speed humps, passing bays, lane width restrictions etc. Cossington Road is the ONLY main arterial road in the Soar Valley without traffic management. Barrow has traffic calming. Rothley does. Quorn does. Mountsorrel does. Why is Cossington Road in Sileby, as a main route in the Soar Valley, the exception? This adversely impacts on us with traffic volumes, safety, traffic noise and pollution; for us and our children.

Additionally, flooding is a major problem in the soar valley and the prospect of further water run off is frightening. Serious analysis must be undertaken to confirm the likely impact - not only in Cossington ; but also in Sileby. Often, taking flood prevention steps in one village simply moves the problem down the valley.

The borough council has a duty to consider the likely impact on other villages as a result of the proposed development

regards

Roy Botterill
54 Cossington Road
Sileby
Loughborough
LE12 7RS

From: Beth Vandeveld [mailto:]
Sent: 30 March 2021 13:52
To: development.control@charnwood.gov.uk
Cc: Josh Vandeveld
Subject: Objection to Planning Application P/21/0491/2

FAO:
The Planning Department
Charnwood Borough Council
Southfields
Loughborough
Leicestershire

To Whom This May Concern,

I am writing to object to the planned development of David Wilson Houses between Chalfont Drive and Derry's Nurseries. As a resident of Cossington Rd, I simply cannot believe this is even being considered for multiple reasons:

- Firstly FLOODING: until we see some resolution to the frequent flooding that has occurred along this stretch of road, how can building more houses be justified? More houses will naturally create more surface water and without sensible and efficient drainage solutions in place, the floods will inevitably happen more frequently and probably worse, so they are likely to affect even more residence than it has previously. For the record, our house has not been flooded, and is in a location unlikely to flood – but we saw the impact on so many and can only feel the deepest sympathy, which we are hoping you can empathise with also, and recognise this by carefully considering this application. The flooding DOES cause an inconvenience to us of course, as we have been in the situation of NOT being able to access our own home, with both ends of Cossington Rd flooded – which is ludicrous in itself. At the very least, if it is approved, some sort of flood irrigation system or pump station MUST be a necessity. The field proposed is already flooded along with the ditch it falls to for 4 months or so of the year – we know this because we walk by it every day [REDACTED]
- Secondly TRAFFIC: Cossington Road is already arguably one of the busiest roads in Sileby – and is already massively overcrowded both with traffic congestion and parking. Another prospective TWO estates using it for access will make this almost unbearable. We have a [REDACTED] and we feel that this road already TOO busy to safely walk.
- AMENITIES: I recognise that every house builder must contribute towards local facilities, but when will ENOUGH be enough in Sileby? We have so many new houses already being approved, I worry that the local amenities – schools, doctors, parking, dentists etc – simply will not cope. [REDACTED] lucky enough to attend Cossington Primary which has already been extended. I fear another extension is unlucky, which will only lead to growth in numbers, without the room to grow.

I recognise that new housing is required in a growing population, but this location is simply not a viable option.

Thank you for taking these points into consideration.

Kind regards,
Beth Vandeveld

82 Cossington Road
Sileby
LE12 7RS

P/21/0491/2

Glynis Willmore

3A Molyneux Drive

Sileby

Loughborough

Objections to the planning application No: P/21/0491/2 because of the following considerations:

Traffic

* Extensive developments in Sileby over the past 16 years has increased pressure on the arterial roads. Of particular concern is the junction of Mountsorrel Lane / Barrow Road. The developments at Ratcliffe Road and Seagrave Road in Sileby both considered this junction in their traffic assessments, yet this application remains silent regarding increased use of this problematic junction.

Flood

* Sileby and Cossington has been impacted by extensive flooding in recent times. I am concerned despite that I understand any impact caused by the development will be mitigated. There is a drainage ditch adjacent to the gardens of houses on Chalfont Drive. The current plan shows housing backing onto this ditch, access must be provided so the ditch can be maintained.

Ecology

* The agricultural field, particularly in the autumn, is used as a gathering for [REDACTED] before migration. The trees / bushes provide nesting and refuge for wildlife.

Separation/ Green belt

* The combination of this site and the proposed development subject which has recently been submitted in Cossington with a Draft Allocation will reduce the green

belt drastically. Housing and a park will swallow up this distinctive green area and merge the two villages forever.

Over-looking

* Should planning permission be granted, I would comment on the proposed plan:

The current plan has no regard for the people in Chalfont Drive bungalows adjacent to the field. The two-storey housing proposed will culminate in unacceptable over-looking.

Suggestions:

- a) Affordable housing as bungalows alongside bungalows on Molyneux Drive.
- b) There is no direct view from any windows(groundfloor also)of the new builds into the existing homes.
- c) One garden adjacent to each house at the end of Molyneux Drive/Charles Street at the top of the field.
- d) Housing is reduced to 120 dwellings

Application No
P/21/0491/2

Dear Sir,
I most strongly oppose and abhor the proposal of the building of 170 houses in the field between Cossington and Sibby. A housing estate in this area would be completely incongruous with the rest of the street. The increase of traffic this would incur will have a devastating effect on an already very busy road. This in turn will cause a danger to parents and

children going to and from Cossington School. The existing doctor's surgeries and Schools available are overloaded and stretched to capacity without having to accommodate an influx of many more people. The proposed building off Humble Lane in Cossington will mean even more people. Sibby has become one huge housing estate with all the new houses off Seagrave Rd and now Ratcliffe Rd on top of all the other existing estates, that it is no longer a Village. So please leave Cossington to remain a Village.

Yours Sincerely
[REDACTED]

Customer Service Centre

12 APR 2021

Post Room

SCANNED

P/21/0491/2

Nicholas J Hall

176 COSSINGTON ROAD

Sileby

OBJECTION: Further development in Sileby is not needed as the village is swapped with new developments. The road infrastructure is terrible, particular when Sileby has it's well known floods almost cutting the village off from the A6. Cossington road is already difficult to get down with many off road parking and adding a further (potentially) 300+ cars travelling through the village, it will cause chaos. There isn't the amenities to withstand 170 new households (doctors/dentists). WHY ARE BROWN SITES NOT BEING USED??? Too many green field sites are being eaten up with brick and concrete and destroying the environment. That field is used by the [REDACTED] and many other [REDACTED], along with the hedgerow that is swapped with birds. GO BUILD A NEW TOWN ELSEWHERE. WE DON'T WANT ANYMORE NEW DEVELOPMENTS IN SILEBY.

From: Linda Jones [mailto:]
Sent: 20 March 2021 20:27
To: development.control@charnwood.gov.uk
Subject: P/21/0491/2 Outline Planning Permission Land East of Cossington Road Sileby

We wish to register our strong objection to the outline planning application P/21/0491/2 Land East of Cossington Road Sileby Leicestershire for the following reasons:

1) Traffic

Cossington Road already has high traffic volumes throughout the day. Together with insufficient parking along the road, drivers are forced to weave from side to side and only single cars can pass in places. This problem extends along Cossington Road, throughout the village and into Barrow upon Soar. It also now extends through Cossington in the opposite direction

The distance between the proposed access road and the bend past the Brook Farm is very short with accidents waiting to happen due to speeding and insufficient field of vision



In the 7 years that we have lived on Cossington Road we have witnessed 7 traffic accidents involving a total of 3 cars (see photo) , 1 cyclist, 1 motorcyclist, 1 bus and 1 dog which does not bode well for the vast increase of traffic anticipated from this proposed development. The relevant report does not appear to acknowledge these incidents

It is already difficult at times to pull out of our driveway as there is no clear view of oncoming traffic from the direction of the proposed development

Speed of traffic is an issue on this part of Cossington Road in both directions with vehicles regularly exceeding the speed limit

Children walking from Sileby to school in Cossington will need to cross the access road which will be dangerous

The volume of heavy vehicles along Cossington Road is increasing and can cause congestion and a danger to pedestrians and cyclists

Dog walkers and walkers regularly cross this part of Cossington Road to access the Meadows footpath and any increase in volume of traffic and/or speed of traffic would make crossing even more dangerous

2) Flooding



This area is on and bordering an area of extreme risk of flooding . For the last few years we have witnessed flooding in the proposed area of development extending further than the green space and into what would be housing on the outline plan

The field itself drains directly into a blocked ditch which overflows onto the pavement in heavy rainfall. The concern is that housing on this field will cause additional drainage problems and may cause flooding to existing housing

Flooding at this end of the village is precarious at the best of times and has the potential for causing further flooding in Cossington. In October 2019 some 20 homes (at least) were flooded and the road was impassable for some time. Drainage from a further 170 homes will have to go somewhere and if it finds it's way into the brook which separates Sileby from Cossington , it will not cope and further damage will be done to homes in Cossington

There is potential for existing homes at the north western corner of the development to also flood as rainwater has previously pooled in this area possibly due to a high water table in that part of the field (see photo)

Flooding in this area is getting worse. On a regular basis:
the corner of Main Street and Syston Road is closed – impassable due to flooding
Syston Road is closed – impassable due to flooding
Slash Lane is closed – impassable due to flooding
Mountsorrel Lane is closed – impassable due to flooding
Sileby Village centre is under flood warning and floods
Barrow Road is a problem
This is an all year round problem – not just winter time
There is no way out of the village after heavy rainfall

3) Sileby Neighbourhood Plan

The Sileby Neighbourhood Plan (2018 to 2036) designated this area as outside of planned development and identified it as "Countryside". As such it should NOT be built on

The area is quite clearly shown as being outside the limit of development - see section 7 Neighbourhood Plan Policies which is extremely relevant

The purpose of the referendum on this Plan was to achieve a mandate to ensure that Charnwood Borough Council take into account the wishes of the voters in any future planning applications as per the agreed Plan

The Plan stated that at the time the number of houses required had been achieved - well before the proposed development

The current "Countryside" provides essential separation between the 2 villages which must be maintained

A proposed footpath on the proposed development will effectively join the 2 communities

4) Infrastructure

Sileby just cannot support another 170 houses and is already struggling with the current developments

2 small Doctor's surgeries are at bursting point

Schools are at full capacity

Shops are small or closing

2 Chemists in the village with one situated on an extremely narrow road with inadequate parking

The village is served by buses and trains but the train station is not accessible for the disabled

Local trains only run once per hour and do not run on Sundays

The main car park is usually full to capacity with very little additional parking available

The idea that new occupants will start walking and cycling more is just not credible – even to the centre of the village

5) Wildlife

This green space is an extremely valuable asset to the village

Over the past 7 years we have spotted various wildlife:

[REDACTED]



6) Access

There will be far too many houses on the proposed development for the planned single access point

Having scanned the relevant commissioned reports we are concerned that in a number of cases no on site surveys have been undertaken. Whilst this is due to the Covid pandemic we are very concerned that any decisions will be based on this rather than actual on site surveys

For all the above reasons we strongly object to the proposed development and would hope these points are taken into consideration in the decision by both Sileby Parish Council and Charnwood Borough Council

regards
Brian Johnson and Linda Jones
235 Cossington Road
Sileby

**Substantive response of the Local Highway
Authority to a planning consultation received
under The Development Management Order.**

Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: P/21/0491/2

Highway Reference Number: 2021/0491/02/H

Application Address: Land East of Cossington Road Sileby Leicestershire

Application Type: Outline (with access)

Description of Application:

Outline planning application for up to 170 dwellings (including affordable housing) with all matters reserved other than access together with associated landscaping and other infrastructure.

GENERAL DETAILS

Planning Case Officer: Denise Knipe

Applicant: David Wilson Homes

County Councillor: Cllr Richard Shepherd

Parish: Sileby

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority will not be in a position to issue formal comments on the proposal within the consultation period. This is due to the volume of information submitted which will take some time to review to formulate our formal response.

Advice to Local Planning Authority

Given the scale of development and due to the volume and complexity of technical evidence submitted, the Local Highway Authority (LHA) would advise the Local Planning Authority (LPA) that whilst the analysis has commenced formal observations are still forthcoming. As a result the LHA would request that the LPA do not determine the application before the LHA has had the opportunity to establish whether the residual cumulative impact of development can be mitigated in accordance with paragraph 109 of the NPPF (2019).

**Date Received
24 March 2021**

**Case Officer
Suraj Dave**

**Reviewer
AW**

**Date issued
14 April 2021**

Application number P/21/0491/2 I wish to oppose the plan to build on the land between Sileby and Cossington as it is not safe to do so also for nature the field as lots of wildlife [REDACTED]

[REDACTED] Thank you. Clive Hamp

Customer Service Centre
12 APR 2021
Post Room Dead SUs

41 Middlefield Road
Cossington
Leicester
LE7 4DT.

8 April 2021.

SCANNED

Planning Application P/21/0491/2

As a resident of Cossington I wish to express my concern at the above application to build 170 houses on land between Chalfont Drive and Derrys Nursery.

A development of this size would have a dramatic effect on Cossington and also Sileby. The site would create a massive increase in traffic passing through Cossington where already there can be hold-ups caused by the amount of traffic and parked vehicles. Traffic from the site would have to join Cossington Road at some point regardless of where it was going whether to Sileby & Borrow or to Leicester or to join the A6 or A46.

If a development of this size was allowed and particularly if in addition to a proposal for some 130 houses in Cossington, the new residents would need to go much further afield for services such as doctors, schools, shops and employment. Local schools which are mainly primary are already full as are doctors surgeries.

The development of such a large 'hard surface'

area would need significant new drainage systems to avoid the risk of increased flooding of the area and Cossington Road. The nearby Cossington Brook is already likely to collect excess amounts of drainage from other developments in Sibley + nearby areas. There was severe flooding of properties in and of the road through Cossington in 2019. Cossington is in a flood plain area for waters draining towards the River Soar. The river already collects large amounts of rain water on its route through Leicesters and the surrounding area.

Taking these factors into consideration a development of some 170 houses would have drastic effects on both Cossington and Sibley and should not be allowed -

Yours faithfully



H. JAMES.

Customer Service Centre
12 APR 2021
Post Room

SCANNED

From: Barbara Orridge [mailto:]
Sent: 30 March 2021 21:46
To: development.control@charnwood.gov.uk
Subject: Fwd: Planning application number P/21/0491/2

The Panning Dept, Charnwood Borough Council Southfields, Loughborough

>

> Dear Mr. Banks,

>

> P/21/0491/2. Field between Chalfont Drive and Derrys..

>

> As a local resident I am writing to you to strongly object to the above numbered planning application for a housing development.

>

> The reason for my objections are as follows:

>

> The scale of the application : Currently there are less than 200 houses in Cossington and the proposed build of 170 , and the proposed Humble Lane 130 would increase the size of the village considerably and out of proportion with current amenities. As many children from Sileby gone o Cossington Primary school where are the ladies xtra children going to be educated. [REDACTED] experienced the lack of places in the school for Cossington children involving [REDACTED] driving [REDACTED] to a school in another village rather than walking as there are no spaces. How will the school cope with the increased numbers of children requiring places.

>

> Access: how are people from the proposed housing development get out of the development. It is always difficult to get through Sileby and any increase will make it worse and traffic through Cossington will be horrendous especially if the Humble development goes ahead.

> Impact on character of village. I do not agree that putting a small conservation strip between the proposed development and Cossington constitutes an adequate separation between the villages which should be maintained. A large estate of houses will change the character and impact upon Cossington village?

>

> Safety and increase in traffic: Safety is a huge issue. The proposed estate iand the size of the application will mean increased traffic through Cossington village and more importantly by the main entrance to the school. Even without increased traffic there are queues along the Main Street at peak times due to street parking and trying to cross the road to the school from the car park, which is like "dicing with death".

>

> Lack of sustainability: The Government and local councils are wanting to reduce car journeys. Every family will need car journeys for shops, education, doctor, leisure, banks etc.

>

> Flooding: Turning a field into concrete and Tarmac will increase flooding. Those of us who live in this area and in Cossingtn village live under a constant threat of being flooded which has increased year on year due to the changing weather patterns. If it goes ahead and does increase the flooding problems will the developers guarantee aid and support to those affected perhaps by setting up a flood fund as part of he agreement to building.

>

>

>

> Yours sincerely,

> Barbara Orridge

> 16 Bennetts Lane,

> Cossington. LE7 4UP

>

>

>
> Sent from my iPad

**61, COSSINGTON ROAD, SILEBY, LEICESTER.
LE12 7RW**



5th April, 2021.

The Planning Department,
Charnwood Borough Council,
Southfields,
Loughborough,
Leicester.

Dear Sirs,

Planning Application P/21/0491/2

I object to the above planning application because of flooding in Cossington and the loss of the 'green belt' between Sileby and Cossington.

170 houses will equate to at least 350 vehicles and added to the application for Cossington for 130 houses will make traffic along Cossington Road and through Cossington horrendous. At times of flooding in Cossington and Mountsorrel Lane plus under the A46 near Ratcliffe on the Wreake traffic movements will be affected.

Yours faithfully,



M. Weston-Webb

From: Marie Robertson [mailto:]
Sent: 01 April 2021 11:27
To: development.control@charnwood.gov.uk
Subject: Planning department

For the development of planning application number P/21/0491/2

I'm emailing to object to the planning for the development of 170 houses to be built on the field between chalfont drive and Derry's nurseries.

This development will drastically impact both Sileby and Cossington putting more pressure on already full schools full doctors and it will massively increase the traffic along Cossington road and through Cossington itself. Also in bad weather we already have severe flooding in the village causing damage to houses every year this will only increase flooding in the village and cause more damage to houses.

There is also a lot of wildlife in Cossington that will also affect the environment.

The village is very small with very few houses for a reason there is not enough room to DOUBLE the size of the village that it is now. This will no longer be a village but more of an estate if this development happens. My [REDACTED] has been waiting 5 years for a school place in Cossington primary school if more houses are built then where will the children go to school will they get a place [REDACTED] there's simply not enough room.

Elderly people that live here feel safe as it is now and not all their neighborhood building more houses will only make them feel unsafe and on edge I strongly feel this development will affect EVERYONE in the village.

So I strongly object to this development happening.

P/21/0491/2

Roy Botterill

54 Cossington Road

Sileby

Loughborough

The current volume of traffic on Cossington Road is frightening. Traffic often speeds at 35-40mph and traffic often drives onto verges and pavements at speed . Pets have been killed and children and the elderly are potentially in danger.

Although the development is proposed in Cossington, Cossington Road in Sileby has already become a rat run for traffic wanting to avoid the Hobby Horse roundabout - traffic goes through Cossington and Sileby to then join the A6; and any casual local shopping from those in Cossington is usually done in Sileby, shoppers usually driving into Sileby. Another 170 homes in Cossington will significantly increase the volume of traffic to Sileby and cause traffic dangers plus will lead to an adverse environmental impact with additional traffic fumes for households on Cossington Road. My [REDACTED] will not be alone in already suffering from asthma.

The Borough Council needs to carry out a detailed traffic survey of current traffic volumes and speeds. It would be naive to believe that public transport is a realistic option for new houses in Cossington.

Any approval for this proposed development must be subject to very strict traffic management steps on Cossington Road - speed humps, passing bays, lane width restrictions etc. Cossington Road is the ONLY main arterial road in the Soar Valley without traffic management. Barrow has traffic calming. Rothley does. Quorn does. Mountsorrel does. Why is Cossington Road in Sileby, as a main route in the Soar Valley, the exception? This adversely impacts on us with traffic volumes, safety, traffic noise and pollution; for us and our children.

Additionally, flooding is a major problem in the soar valley and the prospect of further water run off is frightening. Serious analysis must be undertaken to confirm the likely

impact - not only in Cossington ; but also in Sileby. Often, taking flood prevention steps in one village simply moves the problem down the valley.

From: Mista B [mailto:]
Sent: 15 April 2021 20:03
To: development.control@charnwood.gov.uk
Subject: Planning Application No. P/21/0491/2

I would like to register my objection to the planning application No: P/21/0491/2 because of the following considerations:-

Traffic :-

Sileby already has enough new build housing for the town of this size and with current proposal of another 170 new properties this will greatly increase the strain on the already heavily used road network through Sileby town and the Village of Cossington, Sileby has already seen large increases of properties both on the Seagrave road and the Ratcliffe road sites, with minimal or no additional development of the existing road network within the village. I don't believe the road/traffic surveys to support the development are up to date and consider the total amount of increased traffic throughout the whole village especially during winter months when access into and out off Sileby is severely restricted due to flooding. With the proposal of even more housing in Cossington village and any additional increase of traffic due the new housing will cause further problems to the village road network.

Sileby is built on the edge of a flood plain and is regularly flooded with access to the village heavily restricted during these flooded times. How does the plan for even more housing (170 properties) and all of additional surface flood water Help to prevent these problems or at the very least is there any plans to control the existing problems or prevent more in the future due to more buildings.

Flood ; -

Both Sileby, Cossington and Mountsorrel have issues with Flooding historically. With focus on just the drainage ditch adjacent to the current housing on Molyneux Drive and Chalfont Drive and the lower half of the proposed New housing estate will be sitting in a flooded area, which has been physically viewable as flooded regularly over the past years. The addition of New housing regardless of the proposals mitigation of drainage issues, will increase the new surface run off water which will be increasing the overall problem of flooding in this area, regardless of the proposals guarantee. As we recently witnessed when Cossington flooded after the works to the road drainage had been carried out.

Ecology / Building in open countryside; -

The field is currently used for agriculture however it is surrounded by trees and hedges that provide nesting and refuge for birds and wildlife. The Field is regularly used by migrating [REDACTED] during the autumn when the crops in the field have been harvested. There are also sightings of [REDACTED] in and around the field. Not to mention the [REDACTED] at all times of the year using the field. New housing will all have a direct and harmful impact on the local Ecology.

Environmental and Sustainability :-

What are the overall Environmental and sustainability plans in place to counter adding many, many more homes and allowing for a very small area of the site to be open public space and biodiversity habitats, in which some of the areas are actually shown are proposed flood areas and therefore cannot be built on? It is an inescapable fact all of these new houses will use more energy not only in the build but in the life of the buildings. What is in place to counter or offset all the carbon produced? Planting a few extra trees in this green area of the site will not cover the overall damage to the environment the building of all these new houses will do both locally and globally.

Separation Zone / Green Belt ;-

The application site provides a clear separation area between Sileby and Cossington. However the combination of both this new site and the recent proposed development in Cossington will reduce this area of separation almost entirely. Taking into account the possibility of both the Sileby and Cossington Developments getting the approval, I do not believe there will be a sufficient Separation Zone / Green Belt between the villages and therefore the Cossington will become part of Sileby Town permanently, I'm not so sure the residents of Cossington will be to happy with this.

Loss of Privacy / Loss of Daylight/Sunlight ;-

From what is shown on the poorly represented illustrative masterplan, the majority of the affordable housing has been shown to be adjacent to all the existing properties of Sileby both on the Molyneux Drive and the Chalfont Drive areas, these new double/triple story houses are all packed in tightly both to each other and the existing houses with minimal garden space and assumed tall garden fencing separating the properties. This will have a direct effect on the adjacent existing properties with both the loss of Daylight/Sunlight and with the loss of Privacy.

Permanent noise / Permanent Disturbances ;-

With 51 of these properties being affordable homes and all likely to be butted close as possible to the existing properties. There will be a noticeable and detrimental impact both from noise and disturbances by the residence over the former wildlife of the field. Will there be any assurances that crime rates will not rise both for Sileby and Cossington as they have in surrounding villages that have had new housing estates built with far less affordable homes?

Overbearing Impact of the development ;-

The poorly presented Masterplan lacking true details of types of properties and there locations to existing properties and overall design strategy, which appears to be to maximise quantity of housing over the quality of housing.

Looking at the masterplan it would be assumed all the cheaper affordable homes are squeezed in as close as possible to the existing housing, which would beg the question why would anyone choose to have any of the 51 affordable homes right next door to their properties. You could mirror the whole Masterplan with ease and have all of the more expensive homes closer to the existing Sileby properties.

There is mention of opportunities to enhance existing community facilities and local infrastructure. But absolutely no show of this in the Masterplan If you are going to show a school / surgery / shops etc. Then show them in the Masterplan but to hide them behind the word (opportunities) just to get the planning permission through is completely false.

In summary the Masterplan has not been carefully thought out nor has enough planning gone into the scheme. This has been rushed through as fast as possible. With the only true plan here to allow the designers/builders/agents all to maximise profit over any high quality development (as they claim in the literature) that will be of any benefit to Sileby town and it's existing tax paying residents.

Mr C Barrington – 6 Molyneux Drive

From: Kirstin MacLeod [mailto:]
Sent: 18 March 2021 17:23
To: development.control@charnwood.gov.uk
Subject: P/21/0491/2

On behalf of Brian & Sue Townsend.

We live at 34 Chalfont Drive, sileby. This planning application is crazy, 170 houses in this area will devastate the wildlife. There are [REDACTED]

If buildings are erected at this rate the habit for the local wildlife will dwindle to nothing.

The flooding in and around sileby and cossington is horrendous. In the 38 years we've lived here it's just got worse and worse. Surely we don't even have to mention the impact on local services, schools, doctor, traffic and noise pollution.

It's all quite mad, dangerous and greedy.

Mr and Mrs H P Murphy
10 Fisher Close LE7 4US

2nd April 2021

Planning Application reference: P/21/0491/2

Dear Sirs

We have received your communication regarding the planning application that has been submitted to Charnwood Borough Council for the Development of up to 170 dwellings on the field between Chalfont Drive and Derry's Nurseries.

We strongly object this proposal for the following reasons;

Traffic

As residents of Cossington, we are already subject to an increased traffic flow through the village when local routes are cut-off through flooding. Adding this development so close to our village will surely exacerbate this issue of increased traffic.

Lack of Facilities

The village of Cossington lacks the basic amenities and already has to share facilities, such as Doctors surgery, Dentist, Post Office and village shops with Sileby. With the lack of local amenities, this increase of 170 dwelling between the two villages will increase the pressure of the already limited shared facilities. Spaces at the local primary schools are already at capacity and will be a detriment to existing villagers.

Flooding

Cossington village and surrounding land are affected heavily by rain fall. The building of additional dwellings on the local fields will, undoubtedly, have a negative on properties in the village who are already affected by flooding. This increase in impermeable surfaces together with the gradient of the land would cause more surface runoff into the local area.

Local Separation

Part of the proposed development is within an area of Local Separation between the villages of Sileby and Cossington. This reduction in the natural separation of the 2 villages would cause Cossington to lose its separate village identity. This development would impact on wildlife habitat and lose more precious countryside and will impact on our character of our village. We would be very concerned that this development would cause existing trees and hedgerows will be lost through this development.

We urge you to refuse this application.

EDWARD ARGAR MP
Member of Parliament for Charnwood



HOUSE OF COMMONS
LONDON SW1A 0AA



21st May 2021

Dear Richard,

Re. Representations on Planning Applications

I attach representations sent on two different planning applications in late April, which do not yet appear on the CBC Planning Portal list of representations on these applications.

I am conscious that, as they were sent in hard copy, they may not have reached you/ the team, but would be grateful if you could pass them to the relevant Case Officer to have them added to the case file/ added to the portal list of representations.

Edward Argar



Edward Argar MP

Mr Richard Bennett
Head of Planning
Charnwood Borough Council
Southfields
Loughborough
Leicestershire LE11 2TN



HOUSE OF COMMONS
LONDON SW1A 0AA

23rd April 2021

Dear Mr Jennett,

Re. Planning Application P/20/2393/2 – Representations

Land off Humble Lane, Cossington, Leicestershire

I am writing in respect of the above planning application to highlight and register the significant concerns and strong objections large numbers of my Cossington constituents have to what is proposed in the application for Outline Planning Permission.

By way of context, I do fully recognise and support the need for a supply of new housing that ensures we can continue to meet local demand for housing that is affordable, in the right place, and of the right type/ size, however I fear that this application for up to 130 dwellings does not meet that 'right place' test.

To address in turn the relevant planning objections to this application:-

Scale & Impact on the Character of Cossington

Cossington is a very attractive rural village of around 200 dwellings, with a strong sense of identity and community. The proposed addition of up to 130 further dwellings from this application (I have commented in a separate letter on the other application currently submitted for further housing) would be well on the way to doubling the size of the village, and in doing so risks fundamentally changing the character of the village. Cossington is not only a small village, but one with an historic centre, and any development would need to enhance and complement this, rather than negatively impacting on it, which, in scale and likely design of new housing, I fear this proposed development would do. I would also highlight the importance of all our villages retaining their own unique character, and in this regard the areas of separation of countryside between Cossington & Sileby are vitally important. These proposals risk eating away at that separation.

Transport Considerations

Given the rural nature of Cossington, there is a heavy reliance upon private cars. The main street

/cont.

Mr Richard Bennett
Head of Planning
Charnwood Borough Council
Southfields
Loughborough
Leicestershire LE11 2TX



HOUSE OF COMMONS
LONDON SW1A 0AA

30th April 2021

Dear Mr Bennett,

**Re. Planning Application P/21/0491/2 – Representations
Land East of Cossington Road, Sileby, Leicestershire**

I am writing in respect of the above planning application to highlight and register the significant concerns and strong objections many of my constituents have set out to what is proposed in the application for Outline Planning Permission for up to 170 dwellings at this location.

By way of context, I do fully recognise and support the need for a supply of new housing that ensures we can continue to meet local demand for housing that is affordable, in the right place, and of the right type/ size, however I fear this application for up to 170 dwellings fails to meet that 'right place' test.

To address in turn the relevant planning objections put forward by my constituents to this application:-

Area of Separation

Cossington & Sileby are neighbouring, but distinct, villages, each with their own character as a rural village with a strong sense of identity and community. The Area of Separation, or 'Green Wedge' policy of the Council to preserve such individual settlements, and avoid their becoming fused in to one by development is a sensible one. In this case the Area of Separation is already narrow, and the granting of this application on land adjacent to Brook Farm & Derry's Nursery

/cont.

Mr Richard Bennett
Head of Planning
Charnwood Borough Council
Southfields
Loughborough
Leicestershire LE11 2TN



would significantly eat away at that Area of Separation, so in turn negatively impacting upon the distinct character of the village of Cossington, and in contravention of Policy CS11 of the currently adopted Local Plan.

Transport Considerations

Given the rural nature of this area, there is a strong reliance on private cars. The main street through Cossington already sees a significant volume of traffic and, while some of the additional traffic generated by the proposed 170 dwellings will pass through Sileby, a significant proportion is still likely to travel the other way, through Cossington, where the additional vehicular movements would add to an already challenging traffic situation, with parking on the kerbside common in the village, narrowing the road, as well as the impact on air quality additional traffic would cause.

Impact on Local Services

The local village school in Cossington is already at capacity, and local schools and health services in Sileby are also already heavily subscribed, therefore any additional pressure on services generated by these 170 dwellings would be unmet pressure, and even s.106 monies, were they available, would not sufficiently address capacity issues for the village school in Cossington due to site constraints.

In summary, my constituents are clear in their view that, for the reasons set out above, this application should be rejected by CBC's Plans Committee, and would highlight that, even when there is a temporary drop in Charnwood's Five Year Land Supply, as at present, while this is required to be a factor in the consideration of applications, even without being able to demonstrate a full Five Year Land Supply at a given point in time, where an application would normally be rejected under the Council's planning policies, and where the proposal would clearly be detrimental to the local community, it can still be rejected, and my constituents would urge the Council to do so in this case.

I would be grateful if you could copy this representation to the relevant Case Officer.

Yours sincerely,

Edward Argar MP



through the village already sees a significant volume of traffic, and my constituents highlight that the additional vehicular movements would add to an already challenging traffic situation, with parking on the kerbside common in the village, as well as generating air pollution. They also highlight very real concerns that the proposed access to the new development, on a blind bend, is both dangerous and inappropriate, and was indeed rejected in a previous similar application.

Impact on Public Services

A further negative impact, highlighted by local residents, will be felt in increased pressure on already pressured services locally. Cossington's local services consist of a local pub, and an old village hall, but no shops etc, and the village primary school. The increased number of dwellings/ residents envisaged by this application would inevitably see more people having to rely upon services in nearby Sibleby, where they are also already under pressure due to significant development there in recent years.

Turning to the village school, while the developer suggests money would be available to improve the school, the nature of the school site and the mixed age group classes at present mean that any expansion would need to be a substantial expansion, potentially moving to single year groups, required major upgrade works which the site could not accommodate, nor do I believe the necessary finances would be forthcoming. It is also important to note that many villagers value the character of the school as a small village school as it currently is.

Flooding

Cossington has recently (2019 and 2020) suffered from serious flooding caused by rainwater run-off, flooding village properties – to build on this area of fields which, despite recent problems, nonetheless do allow for absorption of considerable quantities of rainwater, would risk adding to the run-off issue.

Individual Impacts

It would be wrong for me to conclude without also highlighting the individual impacts, beyond the broader village-wide impacts, that will be disproportionately felt by some residents whose properties neighbour the site. Those residents living alongside the site will not only experience significant construction impacts, but in planning terms, and subject to any detailed design, those who live alongside the site will see significant loss of residential amenity and loss of privacy arising from these proposals, with new houses directly overlooking, and impacting upon, them and their quality of life.

In summary, my constituents in Cossington are clear in their view that for the reasons set out above, this application should be rejected by CBC's Plans Committee, and I join with them in calling for their views, and carefully argued representations, to be heeded by the Plans Committee, and this application, as submitted, rejected.

*I would be grateful if this letter could be passed to the Case Officer.
Yours sincerely,*


Edward Argar MP

From: Nick Hall [mailto:]
Sent: 18 March 2021 08:55
To: development.control@charnwood.gov.uk
Subject: David Wilson site proposal (Sileby) P/21/0491/2

Ref: P/21/0491/2

Land/ Field off Cossington Road, Sileby

Dear sirs,

Having witnessed surveyors in the field in question, I had hoped it was to do with the railway. Next I get a leaflet through the door from DW homes asking for residents opinions. I didn't respond because I didn't want to give them any heads up to how we felt about their proposal and to give them a chance to adjust their plans to satisfy planning.

Here are the reasons why this development proposal is very poor and totally not needed.

1. **INFRASTRUCTURE** Sileby has grown so much over the last 10 years and the infrastructure of the village CANNOT cope with 2 more developments at this end of the village (2 being the above proposal and the one behind Derries nurseries).
2. **TRAFFIC:** Cossington Road is already a RAT TRAP and a speed ally where people come out of Cossington and put their foot down. With all the road parking along Cossington Rd, going into the village, there's a lot of tucking in and struggling to get by when travelling in either direction, so when you consider another potentially 600 + cars between the 2 developments, it will make it an absolute nightmare.
3. **FLOODING:** Flooding in and around Sileby & Cossington is well known and very common every year. The field floods every year and gets into the ditch and onto the footpath. More concrete and building will only make things worse, despite any soak away they may put in place, as it still needs to go somewhere.
4. **WILDLIFE:** The field is used by many birds including the [REDACTED] that use the field in their hundreds when flying over from Cossington Meadows. We watch them swoop down to feed and graze every year. The hedging has an abundance of birds that nest and use everyday.
5. **GREEN WEDGE:** This is the last green wedge dividing the 2 villages. If built on, then there is no longer a divide and Sileby/Cossington will become one!
6. **NOISE/POLLUTION:** This is a quiet end of the village, apart from the noise/pollution of traffic. This will only increase x fold and will harm the environment.
7. **LOCAL SERVICES:** Where will all the 600 plus people go when they need the doctors/dentists/schools etc?? The previous new developments have already massively stretched the services.

We personally think it is ridiculous that more development is being proposed in Sileby. The residents in the village have had enough and going by social media, there will be large opposition. I know councils need the money, but do they care about what the locals think? Do they care about the impact to the area? Or is it money over everything else?

We will fight to have this proposal and any other proposal REJECTED.

SILEBY DOES NOT NEED ANYMORE DEVELOPMENT.

USE BROWN SITES... USE AREAS WHERE THE PROPERTIES HAVE BEEN RUN
DOWN BUILDINGS EMPTY ALL OVER THE CHARNWOOD AREA -
REDEVELOP THEM, TURN EYESORES INTO EYE CATCHING PROPERTIES.

LEAVE OUR GREEN SPACES ALONE.

p.s, I hear so often that developers promise to add additional services to the villages they
destroy, but very often, never fulfil these promises.

Yours sincerely,

Mr N Hall
176 COSSINGTON ROAD,
Sileby

From: John De Caestecker [mailto:]
Sent: 06 April 2021 22:19
To: development.control@charnwood.gov.uk
Subject: Planning application number P/21/0491/2

To: The Planning Officer,

Charnwood Borough council,

Southfield Road,

Loughborough LE11 2TX

Planning Application Number: **P/21/0491/2**

Location: Land East of Cossington Road (between Chalfont Road and Derry's Nurseries) Sileby Leicestershire

Dear Sir/Madam,

As a local resident would like to raise the following objections to this application for a housing development.

The comments are as follows:

1. **FLOODING:** On 1st October 2019 following several weeks of heavy rain, Cossington Main Street was flooded. My property and several other old properties (which either have Grade 2 listing or conservation status) had ground floor flooding needing major repair and drying out – some of our neighbours were only able to return home in October 2020. It was clear to us that the water came from Derry's brook overwhelmed with surface water from the surrounding land saturated with water. In my own property there was over £8000 of damage with inability to use most of the ground floor for 2 months. This had not occurred in the 18 years since we have lived in the village.

This was not an isolated event and recurred again in February 2020, though thankfully the flooding of property was limited. Indeed the Cossington Road end of the field in question for the current proposed development has for around 2 months each of the last 2 winters been underwater to a depth of between 3 and 5 feet in the 50 metres or so adjacent to Cossington Road.

In my opinion, the proposal P/21/0491/2 will further increase in the risk of flooding at this end of Cossington. I don't believe this is a 'one off', given the amount of flooding in autumn and winter in the last 3 years – presumably due to global warming. Our own property is designated on the [Gov.uk](#) Flood risk information service as of high risk of surface water flooding.

It seems likely that with the development currently taking place on Ratcliffe Road in Sileby, the proposed development of land from Humble Lane (P/20/2393/2), and the current proposal P/21/0491/2 more water will run off into Derry's brook making a situation where it is overwhelmed with consequent flooding into Main Street more likely by further reducing the available land to absorb rainwater.

2. **HIGHWAY SAFETY/INCREASE IN TRAFFIC:** There is already heavy traffic going through Cossington which is set to increase further with new developments proposed in Sileby. The main street is consistently busy throughout the day and particularly busy at school drop off and pick up times. This makes entering and leaving my house challenging and also, in my opinion, dangerous, especially at school times given the number of additional vehicles and children. Additional housing would only worsen this already significant issue. The proposal for a development on the other side of Derry's nursery (P/20/2393/2) is already set to increase traffic entering from the development from the access road at the road bend at Derry's nursery. The current proposal would contribute further to the excessive traffic situation along Cossington road.

3. **IMPACT ON THE COMMUNITY AND OTHER SERVICES:** Cossington itself has minimal amenities within walking distance – local shops in Sileby are 1 km away and this build would force more cars onto the road (as stated in Objection 2) to reach employment, leisure services and basic life needs such as health services, shopping and schools. More cars on the road is not good for our environment but it seems this would be inevitable to access local amenities if this development is approved.

I do not think extra spaces for primary education can be accommodated in Cossington Primary school (which already had large class sizes [REDACTED], both within the last 15 years). There is no commitment that I am aware of for Charnwood council to expand the school which is already oversubscribed even before the proposed development.

I am a doctor and I know that the 2 GP practices in Sileby are currently over-subscribed, as are the 2 Syston practices so I am not sure where the capacity for extra patients is (especially considering the large housing developments that have just occurred and are further planned for Sileby).

4. **SCALE AND DOMINANCE:** Cossington currently has 186 homes and has been largely able to retain its character as a small village. This proposed development of 170 houses would increase the size of Sileby which would merge into Cossington with a large effect on character and community of Cossington. The current character of the village depends on its small size in my view and this was a major reason for our choosing to live here.

5. **SEPARATION OF COSSINGTON VILLAGE FROM SILEBY:** Presently the agricultural land on which the development is proposed is the only land separating Sileby from Cossington allowing distinctive separation of the 2 village communities. I understand that there has been a commitment from the council to maintain this distinctiveness which will inevitably be destroyed by this development.

I request that these comments to be taken into consideration

Your sincerely

John de Caestecker

41 Main Street,

Cossington, LE7 4UU

From: Francesca D'Amato [mailto:]
Sent: 26 March 2021 08:04
To: development.control@charnwood.gov.uk
Subject: P/21/0491/2

The Planning Department
Charnwood Borough Council
Southfields
Loughborough
Leicestershire

Good morning,

I am writing to you to put my objection forward to the 177 houses being built on the field between Chalfont Drive and Derrys Nurseries.

My reasoning for this is due to the Cossington Road that leads to this area already being a busy road with cars parked all the way up which can already be a nuisance to get down. Especially due to this being the main bus route for the number 2 to go through Sileby. I feel this development would only add to the inconvenience on this road.

It is already bad enough getting out of Chalfont Drive if there are road works being done on the Cossington Road as there is always a 3-way traffic light system put in place which adds to the stress of the busy mornings in rush hour and evenings trying to get home. With this in mind, the thought of the workmen and work trucks coming through this route to access the area, just creates an even bigger problem for the surrounding neighbourhood.

I also feel that it is not fair for the people who own the properties on Chalfont Drive who have their gardens that back onto the fields. These properties are homes [REDACTED] and [REDACTED] which I completely disagree with putting them through the distress of the building works and having their privacy compromised for the sake of these new homes which I personally feel are not needed.

I completely hope that these reasons that I have put forward are considered and hopefully put a stop to the unnecessary development.

Kind regards
Francesca D'Amato

**Substantive response of the Local Highway
Authority to a planning consultation received
under The Development Management Order.**

Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: P/21/0491/2

Highway Reference Number: 2021/0491/02/H/R2

Application Address: Land East of Cossington Road Sileby Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Outline planning application for up to 170 dwellings (including affordable housing) with all matters reserved other than access together with associated landscaping and other infrastructure.

GENERAL DETAILS

Planning Case Officer: Denise Knipe

Applicant: David Wilson Homes

County Councillor: Cllr Richard Shepherd

Parish: Sileby

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 111 of the National Planning Policy Framework (2021), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted on an outline planning application for up to 170 dwellings (including affordable housing) with all matters reserved other than access together with associated landscaping and other infrastructure. The application site is at Land East of Cossington Road Sibleby.

In its previous comments dated 21st May 2021 the LHA requested that a ghost right turn lane is required at this location. However, the LHA advised in its pre-application advice advised that irrespective of which design is put forward as part of the submitted planning application, a Stage 1 Road Safety Audit (RSA) and accompanying designer's response should be undertaken and submitted. The LHA noted that there was no RSA submitted in support of this application and therefore requested for one to be submitted in order for the LHA to further consider whether the proposed access is safe and suitable.

The LHA also requested that whilst visibility splays of 2.4m by 43m had been demonstrated, the visibility splays should be based on the 85th%ile speeds of passing traffic in the vicinity of the access.

The LHA also requested for the Syston Road/Main Street Junction to be assessed and submitted for review as the increase in vehicle trips expected to be generated by the development was shown as 45 and 44 two-way trips in the AM and PM peaks respectively.

These highway observations are based on a review of the following documents and drawings:

- Tetra Tech Technical Note dated 7th July 2021 on the Charnwood BC planning (CBC) portal;
- Stage 1 Road Safety Audit dated July 2021; and
- Stage 1 RSA Designers Response dated 7th July 2021 on the CBC planning portal

Site Access

The site access drawing has been revised to include 2.4m x 59m and 2.4m x 73m visibility splays from the proposed site access. This is to reflect the results of the speed survey which was undertaken on Cossington Road outside the site frontage on Wednesday 23rd June between 14:00-16:00. The results are included as Appendix B of the submitted Transport Note (TN). 85th%ile speeds of 34.7 mph northbound and 36.5 mph southbound were recorded. Visibility splays are in accordance with Table Dg4 of Part 3 of the Leicestershire Highway Design Guide (LHDG available at <https://resources.leicestershire.gov.uk/sites/resource/files/field/pdf/faq/2019/2/6/Part-3-design-guide.pdf>). The revised site access drawing is included as Appendix D of the TN (drawing number B024412-35-18-003B).

The LHA have reviewed the submitted RSA dated 7th July and understand that the audit took place on Friday 2nd July 2021 between 2.15pm and 3.30pm and comprised a desk top study of

the plans and documents provided, that being drawing no. B024412-RSA1 and drawing 003 which are contained in Appendix A of the RSA. At the time of the audit the weather fine and the road surface was dry. Although traffic conditions during the site visit appeared normal, there may have been some variation due to the impact of the Covid-19 pandemic. No traffic congestion was observed during the site visit.

Only one problem was identified which was a risk of side swipes or shunts due to inappropriate speeds.

Cossington Road is subject to a 30 mph speed limit. As outlined above, the observed 85th%ile speeds within the vicinity of the proposed site access junction are 34.7mph and 36.5mph in the northbound and southbound directions respectively. The RSA states that inappropriate speeds on Cossington Road could increase the risk of side swipe or shunt collisions with vehicles turning into or out of the proposed access.

The recommendation was that speed reducing measures are introduced on Cossington Road.

The Designer's Response is that visibility splays from the proposed site access are achievable in accordance with the recorded 85th%ile speeds and are now indicated on a revised site access drawing. Nevertheless, the Applicant has stated the next stage of the design process will include provision of additional signage/road markings on Cossington Road to reinforce the 30mph speed limit. The LHA would advise it depends on what signage is proposed as to whether it would be considered acceptable. Notwithstanding this, this can be explored during the detailed design stage and the LHA advise of a suitably worded condition.

The TN further discusses the proposed junction type as previously discussed with the LHA observations dated 21st May 2021 and it is noted that the RSA has not identified any problem with the proposed junction type. Therefore on balance, and with particular consideration to the surrounding local highway network, in this instance a simply priority junction is considered to be acceptable.

Junction Capacity Assessments

A capacity assessment of the Syston Road / Main Street junction has been undertaken using Junctions 9 and is included as Appendix E of the TN.

The capacity assessment results are presented in Table 1 below which has been extracted from the TN.

Table 1 – Syston Road / Main Street Capacity Assessment Results

2026 Base				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Site Access	0.24	0.3	0.23	0.3
Cossington Road	0.26	0.6	0.40	1.1
2026 Base + Development				
Arm	AM		PM	
	RFC	Max Queue	RFC	Max Queue
Site Access	0.29	0.4	0.25	0.3
Cossington Road	0.28	0.6	0.46	1.3

The LHA have reviewed and verified the Syston Road/Main Street Junction capacity assessment and as shown by the results in Table 1, the Syston Road / Main Street junction is shown to operate within capacity following completion of the proposed development in the 2026 future assessment year and therefore no further assessments are required.

Transport Sustainability

The current bus shelter outside 231 Cossington Road is required to be upgraded to a more modern shelter due to its age and condition. This should be accompanied by the installation of a raised kerb.

The current Hail & Ride arrangement for northbound passengers, is required to be formalised with the installation of a raised kerb, pole, flag and timetable case at a suitable location close to the existing southbound stop.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing B024412-35-18-003 Rev B have been implemented in full. Visibility splays once provided shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, to afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network in the interests of general highway safety and in accordance with the National Planning Policy Framework (2021).

No part of the development hereby permitted shall be occupied until such time as 2 metre by 2 metre pedestrian visibility splays have been provided on the highway boundary on both sides of the access with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.

REASON: In the interests of pedestrian safety and in accordance with the National Planning Policy Framework (2021).

3. No part of the development shall be occupied until such time as the offsite works shown on drawing number 003 Rev A have been implemented in full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2021).

4. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

5. No part of the development hereby permitted shall be first occupied until a an amended framework/full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (2021).

6. The development hereby permitted shall not be occupied until such time as a scheme of speed reduction measures in respect of Cossington Road has been provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (2021).

Contributions

To comply with Government guidance in NPPF and commensurate with Leicestershire County Council Planning Obligations Policy the following contributions would be required in the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:

The provision of;

a) Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack).

b) 6 month bus passes, two per dwelling (2 application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £430.00 per pass).

c) STARS (Sustainable Travel Accreditation and Recognition Scheme) monitoring fee of £6,000. Justification: In the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, reducing car use, to enable Leicestershire County Council to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement and to ensure effective implementation and monitoring of the Travel Plan submitted in support of the Planning Application.

d) Improvements to Bus stop 260008534 and 260008504 located on Cossington Road:

- New Bus shelter at Bus Stop ID 260008504 at a cost of £4,500

- Raised kerbs to allow level access; to support modern bus fleets with low floor capabilities at £3500 per stop at both Bus Stop 260008534 and 260008504.

- Information display case at Bus Stop ID260008534 at a cost of £120

- Flag & Pole at Bus Stop ID 260008534 at a cost of £170

Informative

- Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
- To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
- Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.
- The Public Right(s) of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.

- The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.

Date Received
7 July 2021

Case Officer
Suraj Dave

Reviewer
RD

Date issued
9 August 2021

From: Samantha Verity [mailto:]
Sent: 18 March 2021 12:51
To: development.control@charnwood.gov.uk
Subject: objections to planning application P/21/0491/2

FAO: - The planning Department, Charnwood Borough Council, Southfields, Loughborough, Leicestershire.

To Whom it may concern,

As a resident of the village of Sileby for five and a half years, and [REDACTED] attend Cossington Primary school, I would like to strongly object to the proposed development for an extra 177 houses on the field between Chalfont Drive and Derrys Nursery that will place untold extra burden on the already over stretched facilities in our village.

Firstly, the roads in and out of this village are horrendous, and with parking the way it is on Cossington Road, you struggle to get down it in a car, so the buses are always having problems. The added pressure of all the cars from 177 new properties as well as the proposed additional development in Cossington between Derrys Nursery and Cossington School will make the roads even more unpleasant, dangerous and bring a lot more pollution to the village. Add to that that in the last 2-3 years that the floods in Cossington village (outside Derrys Nursery and right round beyond Cossington school), Brook Street in Sileby village (along the length of the brook upto 'The Banks Surgery'), Syston Road (between the lakes and the meadows) have all got worse, forcing traffic to use limited ways out of the village, the extra traffic is going to make things highly unpleasant.

The floods in the village and surrounding areas are a huge problem, and to remove more ground capable of absorbing some of that water and replacing it with more roads, and housing etc, will only add to the problem. We need the flood issues fixing, not being added too. The people of Cossington have had their homes water damaged many times in recent years as well as the issues it causes to traffic trying to get in and out. I have been unable to attend work as I have been locked in by the floods, and [REDACTED] had to be rescued from the school as they were unable to get food to the children for their dinners. There are many pictures and videos on the internet of the floods we suffer with as well as the village being on the news because of this too.

The facilities of the village are already struggling to cope with pressure of developments that have been added to the area. The Schools are full, the doctors are hard to get appointments for. You can only add so many people to one area before the facilities begin to break down. The police presence in the village is low as their resources are stretched, but the increase in anti-social behaviour is up with youths causing issues around the shops and in the parks. Additional population of our village will only add to the problems we already struggle to get sorted.

The wildlife from those areas will suffer massively. The hedgerows between Chalfont drive and the buildings before Derrys are full of birds [REDACTED] always notice on [REDACTED] walk to and from school. We have spotted foxes and many birds of prey, as well as hedgehogs that are already being threatened by the large amounts of traffic we already have.

Whilst we understand that additional housing must be built, Sileby has already had its fair share of additional developments straining our community, and we feel that the issues we have already in our village would be made a lot worse by the extra pressure of more housing.

Please, Please consider the people of both Cossington and Sileby before you add more problems to our village.

Regards

Mr Mark Verity & Mrs Samantha Verity
Charles Street
Sileby.