From: Patrick Rendall[redacted]
Sent: 15 August 2021 17:06
To: localplans@charnwood.gov.uk
Subject: Proposed 90 New Houses in Thrussington - HA67 and HA68
Attachments: RPMR Covering Letter pdf.pdf; RPMR objection final with photo pdf.pdf

Dear Sir/Madam,

Please find a covering letter and my objections to the proposed developments in Thrussington HA67 and HA68.

Yours faithfully

RPM Rendall

[redacted]

15th August 2021

Dear Sir/Madam,

The Draft Local Plan for the Introduction of more Dwellings into Charnwood HA67 and HA68

I wish to strongly object to the draft proposed developments HA67 and HA68 in Thrussington. My reasons for doing so are contained in the paper attached.

It is understood there will be a Public Inquiry which will test the soundness of the draft local plan. My wife and I wish to be given the opportunity to appear at the inquiry to present our case.

I would be grateful for confirmation this objection has been received and registered.

Yours faithfully,

[redacted]

RPM Rendall MBE

Enclosure:

Objection to the Development of 90 dwellings in Thrussington – HA67 and HA68

Local Plans
Charnwood Borough Council
Southfield Road
Loughborough
LE11 2TX

Objection by Patrick and Frances Rendall to the Proposed Development of 90 New Houses in Thrussington (HA67 and HA68) as Detailed in the New Charnwood Draft Local Plan.

15th August 2021

Introduction:

1. The origin of Thrussington is unclear and the village would have grown from a few huts in Anglo Saxon times. The settlement was mentioned in the Doomsday Book under a derivative of the name. It has passed through baronetcies and was certainly a medieval farm settlement.

2. It is typical of the rural Wreake Valley villages and forms a nucleated settlement pattern located to the north of the river, with an ancient bridge and bounded by an historic field structure and hedgerows. The settlement retains much of its historic form with a mix of vernacular styles including red-brick and white-washed render. The road network within Thrussington radiates from the village core and slopes towards the central village green area.

3. Throughout the centuries by careful building, particularly infill and building within the settlement envelope, Thrussington has maintained its historic character enjoyed by people who live in the village and by those who visit it from outside. It is cherished and of its type is a gem.

4. The Charnwood Draft Local Plan's proposals for developments HA67 and HA68 in Thrussington threaten a substantial change for the village, such that has never been seen before and for this reason we wish to object under the terms of the consultation.

Scope:

5. This paper will cover major objections to sustainability, which makes the recommendation in the draft local plan unsound. In addition, it will cover further objections:

    a. The increase in traffic, adding further congestion, with its safety concerns.

    b. Significant feeling about the changes of character to the historic village.

    c. Environmental concerns.

    d. Failure to take account of the Neighbourhood Plan 2018.

Sustainability:

6. The process (Ref. 1 & 2) to propose two housing allocations in Thrussington is based on unsubstantiated facts about the village, which makes the draft local plan unsound.

    a. We have been told that to find additional land for housing development the accessibility criteria in the draft local plan were relaxed for public

transport frequency (from high to low frequency). This brought Thrussington into consideration because it has primary school capacity. But there are no public service buses serving Thrussington and it should not have been included. That makes the draft local plan for Thrussington UNSOUND. Sustainability is the golden thread running through the draft local plan and Thrussington does NOT meet the criteria the Council has set out for the sustainability test. This is contrary to the strategy of the draft local plan.

b. In 2019 the limited bus service (no.128) serving the village was replaced by DRT (Demand Responsive Transport), which has not worked successfully for it is inflexible and administratively difficult to manage by the user. Consequently, this has not assisted the Council in meeting its own sustainability test for development.

7. Charnwood's sustainability requirements and development strategy is to reduce car use, reduce distances travelled and to increase the use of public transport (Ref 3). The development strategy is to direct development to locations that provide access to jobs, services, and other facilities where there are alternatives to using the private car (Ref 4).

8. Proposing two developments in Thrussington does not meet these sustainability requirements: therefore, the draft local plan for the village is unsound. Traffic movement will be increased in the village because:

   a. Thrussington has no bus service. The nearest bus stop is 2km away in Rearsby.

   b. The requirement for a general convenience store. Thrussington does not have a convenience store. Nearest is 3.5km in East Goscote.

   c. The requirement for a GP surgery. Nearest is 6km in Syston (and not in East Goscote as stated).

   d. Commercial vehicles will need to service the two sites.

   e. Extra vehicles from the 2 proposed developments.

9. There has been a lot of discussion in the village about the constraint for new developments because of a concern of overloading the sewage system. We do not think the village infrastructure and utilities (water pressure, sewage, broadband etc) have been assessed for capacity to take the additional 90 houses from these developments.

Traffic:

10. As a detailed local Thrussington traffic assessment (Ref 5) has not been undertaken, the draft local plan is unsound. The Planning Officer confirmed to the Parish Council Working Group that the transport assessment is Borough wide and strategic in nature and that it included 60 homes on Old Gate Road. A development of new homes on Hoby Road, HA67 was added to the plan after May 2021 which was after the strategic highway assessment was undertaken.

11. A significant increase in cars and vans can be expected from 90 new houses (assumption 180 cars), in a small village of currently just 240 dwellings. The additional houses would represent a near 40% increase in the size of the village. In addition, there will be extra vehicles that will service the developments. To reiterate, a detailed assessment of road capacity, village congestion and dangerous junctions has not taken place. Anticipated problems are:

    a. Old Gate Road is a variable size single track road to the A46, where vehicles must drive on the verge to pass. At the north end there is a tight blind ninety-degree bend and no run on or run out to join or leave the A46 south carriageway, which is an extremely fast road. It is very dangerous. Therefore, traffic wanting to join the A46 to travel in either direction from HA68 will have to negotiate a difficult blind hair pin bend at the junction with Seagrave Road to avoid the village centre. Vehicles will have to cross oncoming traffic and the turning circle on that bend is too tight for HGVs. (*junction images shown below)*

    b. Throughout Thrussington village there is extensive on road parking. This causes congestion on single lane sections and at blind corner junctions and has attracted Police action. The village main street and its junctions with Hoby Road and Ratcliffe Road, bottom of Old Gate Road, the Green and Regent Street are particularly hazardous. (*congestion images approaching Old Gate Road shown below)*

    c. There is frequent dangerous speeding coming into Thrussington from the A46 on the Seagrave Road, which joins the bottom of Old Gate Road. Cars often mount the pavement at speed as they enter the village. This is to avoid exiting traffic that is forced to the righthand side of the road because of parked cars. In addition, cars travel at speed along the Hoby road into the village. Speed checks have taken place on roads leading to the village resulting in traffic calming measures on Hoby Road and the planning of others.

d. HA67 traffic will pass by the school on Hoby Road, which at the start and end of the school day, is extremely congested, with young children crossing the road.

e. Thrussington is popular for horse riders to ride through the village. They come from farms and equine centres on Regent Street and Ratcliffe Road and often stop for refreshments on the Green.

f. The Thrussington village delicatessen shop, which has a café and the Green attract many cyclists, who also use the village as a pleasant stopping place to take refreshment.

Character:

12. Thrussington is recognised for its historic nucleated form which lies on lower ground adjacent to the River Wreake. HA68 has higher levels of sensitivity to residential development as it is located on higher ground and potentially will alter the historic form of the settlement. This is rated as moderate by Charnwood (Ref 6).

13. The Neighbourhood Plan April 2018 states: 'Vision: to protect and enhance the character and identity of the Parish of Thrussington' (Ref 7) and new residential developments should be within the settlement boundary (Ref 8).

14. Charnwood Housing delivery study states new developments for 'Other Settlements' (i.e. Thrussington) should be within the settlement boundary (Ref 9).

15. A planning application (P/91/0397/2) for 34 single-story houses based on the site of HA68 was rejected. The Planning Inspectorate in 1992 wrote 'the resultant harm to the character and appearance of both village and surrounding countryside would be so serious as to form a compelling reason for resisting this appeal'. Therefore, the proposal in the draft local plan has already been found to be unsound.

16. The appeal inspector to planning application P/12/0997/2 for one house (opposite side of Old Gate Road to HA68) wrote 'I conclude that the proposal would not achieve a sustainable pattern of development and would be harmful to the character and appearance of the area'.

17. HA67 site planning application P/01/0243/2 was refused, and P/05/3791/2 withdrawn. Therefore, that proposal in the draft local plan has again already been found to be unsound.

Environment:

18. The draft local plan supports sustainable development that 'protects the intrinsic character of the countryside' and 'safeguards and delivers a net gain in biodiversity' (Ref 10). The proposed Thrussington development does not meet these requirements: therefore, once more the draft local plan is unsound.

    a. Thrussington has many wildlife corridors around its settlement boundary as shown in the Neighbourhood plan. These have been

identified to be protected (Ref 11) and allocation HA68 on Old Gate Road would irreversibly damage these wildlife corridors. It also has ancient hedgerows.

b. Climate change- policy CC5 (Sustainable Transport) requires development to be within 400m of public transport stops. Clearly this is not the case in Thrussington. (Ref 12)

19. Flooding in the lower parts of the village over many decades have been significantly influenced by water draining down the Old Gate Road incline (including from the proposed development HA68). The ground in this area is more impermeable, regularly overspills the culverts, drains and ditches. It floods over the lower junction end of Old Gate Road at the bottom of the hill and into the culvert running down the south side of the Green. There have been well documented floods in the houses around the Green especially when this coincides with the River Wreake flooding. A large development on Old Gate Road would potentially make this flooding risk significantly worse. The Environment Agency currently show this area around the Green as HIGH risk from surface water flooding with predicted depths that would enter and damage property.

Neighbourhood Plan 2018:

20. This 10-year plan was written after extensive village consultation and passed on referendum of the whole village. It has been signed off and adopted in full by Charnwood Borough Council. The protection of the character, identity, historic features, biodiversity, traffic reduction and new development principles are important lifelong features that many villagers would support being continued (Ref 13). The Neighbourhood Plan highlights key issues of parking, no play facilities and flooding. There is no evidence that the draft local plan has considered the issues and policies of the Neighbourhood Plan.

Summary:

21. The proposed allocation of 90 houses (near 40% increase) has taken the village by surprise. The late inclusion of Thrussington in the draft local plan, we believe has come about because the Council's original strategy based upon sustainable development did not achieve the required outcome. All households in the village have been alerted to the Draft Local Plan and its recommendations for development in Thrussington. Householders have been alerted to using their democratic right to object if they do not feel the developments should be cleared for construction to begin.

22. Thrussington cannot be described as a sustainable settlement as it does not have public transport or easy access to employment and other major facilities. The proposed developments risk changing the character of the village, which has been a nucleated settlement for centuries, increasing traffic movement along an unsuitable road network raising safety concerns, and interfering with the environment. The draft local plan has taken no account of the recently completed Neighbourhood Plan which was adopted by Charnwood Borough Council.

23. The New Charnwood Draft Local Plan to include developments on the sites of HA67 and HA 68 is therefore **UNSOUND** and together for the reasons set out above we wish to object under the terms of the consultation.

Patrick and Frances Rendall

References:

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2. Development Strategy & Site Selection Topic Paper July 2021: Other Settlements P38-41. https://www.charnwood.gov.uk/files/documents/development_strategy_and_site_selection_topic_paper/Development%20Strategy%20and%20Site%20Selection%20Topic%20Paper.pdf

3. Charnwood Local Plan 2021-37 Pre-submission draft July 2021, Chapter 1, P15 https://www.charnwood.gov.uk/files/documents/charnwood_local_plan_2021_37_pre_submission_draft_july_2021/Charnwood%20Local%20Plan%202021-37%20Pre-Submission%20Draft%20July%202021.pdf

4. Charnwood Local Plan 2021-37 Pre-submission draft July 2021, Chapter 2, P18, 2.4. https://www.charnwood.gov.uk/files/documents/charnwood_local_plan_2021_37_pre_submission_draft_july_2021/Charnwood%20Local%20Plan%202021-37%20Pre-Submission%20Draft%20July%202021.pdf

5. Charnwood Local Plan Transport Assessment May 2021 (multiple documents) https://www.charnwood.gov.uk/pages/transport_assessment

6. Landscape Sensitivity Assessment of SHLAA Sites (March 2019), P175, Key Landscape Sensitivities https://www.charnwood.gov.uk/files/documents/landscape_sensitivity_assessment_of_shlaa_sites_march_2019/Landscape Sensitivity Assessment of SHLAA Sites %28March 2019%29.pdf

7. Thrussington Neighbourhood Plan 2018, P13 https://www.charnwood.gov.uk/pages/thrussington_neighbourhood_plan

8. Thrussington Neighbourhood Plan 2018, P20, Housing https://www.charnwood.gov.uk/pages/thrussington_neighbourhood_plan

9. Housing Delivery Study for draft local plan Dec 2017, P85 https://www.charnwood.gov.uk/files/documents/housing_delivery_study_dec_2017/Housing%20Delivery%20Study%20-%20Dec%202017.pdf

10. Charnwood Local Plan 2021-37 Pre-submission draft July 2021, Policy DS1, P30. https://www.charnwood.gov.uk/files/documents/charnwood_local_plan_2021_37_

pre_submission_draft_july_2021/Charnwood%20Local%20Plan%202021-37%20Pre-Submission%20Draft%20July%202021.pdf

11. Thrussington Neighbourhood Plan 2018, P29 Map
https://www.charnwood.gov.uk/pages/thrussington_neighbourhood_plan

12. Charnwood Local Plan Sustainability Appraisal May 21, P110 para 7.8.9
https://www.charnwood.gov.uk/files/documents/sustainability_appraisal_report/Sustainability%20Appraisal%20Report.pdf

13. Thrussington Neighbourhood Plan 2018
https://www.charnwood.gov.uk/pages/thrussington_neighbourhood_plan