FULL NAME	DUTY TO COOPERATE	LEGALLY COMPLIANT	SOUND	WHICH PART	WHICH PARAGRAPHS	WHICH POLICY	WHICH POLICY MAP	WHICH DIAGRAM	WHICH TABLE
Mr Kenneth Boyden	Yes	Yes	No	Policy		Proposed Development of 90 New Houses in Thrussington (HA67 and HA68)			

WHY PLAN NOT SOUND	MODIFICATIONS	HEARINGS	HEARING SESSIONS
[redacted] We accepted that the 'brown field site' to the rear of our property could eventually be developed for housing but we imagined that the nature and size of any possible development would be proportionate to the size of the village (as Glebeland Close was when built in 1995). We are horrified to learn of the size of the proposed development of 90 New Houses in Thrussington (HA67 and HA68) as detailed in the New Charnwood Draft Local Plan. Our small village has 240 dwellings. The proposed 90 new houses would create a near 40% increase in the size of the village. There would also be a significant increase in cars, probably of the order of 200, plus all the additional delivery vans servicing the new estates. There is already congestion in the village centre caused by extensive on road parking. The main street in the village together with its junctions with Hoby Road and Ratcliffe Road, bottom of Old Gate Road, the Green and Regent Street are particularly hazardous. Vehicles frequently enter the village at excessive and dangerous speed from Seagrave Road (A46) and Hoby Road. Additional traffic from HA67 will pass by the school on Hoby Road. This area is already extremely congested at both ends of the school day with parked cars and young children crossing the road. Furthermore Old Gate Road is totally unsuitable to carry significant additional traffic. Vehicles frequently have to pass by mounting the grass verges. There is a tight ninety degree bend at the northern end leading to a hazardous junction at the A46 with no slip lanes. The southern end of Old Gate Road is another difficult junction where traffic from HA68 will have to negotiate a blind hairpin bend to head towards the A46. HGVs from HA68 will be unable to make this turn and so will be forced to turn back into the village creating additional congestion. I understand that a detailed local Thrussington traffic assessment has not been undertaken, making the draft local plan unsound. When we moved to Thrussington there was a reasonable bus service. This was removed some time ago and as a result my wife and I had to buy a second car. Charnwood's sustainability requirements and development strategy is to reduce car use, reduce distances travelled and to increase the use of public transport. 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. Traffic movement will be further increased in the village because it has no bus service. The requirement for a general convenience store is not met because Thrussing does not have one. The requirement for a GP is not met as the nearest one is in Syston. The proposed two developments in Thrussington do not meet these sustainability requirements: therefore, the draft local plan is unsound. Considerable time and effort went into producing the Thrussington Neighbourhood Plan 2018. 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. It would appear that the draft local plan ignored the issues and policies of the Neighbourhood Plan. In conclusion, if these developments were to proceed I would consider that to be an act of official vandalism which would decimate the character of our lovely village.		No	