From: Steve Clark [redacted]
Sent: 20 August 2021 19:46
To: localplans@charnwood.gov.uk
Subject: Proposal for housing expansion in Thrussington Parish
Attachments: CBC Submission 20082021.pdf

Please find attached my feedback in respect of the proposed expansion on housing in Thrussington for the Council to consider.

Steve

[redacted]

[redacted]

20 August 2021

Local Plans
Charnwood Borough Council
Southfield Road
Loughborough
LE11 2TX

Dear Sirs

Proposal for additional housing – Thrussington Parish

This submission relates to the proposal by Charnwood Borough Council (CBC) to permit further housing developments in the Thrussington Parish. I live in the Parish and believe that this proposal is flawed in several key respects.

Background

There is undoubtedly a requirement for more housing stock of all types and levels of affordability in the UK. The objections in this submission are not against additional housing stock but instead against the way that CBC has gone about identifying suitable sites.

Methodology

I believe that in looking across the CBC area a number of criteria were used to identify possible housing expansion sites. We would expect CBC to have a rigorous process for this with many aspects considered and graded.

However, in relation to the inclusion of Thrussington as a suitable area I believe that some key aspects have not been considered properly in determining suitability and sustainability and therefore the CBC process is flawed and not fit for purpose. My objections are in relation to:

Transport

One criteria of sustainability is, I believe, a village's access to public transport links. Thrussington has no public transport links. The 128 Bus Service was removed some time ago. The railway stations at Syston and Sileby are not reachable from the village by public transport.

Schools

Whilst the village currently has a primary school which is open and extended and, I believe, has spaces this year this has not always been the case. Substantial work was done to achieve the recent extension of the primary school footprint and removal of outdated Portakabin classrooms.

It is likely that the birth rate, which has recently declined, will start to increase again as a result of the prolonged lockdown caused by the coronavirus epidemic.

A further 90 homes – largely occupied by families - will create a further strain on the primary school resources leading, once again, to the potential for unsuitable overspill classrooms being used.

There are also no secondary schools that can be reached from Thrussington by public transport. The lack of public transport will inevitably increase traffic in the village as some parents drive their children to a few different schools. There are already several coaches and even a double deck bus that visit the village to pick up and drop off secondary school students.

Traffic

With the exception of Rearsby Road, all other road entries to the village are crowded and have on street parking already blocking one (and sometimes both) sides of the road. Many junctions – Hoby Road/The Green, Regent Street/Seagrave Road, The Green/Seagrave Road, Back Lane/Hoby Road already have junctions that are unsighted and where drivers pulling out cannot see oncoming vehicles due to parked cars. There have been a number of accidents as a result.

Adding hundreds of vehicle movements (which will be necessary due to the lack of public transport) risks gridlocking the village and making it more dangerous for pedestrians and cyclists as well as drivers.

The County Council is encouraging children and parents to walk or cycle to school. They have invested in signs around the school to encourage this. This has health and wellbeing benefits. Increasing the traffic load substantially seems at odds with this policy and ill thought out.

Of all five roads that connect the village, only one, the Rearsby Road has a footpath for it's entire length. This includes a raised section because of the River Wreake flood plain. The raised section only has a handrail on the side away from the road. Walking past other pedestrians – including those with prams, bikes, small children and dogs can be dangerous due to the narrow footpath at this point.

An increased village population will increase the footfall on this section and create additional risks for pedestrians and cyclists.

Conclusion

In this submission I believe that I have demonstrated why the selection criteria used by CBC to identify space for additional housing stock is unsound. It would appear, from a layman's perspective, that having created a process, CBC seem to have largely ignored its own process in choosing Thrussington.

I hope that the council will see the flaws in their process for Thrussington.

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