

Charnwood Local Plan – Post Hearing Consultation Response

Andrew Warner

I write in response to the latest documents relating to the Charnwood Local Plan, and specifically the transport strategies.

3.1.3 seems to acknowledge that the nature of the developments means that a coordinated plan is needed. However, I read 3.1.4 as somewhat contradictory in stating that there will continue to be a requirement for developers to identify site specific requirements. My specific concern with this relates to HA15, HA16 and HA17 which will add 1,300+ houses to an area which already has relatively inadequate internal access. There is significant on road parking throughout Grange Park, on Haddon Way and on Laburnum Way, all routes which will be heavily relied upon for the new housing. The recent application by Bloor Homes is proof if any were needed that travel assessments put forward by a developer are heavily biased in their favour (please refer to my first letter on this particular application). Furthermore, the plans only consider HA16. There are claims of sustainable travel which are simply unrealistic given the lack of facilities on the estate. The three allocation sites therefore must be subject to a single joined-up plan. Based on the evidence of the current application it is inconceivable that appropriate consideration will be given to traffic impacts if there are multiple individual submissions, which would simply deteriorate the quality of life for current residents.

I am also curious of the impact of any understatement of cost estimates. Given recent inflation of c.10% what happens in the almost certain event that cost estimates are inadequate?

I would be grateful if you could acknowledge receipt of these comments.

Kind regards

Andy Warner