

Dear Sir,

Re Draft Charnwood Local Plan: consultation regarding the Draft Transport Strategy document and the Updated Viability and Sustainability Assessment. I write particularly in relation to HA15, HA16 and HA17.

Viability

1. The updated Viability Report states that S106 contributions are at the margins of viability which is deeply concerning given that the three allocated sites of HA15, HA16 and HA17 make up 1350 houses. I question how the shortfall from S106 funding will be met to meet the needs of these developments.
2. I do not consider that the viability assessment pays sufficient regard to the flooding measures that are needed to mitigate the likely exacerbation of the flooding issues already suffered by residents in Beck Crescent (on the edge of HA16), Moat Road and Bramcote Road (adjoining HA16 but part of HA17.) Adequate flooding measures to mitigate the impact of an increase in housing will, in my view, necessitate a re-examination of the viability document.

Sustainability

1. The assessment of the environmental impact of HA16 and HA17 on an area of Loughborough referred to in the pre-submission draft of the Local Plan as one of 'particular sensitivities' in terms of biodiversity, and as a buffer between an urban area and an SSI, seems to have been significantly underplayed in the Sustainability Assessment. I would urge that this must be reviewed and the suitability of the site for such density of development be fundamentally reassessed or, indeed, rejected.

Transport Strategies/ Sustainability

1. Although reference is made to mitigation in the form of an increase in sustainable modes of travel, the infrastructure in the South of Loughborough does not support this. There is a lack of bus services to this part of Loughborough with more than 1000 houses currently beyond walking distance of a bus stop. There are no plans to provide a new bus service alongside the proposed development sites identified in the Local Plan.
2. A total of 1350 new homes across all three of the proposed allocation sites will lead to a likely increase of upwards of 3000 cars on already congested roads in the South of Loughborough and yet there are no plans identified to improve either the Allendale/ A6004 or Park Road/ A6004 roundabouts.
3. Furthermore, there are no plans to improve the safety of pedestrians/ cyclists using the Ling Road walking/ cycling path, despite the increase in traffic the new developments will result in, and the proposed changes to traffic flow and speed. There are also seemingly no coherent plans to develop a joined- up network of cycling/ walking paths to increase active travel options.
4. In the light of the lack of more sustainable and realistic alternative travel options, the A6/ A6004 corridor, and the key roundabouts along that corridor as mentioned above, will simply become increasingly congested, as will residential roads providing access to the

new developments which were never designed to accommodate such an increase in traffic.

5. Schools in Loughborough already have limited/ no capacity to take extra pupils, and whilst there is reference to a proposed new school in HA15, there are no timescales for its development. Thus, in the absence of additional bus services, the traffic problems referred to above will only increase further, with children having to be transported to schools, quite possibly a significant distance from their homes. I am aware that some families are already driving children to schools in neighbouring villages due to the lack of school capacity in Loughborough.

To sum up, for the reasons outlined above, I hold grave concerns about the viability of the Local Plan, as it stands, in relation to HA15, HA16 and HA17 particularly, and would ask that the issues I have highlighted here be taken into account.

Yours faithfully,
Cllr Beverley Gray