

## Charnwood Local Plan – Post Hearing Consultation Response

### Duncan Ross

I am writing due to extreme concerns at the direction the local housing development plan is taking, in respect to the way the impact these developments will have on local areas and further afield, versus the existing infrastructure.

I understand that in general terms of impact, this is in the main being assessed by each developer, who submits impact reports to the planning systems, but these impact analyses are restricted to the effects of the one development, and that there is very limited overall impact analysis of the combined developments between developers. I believe that a much more detailed holistic examination of the effects that the combined developments will have on infrastructure is needed, when several developments are planned in sequence, as many negative issues appear obvious to me.

I had already objected previously to the early stages of the planned 1350 homes around the Grange Park estate on the south side of Loughborough but having read several of the new reports including extracts from Exam 75, I am now writing to you as one of the strategy inspectors.

The Grange Park development is already problematic and increasing its size dramatically is going to make things worse.

1. The promised public transport through the estate never materialised. We get occasional info out of the local bus company / council saying there is no demand but I've never had anyone on my doorstep or a leaflet through the letterbox, asking my opinion and I'm unaware of any of my neighbours being consulted. I'm pretty sure that if there was a decent public transport system, people sending children to Rawlins Academy in Quorn would pop them on the bus to reduce traffic. Although I live on the estate (Fairmeadows bordering Grange Park) with a car, I regularly use the bus which passes through the Fairmeadows estate, along with many other people, and this is not even a school run. Without a decent regular transport system through Grange Park, vehicle ownership and usage will rocket, and we already have regular terrible traffic jams leaving loughborough in peak times heading towards Leicester, and into loughborough on main routes.

This said, implementing a bus transport system now will be difficult, due to poor estate planning and difficulties driving through the estate with all the on-street parking.

2. Grange Park parking was poorly planned and the main routes through the estate are generally full of parked cars, on bends, that make traversing the estate difficult if not dangerous. The council will do nothing about placing double yellow lines on some of the more dangerous bends, and driving through the estate is not pleasant, with frequent head-on near misses on blind bends full of parked cars. Further traffic flow from the new development will be unworkable. The estate was not designed for the traffic is already sees and is certainly not able to support some of the flow from the new developments in my opinion.

3. The local school, Woodbrook Vale is already full. This means that all of the children in the new development will have to travel by car to schools further afield. But where? Again, compounded by lack of public transport, this is environmentally unsustainable.

4. Grange Park was supposed to have local amenities built in its centre. These again did not materialise. When proposed, the developer made it sound like the amenities would be provided as part of the development, but once built, we found out that they had

merely set aside land for someone else to develop, with no actual plan to fulfil this at all. Our local amenities are pretty much nonexistent, and much like the rest of Loughborough, you basically have to get in your car to do anything. Again, the roads here are not designed to take the increase in traffic, and again, there is no solid transport plan to actually implement a public transport system.

I realise new homes are needed but I believe that Grange Park is not the place to build all these new homes without serious prior or parallel improvements in public transport, school capacity, leisure, medical, and shopping amenities (to name a few). I cannot however see any way that the road network through Grange Park can be improved to cope with the inevitable increased traffic flow when it is already not fit for purpose due to significant on-street parking.

I urge the inspecting committee to look at these issues holistically and turn down the applications.

Yours sincerely

Duncan Ross