

BURTON OVERY PARISH COUNCIL

LOCAL PLAN CONSULTATION COMMENTS – MAY 2025

The proposed site allocation around Stretton Hall will have a substantial impact on the existing transport infrastructure. The main roads around this proposal are already frequently grid-locked and barely able to cope with existing volumes of traffic. Adding additional residential and employment uses to the existing developed areas will create detrimental and unacceptable impacts on business efficiency and on commuting and social travel both in Harborough and in eastern Leicester.

The draft policy anticipates that the transport impacts of the proposal will be informed by a Transport Assessment that sets out off site transport measures to mitigate impacts from the development. However, if taken in isolation, (i.e. by ignoring the nearby site allocations in Thurnby, Bushby, Scraptoft, Houghton in the Hill, Great Glen, Fleckney and Kibworth) the full impacts of the proposed Strategic Development Area south of Gartree Road will not be fully understood. Road communication in a general east-west direction from the entire eastern side of Leicester, either north or south of the city, to the M1 or A46 is already difficult because of traffic congestion which occurs for long periods during the day.

The same is true if travelling south from the area along the A6 through Kibworth and on to Market Harborough. The additional pressures placed upon the road network by thousands of additional houses and dozens of hectares of employment land need to be compressively and collectively assessed prior to the adoption of policies which assume their delivery.

Routes to the M1 from the east of Leicester are notoriously difficult at any time of day. Any increase in traffic would cause major congestion on the existing unsatisfactory ring road and at Fosse Park. Travelling into Leicester from the London Road is also congested, as is the Welford Road and the Uppingham Road. Routes to the A46 force motorists away from the gridlocked city into little villages such as Bushby, Scraptoft, Barkby and Thurmaston.

Additionally, the A6, leading to Market Harborough and then to the A 14 is under strain at the Kibworth roundabout every day at peak times. Motorists that wish to avoid this route cut through small villages such as Burton Overy and Carlton Curlieu on roads which are completely unsuitable for large volumes of traffic. They are, in the main, single track with grazing livestock and are heavily used by large agricultural vehicles.

In addition to the unacceptable impact on the road network the proposals would generate, the recent flooding in Great Glen and Burton Overy (reported on national news bulletins) caused extreme distress for residents. The proposed development would inevitably add to this burden leading to increased risk of flooding in the lower lying parts of the nearby villages. Any flood risk assessment anticipated in this draft policy needs to take account of its impact on 'downstream' communities and not just the immediate development site.

