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Housing - provision of social and affordable housing is not in keeping with the founding ethos. There is no social housing provided, despite a planning requirement for 47 units, and approx 30% affordable housing. The latter is sited in the least desirable location, right next to the railway line, and also has parking for only 37% of the apartments as opposed to 58% for the other blocks. This creates a ghetto within the new development and a division. Originally in WGC there were no hedges around properties, so that people could have an open living environment and share the country equally – something not being kept up by this development. The density of the housing exceeds that being planned over the railway, cramming in just under 1000 people into a site of just over 2 hectares. (150 people per hectare vs 75 across the railway).

Parking and Vehicle use - there is only 50% EV parking planned - this is contrary to planning and the expected development of vehicle design. Not environmentally sound planning. Also, how many disabled parking bays are planned? The 58% parking coverage for the 313 dwellings is below the council targets. Recent WelHat census information shows approx 82.4% car ownership per dwelling. The local schools are full and cannot be extended to take in further pupils – this will drive up the car usage as parents will take their children to outlying schools (please note the bus service is sub-standard and cannot be relied upon).

Junction Cottages – these have been missed in the archaeological survey. The cottages were built in 1860 as part of the development around the Luton and Dunstable Railway. The placement of block D/C will be in what is currently the garden of No1 Junction Cottages. **In no views of the impact of the development has the drawing been done from Junction Cottages – the view done from Blakemere Road is too far up the road and in a slightly elevated position to really see the impact.** There will be a 3 storey apartment block across the garden of No1 - at no time has anyone from Bellway come to stand in our gardens and take in the impact of the D/C block, despite numerous invitations.

Light – the 5 storey Oaklands College building at the rear of the gardens for Junction Cottages restricts light – at this time of year (Jan), the sun is below the level of this building in the afternoon. With the position of block D/C the morning light will also be obstructed, having a considerable impact on the light coming into the cottages, especially in the winter – when light is needed most.

Flood risk – the site has been designated at risk of flooding and it is noted as a constraint. How are the underground car parks going to be kept clear of flood water? There is already considerable drain back wash during heavy rain from the drainage adjacent to the site by the road into Waitrose.

**Chalk Dissolution – there is a moderate risk noted of chalk dissolution, due to ground water, and that foundations and soak aways need to take this into consideration. PLEASE NOTE, that a sink hole opened between 2 and 3 Junction Cottages – highlighting this is a very real risk.**

Contamination – Napthalene and Benzopyrene have been noted as contaminants on site, and advice given to construction workers about how to reduce the risk of contamination. What about the residents living in properties alongside the site? There are also phytotoxic contaminants noted in the environmental assessment. What is being done to ensure the trees on site, especially those with a TPO are kept safe?

Access to site – the pathway across the current site into Gresley Close is heavily used by both local residents and also workers commuting to Shire Park walking from WGC station. How is this access to be maintained during the proposed 39 months of work?