

- Multiple references to the ‘town’ of Anstey. Anstey is a village and by the nature of the comments included in the Design and Access Statement, the developer is promoting that this development will make Anstey a town.

Services

Anstey has already expanded due to recent developments and has had over 660 new homes built in the village since 2011. This has added considerable pressure on our essential services, including our GP Surgery.

The village is near the A46, A50, and the Leicester City boundary. Leicester City’s Local Plan also identifies growth on the edge of Anstey, near to Cropston and Thurgaston. Traffic from these locations is likely to add to the already severe levels of traffic suffered by residents living on that side of Anstey and residents on the city boundary are likely to use The Nook services, further increasing the traffic through the village and The Nook.

Anstey now no longer has a bank and recently a post office; this now means current residents need to travel outside of the village for these essential services. Adding more houses will mean that those new residents will also need to travel outside of the village for these essential services.

There are no bus services to a local post office unless you travel to Leicester or Loughborough. With the distance to a bus stop from this development, these journeys will be made by private car.

Local services, that serve Anstey and other smaller nearby villages, are already stretched to capacity - including doctors, dentists, restaurants, the chemist, and grocery stores - and they cannot cope with any extra demand. Adding in more people to an already overwhelmed village will have a negative impact on the lives of existing residents of Anstey.

Car Parking

There are insufficient parking spaces in the village to accommodate shoppers, essential service users, and people needing to park in The Nook car park for the Doctor’s Surgery. The Nook car park currently has 68 standard bays, two parent and child bays and two Blue Badge disabled bays. There are 25 short stay two-hour bays. There are no time limit restrictions on the other bays. The Anstey Co-op public car park has 88 standard bays, four Blue Badge disabled bays, and four parent and child bays. Anstey Parish Council’s, Cropston Road car park has 15 standard bays and two Blue Badge disabled bays. Anstey has 43 on-street parking bays across the whole village. A car parking survey was completed in Anstey by Charnwood Borough Council in 2015.

It identified that Anstey would need additional car parking facilities within the next 5 years, so by 2020. We have not had any additional parking provided since the survey was conducted in 2015, and over 660 houses have been built since the survey was conducted.

Table 3 shows the demand in 2015, when the survey was conducted.

Table 3: Charnwood Car Parking Assessment

A091512 - Charnwood Car Parking Impact Assessment
 Future Car Parking Demand - Anstey

2015 Demand

Location	Car Park	Capacity	Occupancy (Vehicles)							
			Thursday				Saturday			
			09:00	11:00	13:00	15:00	09:00	11:00	13:00	15:00
Anstey	The Nook	82	46	78	77	71	17	58	46	19
	Co-op	96	17	36	38	30	9	39	27	28
	Leicester Road	17	7	17	10	2	10	15	15	9
	Total	195	70	131	125	103	36	112	88	56

Location	Car Park	Capacity	Occupancy (%)							
			Thursday				Saturday			
			09:00	11:00	13:00	15:00	09:00	11:00	13:00	15:00
Anstey	The Nook	82	56%	95%	94%	87%	21%	71%	56%	23%
	Co-op	96	18%	38%	40%	31%	9%	41%	28%	29%
	Leicester Road	17	41%	100%	59%	12%	59%	88%	88%	53%
	Total	195	36%	67%	64%	53%	18%	57%	45%	29%

Location	Capacity	Thursday				Saturday			
		09:00 - 11:00	11:00 - 13:00	13:00 - 15:00	15:00 - 17:00	09:00 - 11:00	11:00 - 13:00	13:00 - 15:00	15:00 - 17:00
Leicester Road	0	0	0	0	0	0	0	0	0
The Nook	13	15	13	14	13	11	13	13	7
Standon Road	24	13	16	15	16	10	19	15	11
Highfield Street	6	2	4	5	3	6	5	5	5
Cropston Road	0	0	0	0	0	0	0	0	0
Bradgate Road	0	0	0	0	0	0	2	0	0
Total	43	30	33	34	32	27	39	33	23

Location	Capacity	Thursday				Saturday			
		09:00 - 11:00	11:00 - 13:00	13:00 - 15:00	15:00 - 17:00	09:00 - 11:00	11:00 - 13:00	13:00 - 15:00	15:00 - 17:00
The Nook	13	115%	100%	108%	100%	85%	100%	100%	54%
Standon Road	24	54%	67%	63%	67%	42%	79%	63%	46%
Highfield Street	6	33%	67%	83%	50%	100%	83%	83%	83%
Total	43	70%	77%	79%	74%	63%	91%	77%	53%

Table 4

Anstey	20 – 30	Surface Level	£43k - £64k
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Table 4 shows the car parking spaces needed by 2036 (according to Charnwood Car Parking Assessment). This factor MUST be considered when any new housing is identified in our opinion.

Wildlife and Nature

We consider that wildlife also will be seriously impacted by building on this agricultural land. Anstey is the Gateway to Charnwood Forest. Bats are regularly seen in the area along with the following wildlife:

- Deer -
 - Roe
 - Fallow
 - Muntjac
- Numerous birds, to name just a few -
 - Skylark
 - Yellowhammer
 - Blackcap
 - Goldfinch
 - Goldcrest
 - Robin
 - Whitethroat
 - Bats

Traffic

There is only one practical way to enter and exit Anstey and that is via the Leicester Road and The Nook. Increased traffic on the Groby Road into Bradgate Road will have a knock-on effect to traffic queuing on the Cropston Road traffic wishing to exit the village towards Leicester. There are already long tail backs on Cropston Road at all times of the day, following the recent disastrous redesign of The Nook due to the three new developments on land off Cropston Road. Traffic wishing to pass into and through Anstey at peak times already tails back to the A46 roundabout, despite improvements made to this major roundabout. These developments and the proposed Bradgate Road developments will only make matters worse, with an additional total of 920 houses proposed.

There is a difficult exit from Groby Road onto Bradgate Road; difficult because it is a largely blind junction with short ranges of visibility. Increased traffic on Bradgate Road (from the proposed 500 houses) will only worsen this situation.

Our biggest concern relates to the impact on the existing road networks. These proposals will mean that even more traffic will be funnelled down into the centre of the village. The Nook is already heavily congested and was not designed to accommodate the volume of traffic that is already using it. Anstey is a village and has no desire to become a town or have this amount traffic or residents in the area.

The only other route out of Anstey is heading south via Groby Road/Anstey Lane. This road itself has issues.

Firstly, the junction with Bradgate Road has a blind corner meaning traffic often builds up there. The abundance of parked vehicles along Groby Road from residents with no off-street parking, means that the width of the carriageway is quite restricted at the Bradgate Road end. The Southern-most end of Groby Road (Anstey Lane) meets the A50 Markfield Road, which is a dual carriageway and only allows egress in the direction of the Leicester City.

At busy times, this is quite precarious due to the speed of the approaching traffic. There are no traffic mitigation proposals within the documents, and there are no traffic mitigation proposals either in Charnwood's Local Plan, where this site is identified for development. We will submit further comments once that modelling work is submitted.

The NPPF states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. We believe both statements are true for Anstey and therefore this application should be refused on highway grounds. It is also stated in the NPPF (2019) (paragraph 103) that: 'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making'.

NPPF (2019) paragraph 110 states that applications for development should demonstrate the following: 'Firstly, give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and secondly – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use'.

In relation to promoting sustainable transport, the NPPF (2019) states (paragraphs 108 and 109) that it should be ensured that: 'a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; b) safe and suitable access to the site can be achieved for all users; and c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

Neither of the above three paragraphs from the NPPF are demonstrated in the documents and do not support the promotion that these sites are sustainable.

Greenfield Site

This site is greenfield in nature and is bound by Groby Road to the northwest, the Rothley Brook and Leicester Western Bypass to the south, suburban Anstey to the northeast and open fields to the west.

The site is located within a designated 'Green Wedge'. The 'Green Wedge' is a local designation seeking to safeguard settlement identity, public access, and recreation function, and assist in guiding the scale and form of new development. This proposal will result in further loss to the land within the 'Green Wedge'.

Charnwood Borough Council's recent review has confirmed that this site forms part of the existing 'Green Wedge' and that it performs a moderate function. The development proposal will extend the settlement of Anstey within the context of the site and established settlement framework to the north and east. This will result in the loss of open land within the 'Green Wedge' designation and a reduction in undeveloped land separating Anstey from the urban fringes of Leicester. This will be a huge impact for Anstey and Anstey will lose its village feel and areas of separation to other urban developments and this would not conform to Policy CS 11 and Policy CS12.

The four purposes of Green Wedges, agreed jointly by the Leicestershire authorities and embedded in the 2015 Charnwood Core Strategy, are:

- Preventing the merging of settlements
- Guiding development form
- Providing a 'green lung' into urban areas
- A recreational resource.

Green Wedges are intended to shape or guide outward development and maintain green space around this, play an active role in maintaining green infrastructure and maximising opportunities for people to access open space and the countryside. This development does not retain green space around Anstey.

The Borough Assessment includes a sensitivity analysis for various land parcels at the edge of Anstey and northern fringes of Leicester City. The site is contained within 'Zone 27', assessed as having a medium capacity for new development stating: It is considered to have medium capacity to accommodate development. This is due to the fact that development would significantly compromise separation of Anstey and Leicester and its openness to private and public views which would be difficult to mitigate.

Flooding

The Rothley Brook flows approximately 55m to the south of the proposed development. The area identified as 'County Park' area floods on a regular basis during the rain seasons

Chapter 14 of the NPPF sets out how the government intends decision-making authorities to meet the challenge of climate change plus flooding and coastal change. Paragraph 159 sets out how inappropriate development in areas at risk of flooding should be avoided by directing development away from these areas.

Paragraph 167 continues to advise that: “When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that flood risk would not be increased elsewhere. In our view there is a high risk that development close to Rothley Brook would increase the risk of flooding elsewhere.

There are also large areas of surface water indicated within the development site. Anstey suffers greatly from surface water flooding.

The Rothley Brook in the site vicinity is covered by the national flood warning service. The database shows that there have been 36 flood watch/alerts issued in the period between July 2007 and December 2019.

Table 5 shows how close the site is to flood zone 2 and 3. Also the proximity to Rothley Brook.

Table 5 Environment Agency Flood Map for Planning extract.



Sustainability and Public Transport

Walking

The desirable walking distance for commuters and school pupils is up to 500 metres, whilst up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance. In Table 6 it shows the pedestrian walking distances to various essential services within the village.

The majority of services are in excess of 1,000 metres. This indicates that these sites are unsustainable and that the majority of journeys would be undertaken by private car.

Table 6

Destination	Distance from Site	Comments
Bus stop Hollow Road	970m	via footpath from Burgin Road
Stadon Park/ library	970m	via footpath link to Caters Close
The Nook	1100m	Along traffic calmed Bradgate Road
Latimer Primary School	1120m	via Ashfield Drive/ Millfield Close
Co-op	1120m	via The Nook
Doctor's Surgery	1300m	via The Nook
Martin High School	1770m	via the footpaths

Bus Services

Anstey is served by Centrebus Midlands service 154 running between Loughborough and Leicester City Centre via Anstey, Thurcaston and Cropston. It runs at an hourly frequency from Monday to Saturday, and there are no services on Sundays. The nearest bus stop is on Leicester Road, approximately 1,200 metres from the centre of the site via the public footpath, Groby Road and Bradgate Road, and are therefore beyond the recommended 800 metres walking distance.

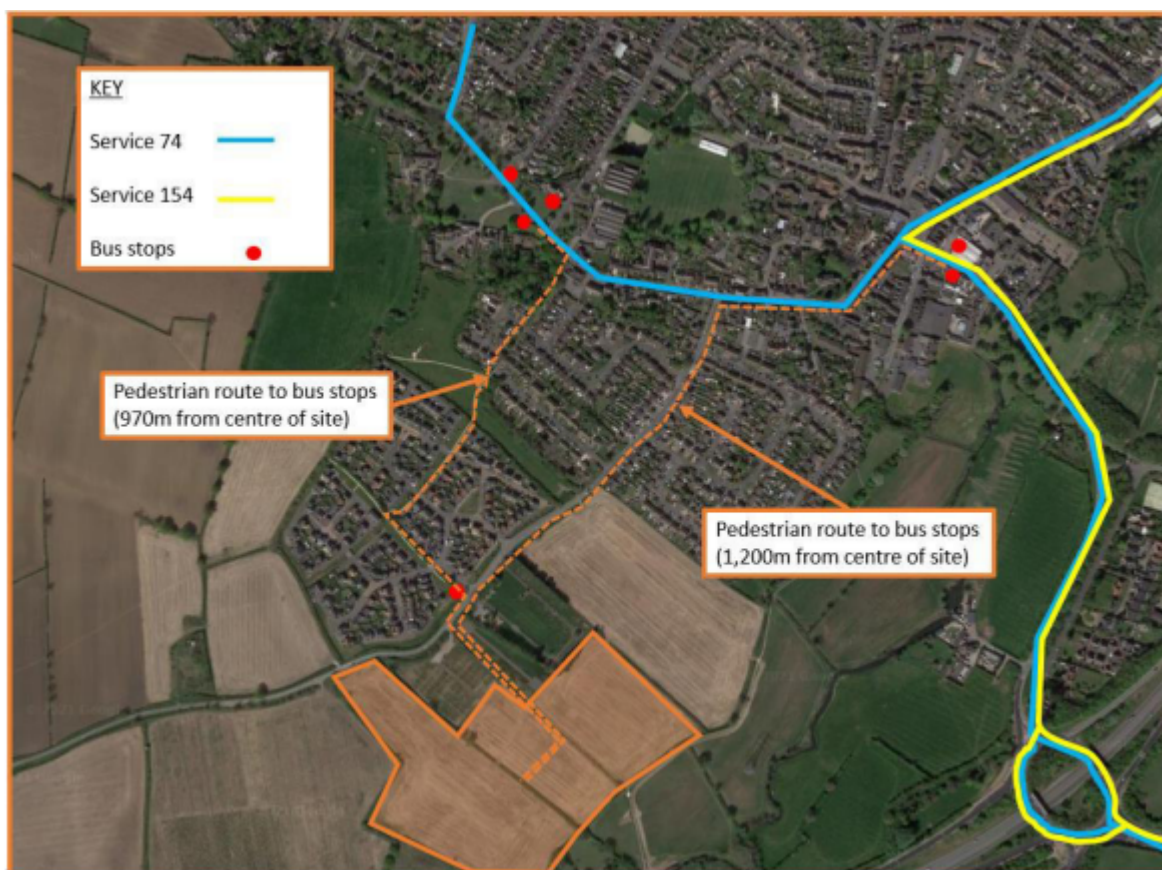
Anstey is also served by First Group bus service 74, which runs between Anstey and Leicester City Centre. It runs every 15 minutes from Monday to Saturday, and every 30 minutes on Sundays. The nearest stops are on Bradgate Road, approximately 970 metres from the site, via the footpath and through the St James Gate development. These are also beyond the recommended 800 metres walking distance.

A bus service previously ran along Groby Road and through the St James Gate development, but when the developer funding ceased, the service was terminated. As part of the other two applications in this area, submitted by the developer, it is proposed to provide a contribution to reinstate the bus service that previously routed along Groby Road and through the Freer Way bus gate around the St James Gate development. Any commitment to reinstate a bus service to the Freer Way bus gate must be funded fully by the developer for perpetuity and not withdrawn after a 5-year period, as was the case before. If a bus service is withdrawn again, it would make all three sites unsustainable and the reliance on the private car would return. The bus service must be a reliable, regular, daily service so residents using the bus service can rely on the buses turning up on time, unlike the service that was previously in

place. Residents eventually stopped using the bus service as it was so unreliable and made them late for work and school.

The walking distances are shown in Table 7.

Table 7



Vehicle Movements

The Transport Assessment forecast submitted for the proposed residential dwellings, with up to 230 dwellings as a worst case, will generate up to 144 two-way traffic movements in a peak hour. In addition, they will generate 14 pedestrian journeys, five cycle journeys and 14 public transport journeys during a peak hour, as shown in Table 8.

Table 8

5.0 TRIP GENERATION AND TARGETS

5.1 As the development is not currently operational, no surveys have been carried out to determine the baseline modal split. However, the Transport Assessment forecast that the proposed residential development would generate the peak hour traffic generation shown below.

		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.165	0.462	0.627
	PM peak hour	0.532	0.097	0.629
vehicle trips (230 dwellings)	AM peak hour	38	106	144
	PM peak hour	122	22	144

5.2 The Transport Assessment identified that the proposed residential development would generate the modal split and peak hour person trip generation shown below.

	on foot	bicycle	bus	train	m/cycle	car driver	passenger
	7.5%	2.8%	7.5%	0.5%	0.7%	75.7%	5.1%
peak hour	14	5	14	1	1	144	10

The Transport Assessment forecast for the proposed residential dwellings for 100 dwellings on Groby Road (P/20/2251/2), indicates up to 63 two-way vehicle trips in a peak hour, as shown in Table 9. Table 10 shows the possible directions taken.

Table 9

proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.165	0.462	0.627
	PM peak hour	0.532	0.097	0.629
vehicle trips (100 dwellings)	AM peak hour	17	46	63
	PM peak hour	53	10	63

Table 10

Two-way development traffic flows	AM peak hour	PM peak hour
Bradgate Road/Groby Road T-junction	25	47
The Nook	23	44
A46/Leicester Road/Anstey Lane grade separate junction	21	42
A50/A46 grade separated interchange	47	40
A50/Anstey Lane restricted movements T-junction	45	17

The Transport Assessment forecast for the proposed residential dwellings for 120 dwellings on Groby Road (P/20/2252/2), indicates up to 76 two-way vehicle trips in a peak hour, as shown in Table 11. Table 12 shows the possible directions taken.

Table 11

proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rates (per dwelling)	AM peak hour	0.165	0.462	0.627
	PM peak hour	0.532	0.097	0.629
vehicle trips (120 dwellings)	AM peak hour	20	55	75
	PM peak hour	64	12	76

Table 12

Two-way development traffic flows	AM peak hour	PM peak hour
Bradgate Road/Groby Road T-junction	29	56
The Nook	26	56
A46/Leicester Road/Anstey Lane grade separate junction	24	52
A50/A46 grade separated interchange	54	49
A50/Anstey Lane restricted movements T-junction	54	20

Total traffic movements for the proposed 420 houses on Groby Road equals **282** traffic movements at the AM peak times, and **283** at the PM peak times. This then equates to **565** additional peak time traffic movements. There will also be additional traffic movements throughout the day and weekends.

Total traffic movements for the proposed 500 house on Bradgate Road (P/21/2358/2 & P/21/2359/2) equals **243** traffic movement at the AM peak times, and **236** at the PM peak times. This then equates to **479** additional peak time traffic movements. There will also be additional traffic movements throughout the day and weekends. These trips are shown in Table 13.

Table 13

Site Access	Trip Rates (per dwelling)				Trip Generation			
	AM Peak (8-9am)		PM Peak (5-6pm)		AM Peak (8-9am)		PM Peak (5-6pm)	
	In	Out	In	Out	In	Out	In	Out
Roundabout (335 Dwellings)	0.133	0.368	0.334	0.151	42	123	112	51
Priority (150 Dwellings)	0.133	0.368	0.334	0.151	20	55	50	23
Total (485 dwellings)	0.133	0.368	0.334	0.151	65	178	162	74

If we consider all the proposed additional houses submitted as planning applications now in Anstey the total is 920 houses.

If you add together all the traffic movements supplied within all the documents, we begin to see what the peak hours in the village may look like if any of these planning applications are approved. These traffic totals only projected the peak hours of the day, so that is two hours a day. No work has been completed on other traffic movements throughout the day, especially at school pick up and drop off times, where the village already suffers from very large queues and pollution levels.

TOTAL TRAFFIC MOVEMENTS FOR 920
HOUSES EQUALS

1,044

TRAFFIC MOVEMENT IN THE TWO PEAK
HOURS.

This is obviously impossible for the village to absorb without huge infrastructure changes, including new roads to bypass The Nook for through traffic.

No traffic assessments have been completed for this application; therefore, we will submit further comments when this work is completed.

To Note...this document is unreadable on the online planning portal: [RSE 3143 BIA \(All Phases\)](#)

This is regarding Biodiversity so is an important document to review. Therefore, we will submit further comments, once we can read the document.

Cllr Paul Baines and Cllr Deborah Taylor

Ward Members for Anstey, Charnwood Borough Council

23rd March 2022