

## **P/21/2358/2 – 150 Houses and P/21/2359/2 – 350 Houses**

### **Comments submitted on both above applications by Cllr Paul Baines and Cllr Deborah Taylor, Ward Councillors for Anstey.**

Our main concerns and objections in relation to the applications are as follows:

- Concerns over the impact on traffic, particularly on traffic volumes directed at The Nook
- Concerns over the current lack of infrastructure (and no detail in applications on what infrastructure would be put in place to support the development)
- Concerns over the number of new homes proposed and Anstey becoming over-developed and losing its village character
- Concerns regarding the loss of green space and impact on wildlife
- Concerns over the proposed primary school location
- No bungalows proposed
- Lack of available parking in the service centre
- Demand on our essential services
- Loss of agricultural land.

#### *Visual Amenity*

This site is situated within the Charnwood Landscape Character Area 9: 'Rothley Brook Lowland Farmland', and therefore this application requires serious scrutiny. The site is outside of the defined settlement boundary and is categorised as 'countryside'.

This proposal will have an adverse effect on the visual amenity of the area. With this development of greenfield land, it is not possible to avoid adverse impact on the area. Noting the proximity of public footpaths around the site, it is a given that there will be significant visual impact to users of these routes. This is an inevitable consequence of developing previously undeveloped land and is in itself a reason to resist unnecessary growth and development.

In addition, there are 22 Grade II listed buildings within the 1km search area, one of which is within Bradgate Park. The remaining Grade II listed buildings are all sited to the east of the site, with all but three being located within the Anstey Conservation Area which abuts the eastern, and parts of the northern, boundary of the site. The nearest Grade II listed buildings are 20 and 20a The Green, located 50m to the east of the site. Views from the site incorporate the High Park area of Bradgate Park over the surrounding agricultural fields, with long distance views of Old John's Tower and the War Memorial. The views are more prominent from the west side of the site. This means the site will be very visible from Bradgate Park.

#### *Economy*

The developers state 'Ongoing contribution and additional expenditure to the local economy both in terms of employment, spending and service usage from the creation of additional households, boosting vitality and viability. This economic benefit carries 'moderate weight'. We would say the opposite. The lack of additional

parking and space in The Nook ('The Service Centre' centre) would have a detrimental effect on the economy of the village. Residents from this proposed new development are likely to drive to the village due to the steep hill to walk up and down on, especially with shopping. When there is nowhere to park, residents are then likely to drive to other centres for their essential services, therefore driving economic benefit to other places creating increased pollution and car usage.

### *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 edge of Leicester. 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 to the village and The Nook.

The developers state 'The emerging Local Plan identifies Anstey as a Service Centre, a settlement that has a range of services and facilities to meet most of the day to day needs of residents and good accessibility to services not available within the settlement. Each of these facilities is situated within a reasonable walking distance of the centre of the proposed development scheme'. The developers fail to mention the steep hill, which residents would need to walk back up with heavy shopping, something we think is unlikely to happen.

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. The bus stops nearest to this proposed development does not host either of these bus services, therefore these journeys will be made by private car.

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

### *Car Parking*

There is insufficient parking 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, 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 1 shows the demand in 2015, when the survey was conducted.

**Table 1: 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%

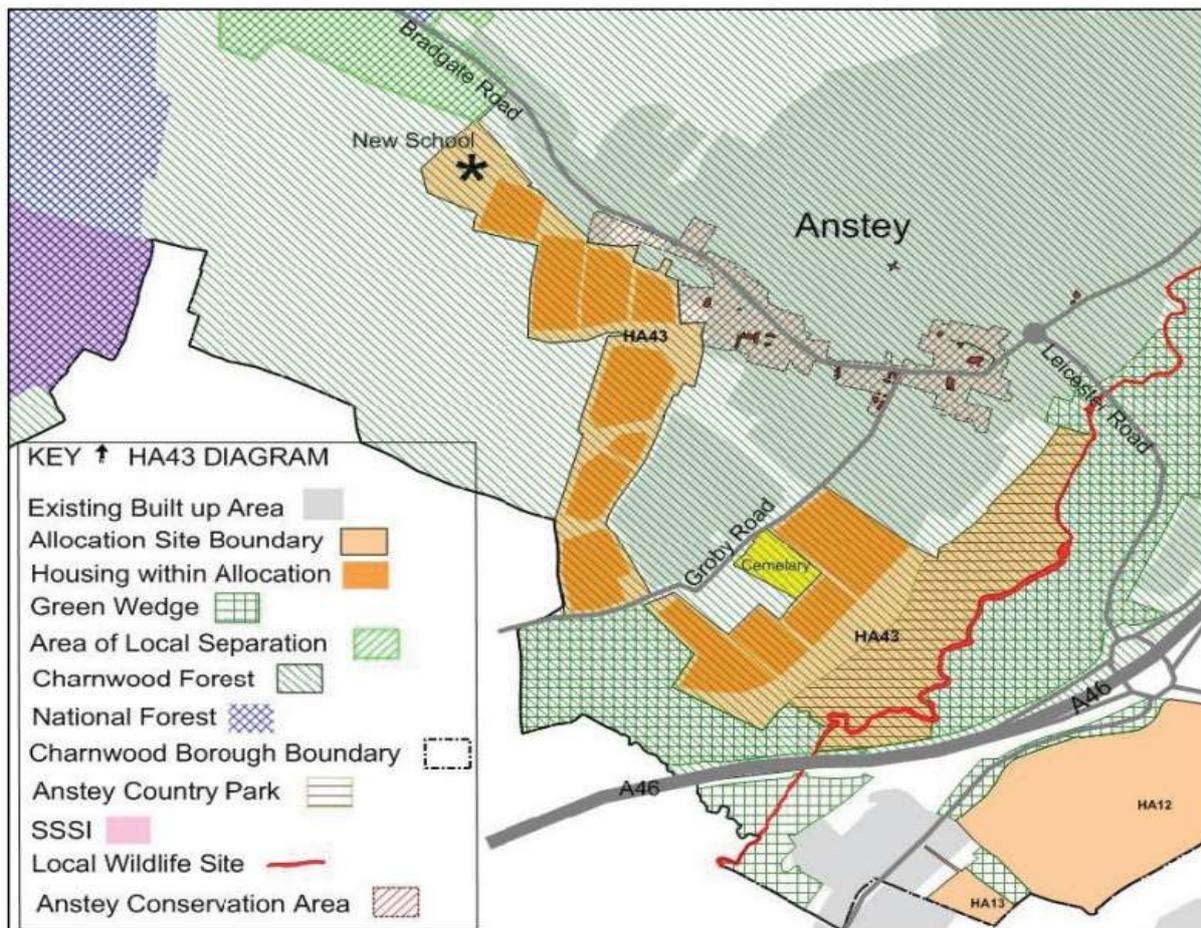
Anstey	20 – 30	Surface Level	£43k - £64k
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The above table shows the car parking spaces needed by 2036 (according to Charnwood Car Parking Assessment). This factor MUST be considered when any new housing is identified in our opinion.

## P/21/2359/2 - 350 Houses

This proposed site is identified in Charnwood's Local Plan (CLP) (currently submitted to the Planning Inspector for considerations). These proposals extend further than the site allocated in the CLP. This proposed site therefore takes away more of the green wedge and reduces the area of separation between Anstey and Newtown Linford.

**Figure 1: HA43 Site identified in the Charnwood Local Plan**



### *School Location*

The location of the school is at the top of the steep hill of Bradgate Road and very close to the boundary with Newtown Linford. Due to the lack of a bus service and the distance uphill for primary school children to walk, it is very likely that parents and carers will drive to the school. This will create a large amount of traffic at the school drop off and pick up times and will add significantly to the projected peak time trips of 243 AM trips and 236 PM Trips.

The developer states that when a primary school is constructed on the safeguarded land, the provision will be considered to offer a facility that will work to retain trips within the site, whilst also reducing distances to a primary school facility for existing

dwellings situated within the vicinity of the proposed scheme (reducing the potential need for carers / teachers to drive). This is the reason why no additional vehicular trip generation has therefore been attributed to the school as part of this assessment. This is not acceptable, and we need to be realistic, the majority of children will be driven to school, and these trips need to be included in the traffic assessments.

### *Wildlife and Nature*

We consider that wildlife also will be seriously impacted by building on these fields. 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 through Newtown Linford*

This development will have a huge impact on Newtown Linford and there is very little mention within the documents relating to this. Any traffic from both these developments that are heading north, will travel through Newtown Linford. Newtown Linford is classed as 'other settlements' in Charnwood's Local Plan. Newtown Linford is not designed to take the additional traffic from this development. Newtown Linford also contains Bradgate Park as a regional attraction. The Park attracts 500,000 visitors a year (see <https://bit.ly/3KiVQ0C>) and already suffers from serious traffic problems. Putting unnecessary additional traffic through the village is unacceptable.

### *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 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. This development and the proposed

Groby Road developments will only make matters worse, with the additional total of 920 houses proposed.

There is a difficult exit from Groby Road onto Bradgate Road; difficult because it is large blind with short ranges of visibility. Increased traffic on Bradgate Road will only worsen this situation, bearing in mind that there is already a restriction on the traffic flow on Groby Road caused by parking and there are proposals for 420 additional houses to be built on Groby Road.

Our biggest concern relates to the impact on the existing road networks. We don't agree with the findings of the 'Independent Transport Assessment' that is quoted in your proposals. This will mean that 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 already using it. The only other route out of Anstey heading south is 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 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 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 part of this site is identified for development. We will submit further comments once that modelling work is submitted.

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 quotes from the NPPF are demonstrated in the document and do not support the promotion that these sites are sustainable.

### *Public Transport*

**Bus Services:** A 400m walking distance to the nearest bus stop is recommended by the Institute of Highways and Transportation’s Guidelines for Planning for Public Transport in Developments (IHT 1999). However, the guidelines also state that the recommended 400m is to be “treated as guidance” and that it is “more important to provide services that are easy for passengers to understand and attractive to use than to achieve slavish adherence to some arbitrary criteria for walking distance”.

The nearest bus stops to the sites are situated along Bradgate Road, within 150m to the east of the proposed roundabout access location, and within a 150m walking distance to the west of the proposed priority junction access. The two sets of bus stops will provide accessibility to properties that will be situated at both ends of the proposed scheme, with the centre of the site situated within a walking distance of approximately 500m from both sets of stops. Bus service route 125 calls at the nearest bus stops situated along Bradgate Road. The bus service route 125 only has four services a day. This is not enough to facilitate residents going to work, school, college and for essential food and medicines. Therefore, most journeys will be by private car. Table 2 shows the No.125 bus service timetable.

Two other bus service routes travel through Anstey, service routes 74 and 154. Bus service 74 calls at a bus stop situated along Link Road, a walking distance of 225m from the proposed priority-controlled access and 600m from the centre of the site. Bus service 154 calls at bus stops situated along Leicester Road and Cropston Road, walking distances of 1.1km from the proposed priority-controlled access and 1.4km from the centre of the site.

**Table 2: No.125 Bus Service Timetable**

## Castle Donnington to Leicester

Show all stops

Castle Donnington Bus Station (Stand B)	10:15	14:00		
Isley Walton, opp Melbourne Road	10:19	14:04		
Tonge, outside Old Station House	10:20	14:05		
Breedon-on-the-Hill, outside The Green	10:23	14:08		
Worthington, adj Church	10:30	14:15		
Newbold, adj Cloud Hill View	10:33	14:18		
Coleorton, adj Angel Inn	10:35	14:20		
Sinope, adj The Moorlands	10:39	14:24		
Coalville Memorial Square (Stand 8)	10:57	14:42		
	07:30	11:00	14:45	16:45
Hugglescote, opp Post Office	07:34	11:04	14:49	16:49
Ellistown, adj Working Mens Club	07:37	11:07	14:52	16:52
Stanton-under-Bardon, opp Church	07:43	11:13	14:58	16:58
Markfield, adj Upland Drive	07:48	11:18	15:03	17:03
Markfield Court (adj)	07:53	11:23	15:08	17:08
Newtown Linford, opp Markfield Lane	08:00	11:30	15:15	17:15
Anstey, opp Latimer Street	08:05	11:35	15:20	17:20
Glenfield, outside County Hall	08:11	11:41	15:26	17:26
Leicester St Margaret's Bus Station (Set Down Only)	08:25	11:55	15:40	17:40

The proposed development will generate a total of 243 vehicular trips in the morning peak hour and 236 vehicular trips in the evening peak hour. These figures equate to one additional vehicle on the local highway network every 15 seconds during the peak hours, split between arrivals and departures. This will have a very significant impact on traffic flows through Anstey and Newtown Linford, causing a detrimental effect to village life which far outweighs the benefit of the new homes.

*Cllr Paul Baines and Cllr Deborah Taylor*

Ward Members for Anstey, Charnwood Borough Council

6<sup>th</sup> March 2022