

P/22/1394/2; Land at North of Pollards Road Anstey, Leicestershire.

Full planning application for residential development of 48no. dwellinghouses (Use Class C3) with landscaping, open space, car parking, access works and associated infrastructure.

Comments submitted on the above application 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 congestion, 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
- No bungalows proposed
- Lack of available parking in the service centre
- Demand on our already stretched essential services
- Loss of agricultural land.

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.

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, and this may be reducing further due to a bus stop relocation in the area. 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

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 2

Anstey	20 – 30	Surface Level	£43k - £64k
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Table 2 above 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. To note, there is no land or space to provide any further parking spaces within the vicinity of The Nook.

Design and Assessment Statement

In the above statement the applicant advises that the site of Anstey is approximately 1km from Anstey village centre and approximately 1km from Cropston village, but in the Transport Assessment they advise that proposed site is 1.6km from the centre of Anstey. I can confirm that the correct distance to the village centre from the front of the proposed site is 1.6km. From the rear of the site the distance will be further.

This is 1.6km away from essential services for food, GP surgery, dentists and a pharmacy.

The applicant also suggests that '[Anstey benefits from frequent bus services between Loughborough and Leicester. These services go through the village and call at bus stops that are accessible from the site on Cropston Road](#)'. What the applicant fails to address is the fact that it is a very limited service and is not commercially run. The service is part funded by Leicestershire County Council and Leicester City Council, therefore if this funding was withdrawn, by either council, the service would not continue to run. This would result in no bus service from this proposed site and the development would be unsustainable.

The applicant suggests there are '[Employment opportunities are available within Anstey](#)', but then fails to evidence this statement. There are very low unemployment rates in Anstey, and without any evidence of employment opportunities the applicant therefore fails to evidence that these houses are needed or that they are sustainable

Transport Assessment (TS)

The following two paragraphs from the TS set out that the applicant considers that this application will not have a material impact on the highways.

[‘This TS report demonstrates that the proposed development site is well located in terms of access to public transport and local facilities and that it will encourage travel by all modes of transport, particularly alternatives to the private car. The TS identifies that the site can be accessed in a safe and suitable manner and that access can be achieved in accordance with appropriate design standards. In terms of traffic impact by the private car, an assessment has been carried out to establish whether the proposals would have a material impact on the operation of the local highway network. The increase in peak hour vehicle trips as a result of the proposed development would not have a severe impact on the operation of the surrounding highway network.](#)

[As advised by LCC, CBC was contacted on 10th February 2022 to agree committed developments to be included in the TS. Confirmation was received on 15th February 2022 that there are no committed developments located near the proposed development that need to be considered in this TS’](#)

The applicant then continues to suggest that Paragraph 111 of the NPPF (National Planning Policy Framework) goes on to state that “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.”

Therefore, we would like to supply the evidence *Evidence 1* that concludes that this application should be refused on highways grounds as there is an unacceptable impact on highway safety.

As quoted above ‘Confirmation was received on 15th February 2022 that there are no committed developments located near the proposed development that need to be considered in this TS’.

There are currently five live planning applications submitted to Charnwood Borough Council for Anstey that total 920 houses. All these applications need to be taken into account when considering this application.

Evidence 1

Vehicle Movements

We have reviewed all the data provided so far for the following five planning applications:

- **P/21/2358/2**
- **P/21/2359/2**
- **P/20/2252/2**
- **P/20/2251/2**
- **P/21/2668/2**

The Transport Assessment forecast for the proposed residential dwellings for up to 230 dwellings on Groby Road (P/21/2668/2) indicates 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 1.

Table 1

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 2. Table 3 shows the possible directions taken.

Table 2

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 3

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 4. Table 5 shows the possible directions taken.

Table 4

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 5

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

Therefore, 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 than 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 houses 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 6.

Table 6

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 presented 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 project the peak hours of the day, which is only two hours in a day. No work has been completed on other traffic movements throughout the remaining 22 hours of the day, especially at school pick up and drop off times, where the village already suffers from very large queues and high pollution levels.

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

TOTAL TRAFFIC MOVEMENTS FOR 920
HOUSES EQUALS

1,044

TRAFFIC MOVEMENT IN THE TWO PEAK
HOURS.

The applicant has advised of the development trips from this site and the direction of travel.

- 67% to/from Cropston Road south in the direction of The Nook roundabout in Anstey village centre)
- 21% to/from Cropston Road north in the direction of Cropston
- 12% to/from Anstey Lane in the direction of Thurcaston.

In response to pre-app comments provided by LCC, the applicant has calculated the number of trips at The Nook. Based on a trip distribution exercise, Table 3, 67% of journeys will be via The Nook. This equates to 23 car driver trips in the AM peak and 19 car driver trips in the PM peak. The applicant has indicated that given this level of trip generation and on the basis that LCC has indicated that capacity assessments are only required at off-site junctions with an increase of 30 trips or more in the peak hours, a capacity assessment of The Nook has not been undertaken as part of the TS.

Given the evidence we have provided above at **Evidence 1**, any additional traffic from this proposed development needs to be assessed at The Nook junction.

The LHA has advised that Trip Distribution / Assignment Development trips should be distributed on the local highway network using “travel to work” census data for Charnwood Borough. Notwithstanding the Applicant’s calculations that less than 30 trips would be via ‘The Nook’, the LHA advises that – due to existing capacity issues - it is likely that this junction would require capacity calculations as part of any forthcoming application. The nature of the junction and highway features in the vicinity means it would need to be modelled using micro-simulation.

Table 3

Approach One - Vehicle Trip Rates

6.1.3 Vehicle trip rates and the resultant vehicle trip generation are shown in **Table 5**.

Table 5 - Vehicle Trip Rates and Trip Generation

	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Rate	0.132	0.362	0.494	0.319	0.134	0.453
Vehicle Trip Generation	6	17	23	15	6	21

Approach Two - Person Trip Rates

6.1.4 Person trip rates and the resultant person trip generation are shown in **Table 6**.

Table 6 - Person Trip Rates and Trip Generation

	AM (08:00-09:00)			PM (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person Trip Rate	0.219	0.759	0.978	0.553	0.262	0.815
Person Trip Generation	10	36	46	26	12	38

Table 7 - Multi-Modal Trip Generation

Mode	Modal Split	AM (08:00-09:00)			PM (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Underground	0%	0	0	0	0	0	0
Train	1%	0	0	0	0	0	0
Bus/Minibus/Coach	8%	1	3	4	2	1	3
Taxi	0%	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0
Driving a Car	75%	8	27	34	19	9	29
Passenger	5%	1	2	2	1	1	2
Bicycle	3%	0	1	1	1	0	1
On Foot	7%	1	3	3	2	1	3
Other	0%	0	0	0	0	0	0

Table 3 indicates that the majority of traffic will head to the already congested The Nook village centre. Also, to note, since the previous Bloor Homes, Jelson Homes and Barwood Homes developments, all on Cropston Road, the remodelling of The Nook roundabout has increased the queues on Cropston Road. The text below in green is taken the Leicestershire County Council's response to the Bloor Homes application P/14/0428/2, dated 13th October 2014.

Since that time, a Plant Hire Company has been granted permission to operate from a site on Anstey Lane, very close to this proposed site and we have seen a large increase in Heavy Goods Vehicle and Heavy Plant Hire Vehicles movements on Cropston Road that also needs taking into account.

WYG submitted a VISSIM modelling report in June 2014.

This report was audited by URS an independent consultant on behalf of the Highway Authority. Following comments made by URS, WYG submitted an Addendum Modelling Note (AMN) in August 2014. Table 1 of the AMN shows the VISSIM Modelling results for 2018 without and with mitigation.

In the PM peak hour queue lengths on the Leicester Road approach reduce significantly from an average queue of 287 metres to 26 metres and from a maximum queue of 775 metres to 133 metres.

For the Cropston Road arm the average queue increases from 12 metres to 38 metres and the maximum queue decreases from 110 metres to 96 metres. The overall capacity of the junction is improved with the largest benefit being the significant reduction in queuing on Leicester Road.

Concern has been raised at the lack of VISSIM modelling for the AM peak hour, particularly in respect of queuing on Cropston Road. In the ARCADY modelling for 2018 with development, the RFC ratio for the Cropston Road arm is 0.65 with a

maximum queue of 2 vehicles and in the LINSIG modelling for 2018 with development, the degree of saturation is 71 % with a Mean Max queue of 5 vehicles.

As a comparison, the queue increases from 2 to 5 vehicles without and with the development. The VISSIM modelling for the PM period shows an increase in the average queue along Cropston Road and from LINSIG there is likely to be increased queuing on Cropston Road in the AM peak hour. Although there is likely to be increased queuing along Cropston Road in the AM peak hour, the significant reduction in queuing on Leicester Road in the PM peak hour must be taken into account and overall, it is considered that the proposed scheme mitigates against the impact of the proposed development and therefore the Highway Authority would not be able to sustain a highway objection.

Further statements supplied, indicate that 'The Draft Charnwood Local Plan 2021 – 2037 has been submitted to Government and has entered the examination phase. The site is allocated for residential development in Policy DS3(HA44) which states: "We will support development proposals at site HA44 that include; an appropriate buffer between the built form of the development and both the stream to the north of the site and the woodland to the west of the site; and contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA43'.

This relies on site HA43 going ahead, which is certainly not guaranteed due to the huge highway impact of site HA43. The Draft Charnwood Local Plan 2021 – 2037 Public Examination is currently suspended and is likely to be delayed by over six months.

The site currently comprises of greenfield land to the west of Cropston Road and north of the recent Bloor Homes residential development centred around Pollards Road. It is also part of the green wedge between Anstey and Cropston. The site is just outside the conservation areas of Cropston and Thurcaston.

A gated access provides access to the site from Greys View. There is concern that Pollards Road and Greys View is not able to cope with this additional traffic and there is a safety concern as the path there is well used by children and families.

The site is located approximately 1.6km from Anstey village centre and approximately 7km north-west of Leicester city centre. The village of Cropston is located approximately 1km north of the site along Cropston Road, but has no facilities, apart from two village pubs. As this site is nearer to Cropston than Anstey highlights that this is not close to a service centre and is being built in open countryside and is not sustainable.

The table below taken from the TS shows the distance to local services. The local shops on Link Road are a small convenience store, a café, a hairdresser and a kitchen design shop. These do not provide the essential services for the service centre, these are in the village centre over 1.6km away from the site.

Table 1 - Summary of Key Local Amenities

Local Amenity	Distance from Site
Wooden Park	115m
Woolden Hill Primary School	530m
Castle Hill Country Park	800m
Local Shops on Link Road	850m
The Martin High School (and Anstey RFC)	870m
Anstey Nomads Football Club	1.1km
Anstey Village Centre	1.6km
The Latimer Primary School	1.8km
Anstey Library	1.9km

With all the content above, we believe we have provided more than enough evidence that this application should be refused.

Cllr Paul Baines and Cllr Deborah Taylor

Ward Members for Anstey, Charnwood Borough Council

14th September 2022