Site Address: Land at Gynsill Lane and Anstey Lane**,** Glenfield, Leicestershire

Proposal: Outline planning application for circa 375 dwellings, public amenity space, a reserve site for a 1FE primary school (if required and in lieu of circa 35 dwellings) and associated infrastructure (All Matters Reserved except Access)

Application Number: P/23/0659/2

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 above application are as follows:

- Concerns over the impact on traffic, particularly on traffic volumes at the A46 and A50 Glenfield roundabout
- Increase in noise pollution
- Increase in air pollution
- Contribution to reducing community cohesion
- Lack of consideration of all the current planning applications submitted within Anstey Parish (over 1000 dwellings) and the cumulative effect
- Increasing overdevelopment of Anstey
- No information provided regarding the main arterial roads operated by Highways England.

Local Plan

This site is identified in the Charnwood Emerging local plan, marked as HA12 and identified for a maximum of 260 dwellings. This application is for 375, **115 more** dwellings than identified in the local plan. This would lead to overdevelopment of the site.

The site address states this is in Glenfield. However, this site is in Anstey and therefore is under Charnwood Borough Council, not in Glenfield under Blaby District Council. This needs immediate amendment.

The emerging local plan identifies Anstey as a Service Centre. Policy DS1 (Exhibit 1) states that 2,747 new houses are expected across the six service centres. The total number of houses currently submitted or recently approved in Anstey now stands at 1,443.

This means that Anstey is taking **53%** of all the new houses expected within the six service centres. With the remaining five service centres having to take **47%** of new houses split between them.
This is an unacceptable number of houses for one village to take.

Exhibit 1: Clause from Policy DS1

2.11 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'*. Policy DS1 goes on to state that 2,747 new homes are expected to be developed in services centres (Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby) across the authority over the plan period.

Design and Assess Statements

The statement advises that the Latimer School in the county is the nearest primary school and Buswells Lodge Primary School in the City are the nearest primary schools.

The statement does not mention Martin High School in Anstey as a secondary school but does mention Wolfdale School as a secondary school, but this is an independent specialist school for children with an education, health and care plan (EHCP), see: (https://www.wolfdaleschool.leics.sch.uk/). See Exhibit 2.

Exhibit 2: Clause on Educational Provision from Proposal

Education

3.9 There are a number of educational facilities in the area, the nearest in relation to the site are summarised as follows:

Secondary & further education

- Babington Academy, 1km east of the site.
- Wolfdale School, approximately 1.2km north of the site.

Primary & early education

- Buswells Lodge Primary School, approximately 0.7km east of the site.
- Anstey Latimer County Primary School, approximately 0.75km north of the site.

This shows the applicant has very little knowledge of the local area, and has done minimal research, and this calls into question many of the other claims in their proposal. This is especially the case in relation to their comments on transport issues. Without knowing the local area, how can one understand the very significant traffic issues that Anstey currently suffers from?

Landscape

The landscape effects arising from this planning application are clearly stated in the statement below (Exhibit 3). The site is located in the area that was previously designated as part of the Rothley Brook Meadow Green Wedge that adjoins the City of Leicester.
It has now been removed from the Green Wedge under Policy DS3 of the emerging Charnwood Local Plan.
We cannot continue to remove Green Wedges when it suits the planning authorities, to allow for housing. Green Wedges should be retained and all the biodiversity that they bring is important for our climate.

The loss of this green space will not be recovered and turning this area into residential will have huge adverse effects. The loss of the open feel of the area before you head into Anstey will create the effect of Anstey 'joining' up with the City of Leicester. This is something we both stand firmly on and object to this area being turned into residential properties.

Exhibit 3: Clauses on Landscaping from Proposal

RESIDUAL LANDSCAPE EFFECTS

Landform and Drainage

9.2. No further manipulation of levels or drainage will occur, so the residual effects upon landform will remain slight/moderate adverse.

9.3. No change to the status of the introduced SuDS would occur and the slight beneficial effect would endure.

Vegetation

9.4. The maturation of the proposed vegetation associated with gardens, public open space and field boundaries, in conjunction with the retention and enhancement of retained structural planting would result in a slight beneficial effect on vegetation.

Land use

9.5. The loss of green and predominantly pastoral land will not be recovered, so the residual effect upon land use will remain a moderate adverse effect.

Landscape Character

9.6. At a Site level the loss of openness and increased urbanisation would be evident; however, the matured planting would serve to soften the built form and would further filter and obscure the development from some receptors; reducing the impression of scale and mass. Nevertheless, at a Site level the magnitude of change would be broadly the same and the subsequent substantial/moderate adverse effect would remain. At a local level similar improvements to landscape character would be perceived, however, the residual effect is determined to still be moderate adverse.

Community Cohesion

This site sits outside of the main village centre, segregated by the A46, but is very much a part of Anstey and residents already living on Gynsill Lane look to Anstey as their village and use all the essential services there extensively.

This application has not considered the impact of the proposed development on community cohesion in the village and much more work is needed to understand the cycling and walking routes to Anstey. This should for example include a signalled pedestrian crossing across Gynsill Lane to connect the site safely to Anstey. This was advised in the pre-application advice given by the highway authority (Exhibit 4), but we would go further and suggest that there needs to be a safer pedestrian crossing; one that includes traffic lights.

Exhibit 4: Clauses on Landscaping from Proposal

Contributions/Improvements

- It is likely that the provision of a tarmac surface between Gynsill Lane and the A46 underpass including a safe crossing point on Gynsill Lane would be required. The surfacing of this section of path will provide a surfaced off-road sustainable transport route between the development and the village of Anstey.
- This is to comply with Government guidance in the NPPF, the CIL Regulations, and the County Council's Local Transport Plan.

Cumulative Impact

There are currently eight live planning applications submitted to Charnwood Borough Council within the ward of Anstey. A further application for 40 houses on Gynsill Lane was approved in December 2022.

The information submitted with this application only included the sites below in Exhibit 5. The reason given for only including three sites in the information is due to the applicant believing that all the other applications within the village will not impact this application. This view is flawed as there is only one entrance to the village so this application will have a significant impact on an already congested village, before all the proposed developments are considered.

At Table 1, all the current applications are listed (a total of an additional 1,443 dwellings), and the developer needs to include all these sites when assessing the impact of this application and the cumulative traffic effects.

Exhibit 5: Partial List of Developments in Anstey Provided in the Proposal

The surrounding area is undergoing significant growth and redevelopment, with a number of proposed allocations and permitted applications of particular note in proximity to the Site, as set out below. This list was compiled based on scale, the proximity of the schemes to the Site and distance in relation to nearby public transport hubs, beyond which material cumulative transport effects (which have the greatest extent of potential cumulative effect) are not considered to occur.

P/21/2359/2 Hybrid application comprising 1) Outline application (access only) for up to 350 dwellings, public parkland and amenity space, community uses, and a site for a two form entry primary school and associated infrastructure. 2) Full application for 150 dwellings, including access and associated highway and drainage infrastructure and landscaping.

P/20/2251/2 Outline planning application for the development of up to 100 dwellings, together with open space, landscaping and drainage infrastructure, with all matters reserved for future approval, except for details of access into the site from Groby Road

P/20/2252/2 Outline planning application for the development of up to 120 dwellings, together with open space, landscaping and drainage infrastructure, with all matters reserved for future approval, except for details of access into the site from Groby Road.

Table 1 Current Applications in Submission for Residential Development in Anstey

Description of site for development	Application	Number of houses
Land South of Groby Road - Peartree	P/20/2252/2	120 houses
Land North of Groby Road	P/20/2251/2	100 houses
Gynsill Lane	P/21/0869/2 (Approved)	40 houses
Gynsill Lane	P/23/0191/2	20 Houses
Bradgate Road	P/21/2358/2	150 houses
Bradgate Road	P/21/2359/2	350 houses
Land South of Groby Road - Cemetery	P/21/2668/2	200 houses
Fairhaven Farm	P/22/1394/2	48 houses
Gorse Hill	P/22/2132/2	80 Houses
Gynsill Lane	P/23/0659/2	375 Houses

Transport

The applicant has submitted a lot of data about the transport impact of this development. However, in our view, the interpretation of this data is suspect, and different dwelling numbers are used for each development. This leaves the strength of this submission weak. This is because it is impossible to come to any correct assumptions on the impact of this development on the local and national highway network.

Exhibit 6 shows the level of car ownership across Charnwood, and this predicts that there will be a demand for 360 on-site parking spaces for 345 dwellings. There are no data to predict the demand for on-site parking spaces for 375 dwellings (the submitted number of houses). Using the equation highlighted in Exhibit 6, this would result in 390 on-site parking spaces for 375 dwellings, which then relates to more traffic entering and exiting this site.

Exhibit 6: Table and Clauses Related to Car Ownership Predictions/Parking Space Requirements Provided in the Proposal

5.9 The car and van availability for the households within the zone are summarised within **Table 5.1**.

Table 5.1: Car Ownership – Charnwood 022D

	No cars / vans	1 car / van	2 or more cars / vans	Total Households
Number of Households	188 (24.4%)	362 (47.1%)	219 (28.5%)	769 (100.0%)

5.10 The car ownership figures for future residents can be expected to follow similar levels to those observed within the local area during the 2011 Census. Application of the car ownership patterns summarised in **Table 5.1** to the proposals for 345 dwellings indicate that a minimum demand for 360 on-site parking spaces will be created (345 x 0.471, 345 x 0.285 x 2 = 360), which equates to an average provision of 1.04 spaces per dwelling across the site. The proposed scheme will provide a level of residential car parking sufficient to ensure that the proposals do not generate any demand for off-site parking.

Exhibit 7 shows the likely trip generation is forecast using a Multi-Modal trip generator but this fails to show how many dwellings this is based on. This makes it impossible to understand how many trips will be made in and out of this site to essential services and beyond.

Exhibit 8 also uses the same Multi-Modal trip generator to show trips to and from the on-site school. How many pupils and staff will be accessing this site? Without these data inputs you cannot predict the trips in and out of the school site. This makes it impossible to understand how many trips will be made in and out of this site at specific hours of the day.

Exhibit 7: Table and Clauses Related to Trip Generation Predictions Provided in the Proposal

Trip Generation

5.14 The trip generation calculations are detailed within the accompanying Transport Assessment produced on behalf of the proposed development scheme. The forecast multi-modal trip generation for the residential element of the scheme when fully occupied is presented within **Table 5.2**.

Table 5.2: Multi-Modal Trip Generation (Dwellings)

Mode	Modal Split (%)	AM Peak		PM Peak	
		In	Out	In	Out
Car Driver	73.9%	57	159	184	33
Car Passenger	5.3%	4	11	13	2
Pedestrians	7.6%	6	16	19	3
Public Transport	8.6%	7	19	22	4
Bicycle	3.2%	3	7	8	1
Other	1.4%	1	3	3	1
Total	100%	77	215	249	45

Note: Some rounding errors may occur

5.15 The proposed development is estimated to generate a total of 292-294 person trips during the peak hours, 73.9% of which are car drivers and 5.3% passengers. Pedestrian and bicycle travel account for a combined 10.8% of trips, whilst public transport journeys make up 8.6% of total trips.

Exhibit 8: Table and Clauses Related to Multi-modal Trip Generation Predictions Provided in the Proposal

5.16 A copy of the forecast multi-modal trip generation for the primary school element of the scheme is presented within **Table 6.3**.

Table 6.3: Multi-Modal Trip Generation (Primary School)

Mode	Modal Split (%)	AM Peak		PM Peak	
		In	Out	In	Out
Car Driver	36.4%	43	33	5	7
Car Passenger	15.6%	18	14	2	3
Pedestrians	38.3%	45	35	5	7
Public Transport	5.8%	7	5	1	1
Bicycle	4.0%	5	4	1	1
Total	100.0%	118	91	14	19

Note: Figures do not take into account internalisation associated with the residential element
Some rounding errors may occur

5.17 The proposed primary school is estimated to generate a total of 53-209 person trips during the AM and PM peak hours, 36.4% of which are car drivers and 15.6% passengers. Pedestrian and bicycle travel account for a combined 42.3% of trips, whilst public transport journeys make up 5.8% of total trips.

Exhibit 9 does begin to unpick some of the journeys to the on-site primary school but again this is undertaken based on an assumption of 345 dwellings and not 375 dwellings (as the submitted number of houses in the proposal).

Exhibit 9: Table and Clauses Related to Vehicular Trip Rates Predictions Provided in the Proposal

6.4 As the primary school is mainly to serve the development itself, the majority of the trips will be internalised. However, to provide a robust assessment it has been agreed with LCC highways that 50% of the trips will come from outside of the application site.

Table 6.1: Vehicular Trip Rates and Generation

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
Private Houses (345 Dwellings)	0.165	0.462	0.532	0.097	57	159	184	33
Primary School (1,000m²)	2.129	1.668	0.518	0.68	21	17	5	7
Total					78	176	189	40

There are details included in the submission regarding two other pockets of land, connected to HA12. One area is in Blaby and the other one is in the City. There is mention of the sites interlinking and no clear evidence of any other entrances. If the sites are all interlinked, you will not be able to control which entrance residents will use to exit and enter any of the three sites. In Exhibit 10, we see the likely trip generation from the other two interlinked sites and the number of houses planned for each of these sites.

Exhibit 10: Table and Clauses Related to Vehicular Trip Rates (Blaby and Leicester City) Predictions Provided in the Proposal

Trip Generation (Blaby and Leicester City land)

6.12 As the parcels of land neighbouring the application site in the future may link up, the forthcoming modelling work being prepared by AECOM on behalf of LCC will take into account the dwellings which will be delivered in the future. The residential trip rates are the same as above and will be the figures inputted into the model for the additional scenarios. The vehicular trip rates and generation are summarised in **Table 6.4** below.

Table 6.4: Vehicular Trip Rates and Generation (Blaby and Leicester City)

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
Private Houses – Blaby (150 Dwellings)	0.165	0.462	0.532	0.097	25	69	80	15
Private Houses – Leicester City (325 Dwellings)	0.165	0.462	0.532	0.097	54	150	173	32
Total					79	219	253	47

This brings the total of dwellings in this location to 850 dwellings. All these traffic movements could use the Gynsill Lane entrance. This would have a colossal impact on the volume of traffic on Gynsill Lane and on the quality of life of the current residents of this lane. Gynsill Lane was not built for this amount of traffic so we will end up with serious traffic congestion and pollution in this area if this proposal is allowed to go forward.

We have not seen any data on how the effect of an additional 850 dwellings in this area will be mitigated against within this proposal.

There is data submitted to show the vehicle trips from the whole three sites. We have copied that in Exhibit 11. This only includes trips for 550 dwellings. We are confused; where has the total of 550 dwellings come from?

Exhibit 11: Table and Clauses Related to Proposed Vehicular Trip Rates Provided in the Proposal

Table 1: Proposed Vehicular Rates & Generation

Land Use	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
Private Housing (550 dwellings)	0.127	0.473	0.444	0.149	70	260	244	82

The illustrated plan in Figure 1 shows the total dwellings to be 874 (an increase in the number of dwellings not mentioned anywhere else).

Figure 1: Map of Proposed Site Development

The guidance for a housing development is one entrance for 150 houses. The proposal we are commenting on here has only one entrance for 350 houses, with an 'emergency' exit. There are no details on the emergency exit, who would control the exit, and how it would be opened in case of an 'emergency'. We believe therefore that the applicant needs to re-consider the exits for the site and take into account the interlinking parcels of land for development. With only one exit from the site, all traffic will enter and exit via Gynsill Lane. Once exiting the site, you can turn left or right onto Gynsill Lane. Turning left leads you along Gynsill Lane to the A50 and turning right leads you to the A46 roundabout. You cannot gain access to the following roads without travelling on the other roads to get there:

- Bennion Road
- Krefeld Road
- Anstey Lane
- Groby Road
- New Parks Way
- Station Road
- Markfield Road
- Leicester Road South.

Therefore, we fail to see what evidence has been used in Exhibit 12 to identify these routes. We also question the way traffic would head to and from this site in the direction of some of the roads highlighted in Figure 2. There is no evidence provided and we would suggest this is trying to disperse the traffic away from the site, when in reality the majority of the traffic would be heading to and around the A46 roundabout. The proposed development will have a significant impact on traffic trying to leave Anstey via the A46 roundabout at peak times and would cause traffic to back up to The Nook thereby creating further traffic congestion in the village.

Exhibit 12: Map and Table of Roads Near Proposed Site Development with Traffic Numbers

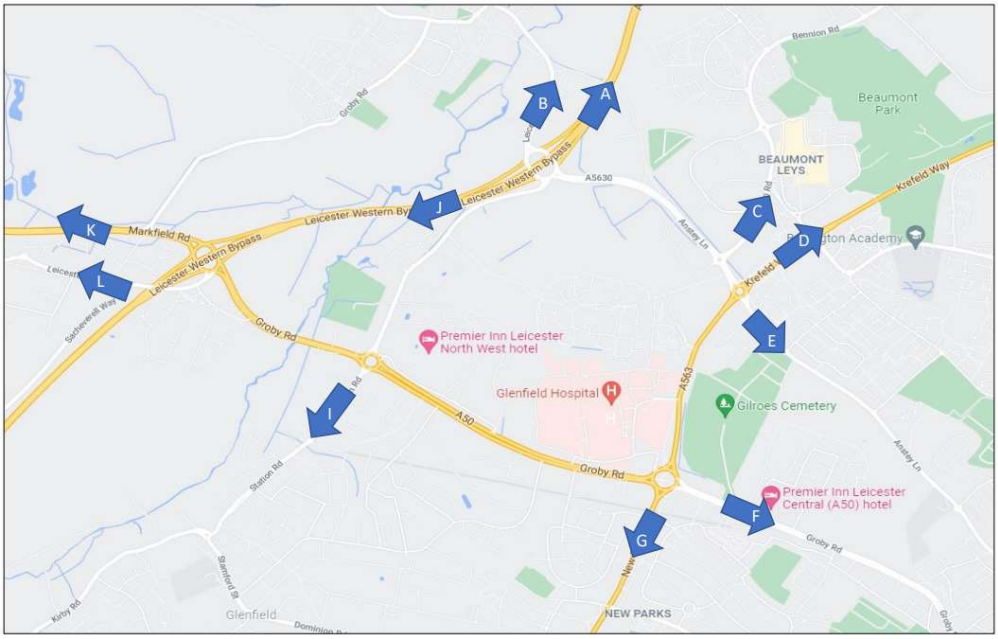

Figure 2

				AM Peak		PM Peak	
Code	Description	Totals	%	In	Out	In	Out
A	A46 (North)	281	14.3%	11	25	27	6
B	Leicester (North)	55	2.8%	2	5	5	1
C	Bennion Road	87	4.4%	3	8	8	2
D	Krefield Way	158	8.1%	6	14	15	3
E	Anstey Lane	55	2.8%	2	5	5	1
F	Groby Road	501	25.5%	20	45	48	10
G	New Parks Way	217	11.1%	9	19	21	4
I	Station Road	71	3.6%	3	6	7	1
J	A46 (South)	302	15.4%	12	27	29	6
K	Markfield Road	192	9.8%	8	17	18	4
L	Leicester Road (South)	43	2.2%	2	4	4	1
		1962	100.0%	78	176	189	40

The applicant sourced their pre-application from the Leicestershire Highway Authority (LHA) and these comments are summarised in Exhibit 13. This includes some of the major concerns we have also highlighted. Namely,

- The inconsistent number of dwellings used for each data set
- Claims made with no evidence provided
- Lack of entrances to the site for the number of dwellings.

Exhibit 13: Clause from Leicestershire Highways Authority Pre-Application Assessment Relating to Proposed Development

4.0 Development Proposals

- The LHA notes that the development proposal is to access the site via a single point of access by a new roundabout along Gynsill Lane. The LHA also notes the proposal to relocate the existing 40/50 MPH speed terminals to a location northeast of the site access.
- The LHA has not made a detailed assessment of the proposed new roundabout in response to this pre-application enquiry. The LHA would however refer the applicant to the Design Manual for Roads and Bridges CD 116 guidance and LHDG requirements for access drawings, including RSA 1, Designers response and necessary topographical and highway boundary data overlaid.
- Furthermore, the LHA would typically expect development proposals of this size to be adequately allocated and supported by transport mitigation identified within the relevant area Local Plan. As previously stated (and as noted in the Transport Scoping document) the area of this development proposal is only allocated 260 dwellings in the emerging Charnwood Local Plan, and 30 dwellings in the adopted Blaby Local Plan. There is therefore a 273 dwelling discrepancy in the allocation and that proposed.
- It is also noted that given the scale of development, the current proposals exceed the LHDG dwelling limit of 150 dwellings off of a single point of access.

Given our comments above, especially in relation to some of the confusing information incorporated into the proposal, we suggest that this application is not fit for purpose and should be declined accordingly.

Cllrs Paul Baines and Deborah Taylor
19th June 2023