From: Rob Hughes[redacted]
Sent: 22 August 2021 22:26
To: localplans@charnwood.gov.uk
Subject: Representations re: HA43 development in Local Plan
Attachments: CouncilLocalPlan_HA43_Comments_HughesLE7.pdf

Dear Sir/Madam,

Please see attached letter regarding this development.

Regards,

Rob Hughes

[redacted]

[redacted]

Monday 23rd August 2021

Representations Re Charnwood Council Local Plans. HA43 Development.

Dear Sir/Madam,

I am writing to express my concerns at the draft Charnwood Local Plan, specifically the HA43 development to the West of Anstey village.

I appreciate that homes have to be built and government targets have to be met, however it seems that the proposed development is more of numerical exercise to divide up new homes between existing settlements, rather than discover more suitable development sites where road infrastructure can support the volume of new residents.

My key concerns with HA43 are the impact on the existing residents of the village, in terms of road infrastructure, road safety and increased demand for services.

Anstey is already a busy village. Alongside the village residents, it provides access to the A46 for the surrounding villages of Newtown Linford, Swithland, Cropston, Thurcaston and Rothley. In addition, tourist traffic from Leicester visiting Bradgate Park uses the Nook Roundabout to drive either up Bradgate Rd to the Newtown Linford car parks, or Cropston Rd via the reservoir.
This already makes for an incredible volume of traffic through the Nook roundabout, which is an intersection simply not designed to cater for that amount of vehicles.

On many occasions, we have seen traffic queuing back from the Nook roundabout all the way back up Leicester Rd to the A46 roundabout. On similar, and separate occasions, traffic also queues back up Cropston Rd, past the Co-Op, Sturgess and sometimes back to the football ground.

It seems incongruous that a plan to add a huge volume of homes to this village makes no mention of infrastructure and traffic changes to support the new homes.

Any traffic from the south cannot use the A50 to Groby Rd junction, meaning the majority of vehicles will be forced through the village. The site of HA43 will push traffic through the Nook roundabout up Bradgate Rd, around a blind bend, through a very narrow stretch of road, with narrow pavements which also happens to be a conservation area. Traffic will then either divert off along Groby Rd or continue up Bradgate Rd to the Northern end of the site.
Bradgate Road is already narrow, with narrow pavements. A lot of pedestrians use the road to access the village. The junction of Groby Rd to Bradgate Rd is a blind junction. Cars struggle to see traffic heading down Bradgate Rd before turning out. Adding additional volumes of traffic to this road should not be allowed and will lead to more road traffic accidents and traffic jams, impacting both existing and new residents.

The local plan states that key values are the “Preservation of heritage sites and the distinct design characteristics of villages and towns”. How does directing a huge volume of additional traffic through a conservation area meet this?

[redacted] we are part of the Conservation Area and any development work we plan must adhere to the rules of the conservation area. How then, can a local plan come into force that

allows development to swamp the conservation area and drive traffic through the historical streets of the village?

The HA43 plan makes provision for a new school, however no mention is made of the village centre. Car parking space is already at a premium and additional homes will impact availability of GP services.

It is my firm belief that Anstey has already outgrown the capacity of the current transport infrastructure. Adding additional homes will increase traffic through already congested transport routes and ruin this historic village.

Therefore I believe that HA43 should be reconsidered and the volume of homes reallocated to sites with better transport infrastructure.

Yours Sincerely

[redacted]

Rob Hughes