

Charnwood Borough Council Local Plan 2021-37; Public Examination;

Councillor Deborah Taylor;

Anstey Ward;

Responses to Matters, Issues And Questions.

Matter 6: Urban Area Policies, Site Selection, Sustainable Urban Extensions And Housing Site Allocations

Issue 4 - Housing allocations

Question 6.16

Site HA12; Land at Gynsill Lane and Anstey Lane; 260 Houses

A: - Is the proposed scale of housing development justified, having regard to any constraints and the provision of necessary infrastructure?

A proposal for 260 houses in this location is unacceptable. This area is within the Parish of Anstey but outside the main body of the village. This site is not connected to any development that is already established and is in an area designated as part of a Green Wedge adjoining Leicester. This will make it a standalone community and will not have any affinity with Anstey, Glenfield, or Leicester City. This development will not support the local centre of Anstey and will not serve the day to day needs of this community. The text in the Local Plan advised the capacity of the site has been reduced to enable key Green Wedge functions to be retained as part of the development. The whole of the Green Wedge should be retained in this area. There is known flooding in the area. There is also the issue of a school to cover this development and other development in Glenfield. Glenfield is not within Charnwood Borough, and this is very likely to create problems with the funding of this school as the Blaby and Charnwood local plans timings are not aligned. There is also no confirmation as to the location of the new school and therefore the private car is likely to be used to transport children to a school located off this site, needing access to and from the village at peak times.

B: - Is the allocation consistent with the development strategy in Policy DS1 and where relevant, does it take account of a made Neighbourhood Plan?

This site is likely to increase the need to travel, particularly by private car, and no services will be available nearby with limited access to public transport, walking and cycling.

This site will destroy the character of this area and will not maintain the function of the Green Wedge and Areas of Local Separation.

C: - What is the likely impact of the proposed development on the following factors:

- *settlement separation and identity and landscape character;*

HA12 will build on the edge of the Parish of Anstey and therefore destroy the landscape character at the edge of Anstey and blur the boundaries between Anstey and Leicester City. Anstey should retain a large area of separation from the city.

- *biodiversity, green infrastructure including public rights of way and agricultural land quality;*

HA12 will destroy all the green infrastructure there and with ever increasing traffic on the A46 we should be retaining all the trees and planting in this area and not developing this area.

HA12 is very near to Gorse Meadows Nature Reserve and Bradgate Heights Pond Nature Reserve. Development here will have a severe impact on these important areas.

- *the strategic and local highway network and other infrastructure including health facilities, education, and open space;*

HA12 is separate from any other development and therefore any future residents will need to travel to access vital services. There is very limited public transport in this area and residents would need to use the two A46 slip roads to cross to gain access to Anstey, and the same on the return journey. A parent/carer walking any children to school would have to do this four times a day, again at peak times, therefore it is very likely that the private car would be used. This will add to the already severe traffic congestion in Anstey, especially into Anstey from the site and there are often queues on the A46 and the A46 roundabout waiting to gain access to Anstey.

- *air and water quality, noise pollution, land stability and flood risk.*

This area is well known for flooding. It is very close to the A46 which is a very busy road, 24 hours a day. This will create a vast amount of noise, air, and light pollution for this site. I regularly receive complaints about noise pollution from the residents on Gorse Hill, who advise they cannot sit out in their gardens in the summer due to the continuous road noise from the A46.

D: - Are the development requirements clear and deliverable and are any further safeguards or mitigation measures necessary to achieve an acceptable form of development? Are any main modifications necessary for soundness?

This site is not deliverable or sustainable as highlighted above and should be removed from the Charnwood Local Plan.

E: - Has any planning permission been granted for residential development and if so, what are the details?

No

Matter 6: Urban Area Policies, Site Selection, Sustainable Urban Extensions And Housing Site Allocations

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Question 6.16

HA13; Park View Nursery Site off Gynsill Lane; 30 Houses.

A: - Is the proposed scale of housing development justified, having regard to any constraints and the provision of necessary infrastructure?

This area is identified as being within Glenfield but is within the Parish of Anstey but outside the main body of the village. This development will not support the local centre of Anstey and will not serve the day to day needs of this community.

B: - Is the allocation consistent with the development strategy in Policy DS1 and where relevant, does it take account of a made Neighbourhood Plan?

There is no information as to where children from this site would attend school. There is limited public transport in this area and no buses that would take children from this site to Anstey. This would also be the case for residents trying to access essential services. There are no buses to Anstey and residents would have to cross the A46 slip road to gain access to the main service centre of Anstey.

C: - What is the likely impact of the proposed development on the following factors:

- *settlement separation and identity and landscape character;*

This area is not in an area of local separation

- *biodiversity, green infrastructure including public rights of way and agricultural land quality;*

This site includes ponds which provide habitats for great crested newts. As this site provides a very small number of houses, the detrimental effects to the ponds and habitat for the great crested newts far outweighs the benefit of this site.

There is very limited public transport in this area and residents would need to use the A46 slip road to cross to gain walking access to and from Anstey, it is very likely to see the private car used.

- *the strategic and local highway network and other infrastructure including health facilities, education, and open space;*

There is very limited public transport in this area and residents would need to use the two A46 slip roads to cross to gain access to and from Anstey, and the same on the return journey. A parent/carer walking any children to school would have to do this four times a day, again at peak times, therefore it is very likely that the private car would be used. This will add to the already severe traffic congestion in Anstey, especially into Anstey from the site and there are often queues on the A46 and the A46 roundabout waiting to gain access to Anstey.

- *air and water quality, noise pollution, land stability and flood risk.*

This area is well known for flooding. It is very close to the A46 which is a very busy road, 24 hours a day. This will create a vast amount of noise, air, and light pollution for this site. I regularly receive complaints about noise pollution from the residents on

Gorse Hill, who advise they cannot sit out in their gardens in the summer due to the continues road noise from the A46.

D: - Are the development requirements clear and deliverable and are any further safeguards or mitigation measures necessary to achieve an acceptable form of development? Are any main modifications necessary for soundness?

This site is not deliverable or sustainable as highlighted above and should be removed from the Charnwood Local Plan.

E: - Has any planning permission been granted for residential development and if so, what are the details?

A planning application for 50 houses was submitted on 01/06/2021. Reference number: - P/21/0869/2

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HA43; Land West of Anstey; 600 Houses

Are the site boundaries correct? Is the site appropriate for development having regard to existing constraints?

HA43 is: -

- The sixth largest housing allocation across the borough
- The third largest allocation outside of the Sustainable Urban Extensions

I would like to concentrate these comments on the constraints of the village. Anstey is an expanding village, but this expansion is all around the outer edges of the village. Since 2011 the village has absorbed 660 houses without any additional infrastructure being provided. The Nook, in the centre of Anstey is very tight with a roundabout in the centre and there is no room to alter or expand the centre of the village to absorb any more traffic from any further development.

Anstey is unique as a service centre in the fact there is only one way in and two ways out the village from the main strategic road network. The entrance to the village from the A46 is also used by the following villages to gain access: Newtown Linford, Cropston, Thurcaston, Swithland.

There is the option of gaining another entrance to Anstey via alterations to the A50. Noted in the Local Plan is a current cost of £1m to do this work but with the cost of materials within the current climate, this cost is likely to be vastly more. This may sound like the perfect solution. Unfortunately, if you do this, all the traffic entering the village from the A50 will travel along Groby Road and then face the blind junction with Bradgate Road to gain access to The Nook and the other villages that feed off

from Anstey. This cannot be seen as a safe option in highway terms. This then leaves the only entrance to Anstey from the A46 and in turn this leads to the severely congested roundabout in The Nook. The Nook cannot physically take any further traffic. We see long tail backs on Cropston Road as it is the last arm of the roundabout to gain access and if more traffic is using the route from Bradgate Road (where 920 houses are planned) Cropston Road will be unable to access the roundabout at all.

There is also the proposed roundabout at the boundary with Newtown Linford. If this site is progressed, traffic from HA43 will be accessing the M1 and A50 through the small hamlet of Newtown Linford. Newtown Linford cannot take this traffic as they already have severe delays in the village as they are home to Bradgate Park, which attracts over half a million visitors a year.

There are also constraints within The Nook in regard to parking. There is already a shortage of parking in The Nook for current residents to use for their essential services. Adding in approx. an additional 2,500 more residents and increasing the village by a third is not an option and cannot be accommodated.

With the lack of additional parking and no space to provide additional parking it is likely that residents will decide to go elsewhere for their essential services. This will have a negative impact on our existing businesses as it will drive customers away due to a lack of parking.

A: - Is the proposed scale of housing development justified, having regard to any constraints and the provision of necessary infrastructure?

This site demonstrates very clearly that this is a huge over development of the area. This site runs behind the existing houses on Bradgate Road right up the boundary of Newtown Linford. This will destroy the green wedge and areas of separation across the whole west side of Anstey.

I have explained in the paragraph's above why the village has huge constraints, and I cannot see how the village would be able to absorb these additional houses even with some infrastructure being provided. There is simply not the space in the village to provide the infrastructure needed or the parking needed to make this huge site acceptable.

B: - Is the allocation consistent with the development strategy in Policy DS1 and where relevant, does it take account of a made Neighbourhood Plan?

This site is very likely to increase the need to travel, particularly by private car, as no services will be available nearby with access to very limited public transport, car parking, walking, and cycling.

The whole of site HA43 has very limited access to public transport or a very infrequent bus service. All the areas are away from the village centre, half the site is up a very steep hill. This makes all of site HA43 very dependent on the private car and as explained above, this will be affected by the constraints of The Nook and the limited parking available.

C: - What is the likely impact of the proposed development on the following factors:

- *settlement separation and identity and landscape character;*

This site includes an area, in the southern part of the site that was previously designated as part of a Green Wedge adjoining Leicester, and also land to the north which is within a sensitive Charnwood Forest landscape. Part of the site is adjacent to the Anstey Conservation Area.

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.

- *biodiversity, green infrastructure including public rights of way and agricultural land quality;*

These areas are of a significant nature conservation interest which already exists in and around the application site. The existing trees and hedgerows, together with the understory, provide valuable habitat for a wide range of birds and mammals.

Bats (all of which are European protected species) are resident within the area and the adjoining gardens and land – including the valley feature to the north offer green corridors for biodiversity extending into the urban edge.

There are owls which are resident every year and the hedges house many birds roost and nests. Birds observed in the area include: -

- Skylark
- Yellowhammer
- Blackcap
- Goldfinch
- Song Thrush
- Goldcrest

- Robin
- Whitethroat

The destruction of these features, particularly the mature hedges, will have a very serious impact on bird life

Residents have observed birds of prey, foxes, rabbits, hares, deer, and other wildlife within the HA43 area. There are hundreds of other animals, insects, plants, and trees that thrive within the land and the developments will eradicate these in this area. Developers allocating a small green space within their boundaries to offset the negative impacts doesn't do nearly enough.

• *the strategic and local highway network and other infrastructure including health facilities, education, and open space;*

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 (6) also identifies growth on the edge of Anstey, near to Cropston and Thurmaston. 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.

Anstey now no longer has a bank and recently the post office closed; 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 both on the residents of Anstey and retail and leisure establishments.

• *air and water quality, noise pollution, land stability and flood risk.*

It is very close to the A50 which is a very busy road, 24 hours a day. This will create a vast amount of noise, air, and light pollution from this site. With the added pressure of 600 new houses (applications for 920 already submitted for HA43) this will add to the air quality and noise pollutions. The Groby Road area of HA43 is very prone to flooding on a regular basis due to the close proximity of Rothley Brook.

D: - Are the development requirements clear and deliverable and are any further safeguards or mitigation measures necessary to achieve an acceptable form of development? Are any main modifications necessary for soundness?

The answer is very clear, No. As highlighted above these houses are not deliverable nor are they sustainable and therefore these sites should be removed from the local plan.

E: - Has any planning permission been granted for residential development and if so, what are the details?

All the below planning applications have been submitted to Charnwood Borough Council. The applications below total **920** houses, **320** extra to what is proposed in the Local Plan.

P/20/2252/2 submitted 28/01/2021 for 120 Houses

P/20/2251/2 submitted 28/01/2021 for 100 Houses

P/21/2668/2 submitted 24/02/2022 for 200 Houses

P/21/2358/2 submitted 15/02/2022 for 150 Houses

P/21/2359/2 submitted 15/02/2022 for 350 Houses

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HA44; Fairhaven Farm, Anstey; 47 Houses

Are the site boundaries correct? Is there evidence to indicate that the site can be developed without increasing the flood risk to people or property as required by the NPPF?

When the planning application was originally approved in 2016 for the current Fairhaven Farm (Planning Application- P/16/0302/2 for 160 Houses) site HA44 was identified as an open space with a community orchard. This land is now proposed to be built on.

A: - Is the proposed scale of housing development justified, having regard to any constraints and the provision of necessary infrastructure?

This site is outside of the limit to the village and eats further into the green wedge and area of separation with Cropston.

There are proposals for this site to contribute to the reasonable costs of the provision of a new 1 form entry primary school located at site HA43. I am struggling to understand how children from this site will attend a school at the total opposite side of the village. The distance between this site and the proposed school at HA43 is a 2-mile drive taking 5 minutes without traffic but more likely a 30-minute drive at peak school hours or a 1.7-mile walk taking 35 minutes. This proves to me that this site is unsustainable.

B: - Is the allocation consistent with the development strategy in Policy DS1 and where relevant, does it take account of a made Neighbourhood Plan?

This site is likely to increase the need to travel, particularly by private car, and no services will be available nearby with limited access to public transport, walking and cycling.

C: - What is the likely impact of the proposed development on the following factors:

- *settlement separation and identity and landscape character;*

This site is again on the very edge of the village and in open countryside. It eats into the separation between Anstey and Cropston. The current Fairhaven Farm development of 160 is outside the limits of the village and this extends the development even further.

As you come into the village on Anstey Lane from Thurcaston the houses are already destroying the landscape view and creating an urban sprawl across much needed open space and countryside with views of Bradgate Park (A SSSI site).

- *biodiversity, green infrastructure including public rights of way and agricultural land quality;*

This is further loss of green infrastructure and biodiversity and will create an urban landscape for Anstey. This area should be maintained as green spaces and a community orchard as originally identified and approved in the previous approved planning application.

- *the strategic and local highway network and other infrastructure including health facilities, education, and open space;*

There is very limited public transport in this area and residents would need to use the private car to access services in the village. This will add to the already severe traffic congestion in Anstey.

The walking distance from this site to the nearest food retailing is 1 mile and would take approx. 20 minutes to walk there. Add in shopping bags of food to carry, it is highly unlikely that walking would be an option for the majority of people. There is only a very infrequent bus service to that area, so private car is likely to be the preferred choice of transport.

- *air and water quality, noise pollution, land stability and flood risk.*

This site is prone to flooding and by taking away more green infrastructure to absorb surface water, we are likely to see flooding increasing.

D: - Are the development requirements clear and deliverable and are any further safeguards or mitigation measures necessary to achieve an acceptable form of development? Are any main modifications necessary for soundness?

This site is not deliverable or sustainable as highlighted above and should be removed from the Charnwood Local Plan.

E: - Has any planning permission been granted for residential development and if so, what are the details?

No
