

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

Councillor Deborah Taylor;

Anstey Ward;

Responses to Matters, Issues And Questions.

**Policy SC1 - Service Centres**

- ***2.16 - What is the justification for the level of growth being directed to Service Centres given the Sustainability Appraisal's finding (paragraph 5.1.2) that there is potential for negative effects above 1,600 dwellings?***

2,747 houses are planned for the six service centres, Barrow upon Soar, Mountsorrel, Quorn, Rothley, and, Anstey, with Anstey being noted as a 'smaller service centre'. This equates to 14% of the housing planned for Charnwood in the Local Plan. Within the plan the smaller service centre of Anstey is required to take more than a third (35%) of the housing planned for the six service centres, a total of proposed house builds of 957 houses for Anstey.

The plan states that 'somewhere between a target of 1000 and 1600, there are no additional negative effects at all likely to occur, depending upon the choice and spread of sites.'

The 2011 population of Anstey was 6,528 (1). Since that point over 660 houses have been built in the village. The average housing size is 2.4 (2) so there are an additional 1,584 residents in the village since the 2011 census data, bringing the approx. current population of Anstey to 8,000 residents. With the planned 957 houses in the proposed local plan, this would increase the population to 10,300 (2) for the village. An expansion of this size (over a quarter more residents) can only bring negative effects to an already overcrowded village with limited road network access. The village has a focal local centre with local services contained within one area, The Nook, but this is full to capacity already and cannot take any further growth, in terms of both traffic movements and public car parking spaces.

The plan also states, 'More substantial growth on locations that encroach Areas of Local Separation (ALS) would mean that significant effects could arise, even within this range' (of 1000 to 1600). I believe that Anstey's ALS's are severely compromised around the entirety of the village, including their borders with Leicester City, Groby, Newtown Linford, Cropston and Thurgate. These huge, proposed houses are likely to have significant effects on this smaller service centre. Anstey is not able to absorb a third of the housing proposed for the six service centres and more housing should be transferred to the other larger service centres.

Anstey also is the only service centre that lies within the Charnwood Forest character area and has Rothley Brook flowing around the village. Anstey (the Gateway to Charnwood Forest) needs to be protected and over 1000 new houses in Charnwood Forest area will dramatically affect the character of the area forever.

- **2.17 - Are the site allocations in the Service Centres of Anstey, Barrow upon Soar and Sileby (served by Cossington primary school) as proposed in Policies DS1 and DS3 justified when there is a lack of capacity in their respective primary schools? How would this be addressed?**

The overall spatial strategy for Charnwood Local Plan between 2021 and 2037 is urban concentration and intensification. This has then created issues for school places. The direction taken in this plan has been to then increase the need for more urban concentration and intensification. This has followed with even more housing being directed to the smaller service centre of Anstey to provide the evidence for a new primary school to be located in the village.

The site proposed for a new primary school (due to lack of space in the village) is at the top of a very steep hill with narrow pavements on Bradgate Road, right on the border with Newtown Linford, which is classed as 'Other Settlements' in the local plan. This area has a lack of public traffic to the proposed school site and is inaccessible other than by private car. There is no evidence provided about how travel to this proposed school site will be mitigated or sustainable.

- **2.18 - What is the relationship between the Service Centre category in the settlement hierarchy and the District Centre/Local Centre designation? Is there any potential for confusion about the role of the Service Centres?**

There also appears to be confusion about the status of Anstey. The village is mentioned as both a district centre and service centre within the Local Plan. This vastly affects the amount of housing directed to an area and I believe that Anstey has been wrongly classified as a Local Centre and is therefore compared to other much larger urban areas of the borough including Birstall, Syston, Gorse Covert, Shepshed and Shelthorpe within the local plan and highlighted in quotes (3) and (4) below that are taken from Charnwood Local Plan.

'Contributes to the vitality and viability of the Mountsorrel, Quorn and Rothley Local Centres and **Anstey**, Barrow upon Soar and Sileby **District Centres** and which builds upon the unique characteristics of these centres in terms of their heritage and their diversity of uses, in accordance with Policy T1; and EV8. (3)

Provides new off street car parking provision to improve the viability and functioning of the Local and District Centres where there is a proven local need.' (3)

There is a proven need that Anstey requires additional off street car parking (Charnwood parking survey 2017) (5) There is no space available within the tight constraints of the village centre to provide the 30 additional parking spaces identified for this huge growth identified in this Local Plan.

'**District Centres (Anstey;** Barrow upon Soar; Birstall; Gorse Covert; Shelthorpe; Shepshed, Sileby; and Syston) – provide day-to-day retail and service needs that typically arise for a wider local catchment, usually comprised of groups of shops, at

least one supermarket, and a range of non-retail facilities such as banks, healthcare, religious institutions, restaurants or a library.’ (4)

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### **Policy CC5 - Sustainable Transport**

- ***3.12 - Will the policy facilitate a reduction in the need to travel and support alternatives to the use of private motorised transport including walking, cycling and public transport?***

Policy CC5 states ‘We will support sustainable patterns of development which will minimise the need to travel and seek to support a shift from travel by private car to walking, cycling and public transport.

We will support major development that is informed by a robust transport assessment and travel plan which considers sustainable travel options at the outset so that they form an integral part of the development; and secures, where possible, new and enhanced bus services, including new bus stops, where development, is more than a 400m walk from an existing bus stop’.

Here is a summary of the largest site, HA43, within Anstey in regard to public transport: –

### **Public Transport**

#### **HA43 – Bradgate Road area**

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) and Charnwood Local Plan states ‘100% of new houses to be within 400 metres of a local bus service’. The Local Plan also states that the amount of new development at Sustainable Urban Extensions and service centres with access to a half-hour frequency public transport service. All of site HA43 does not have access with 400m to a half-hour frequency public transport service.

The nearest bus stops to site HA43 (Bradgate Road area) 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. Houses from the centre and rear of this site will be much further from a bus stop than the statement in the local plan. The nearest bus service from these bus stops is the Roberts 125 service that runs between Leicester and Castle Donnington. This bus service route only has four services a day for six days a week and no service on Sundays. 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 for access to essential services and to the village centre.

Two other bus service routes travel through Anstey, First Service 74 (Anstey to Leicester City Centre) and CentreBus Midlands Service 154 (Loughborough to Leicester City Centre). 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, much further from the rear 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, again much further from the rear of the site.

All the above evidence concludes that this site will be reliant on the private car. Also, a point to note, Bradgate Road is a steep hill which doesn't lend itself for walking and cycling.

### **HA43 – Groby Road Area**

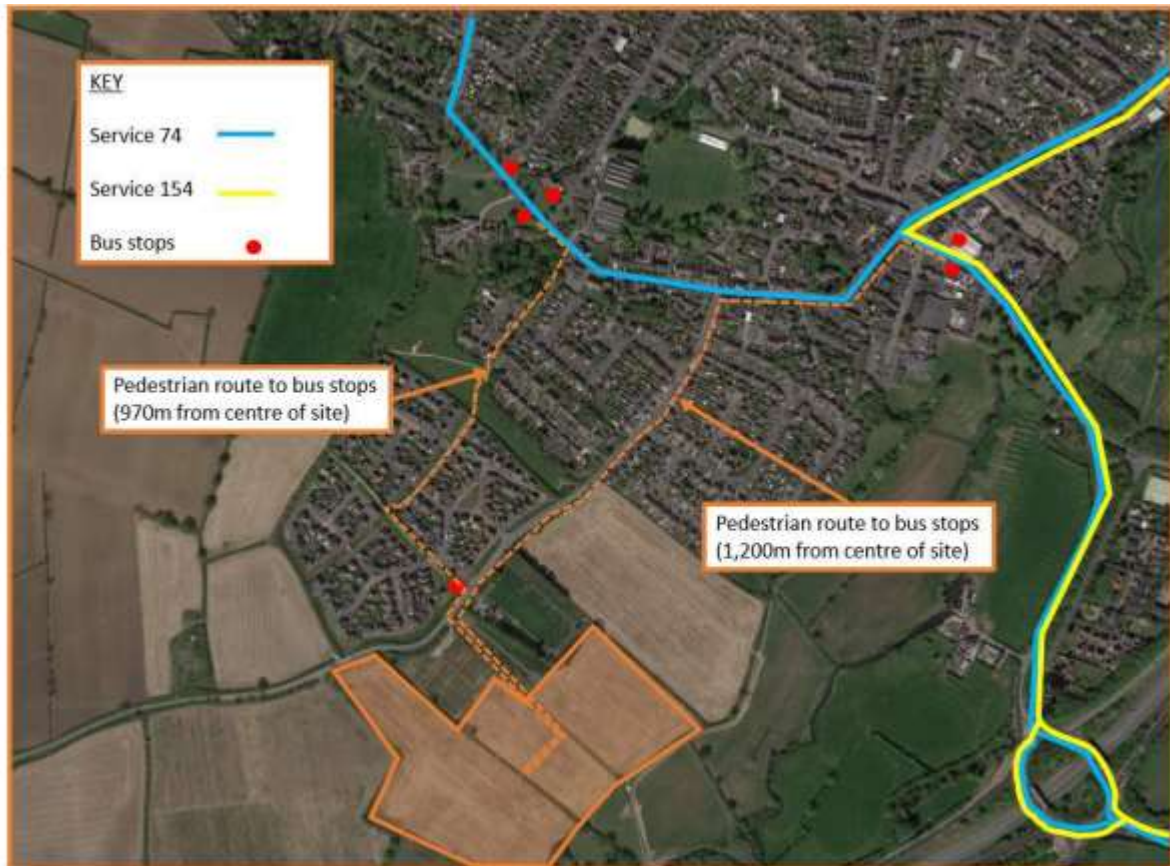
CentreBus Midlands service 154 running between Loughborough and Leicester City Centre runs an hourly frequency from Monday to Saturday, and there are no services on Sundays. The nearest bus stop is on Leicester Road, approximately 1.2km from the centre of the site via the public footpath, Groby Road and Bradgate Road, and are therefore beyond the 400 metres identified in the local plan.

The First Group bus service 74 runs every 15 minutes from Monday to Saturday, and every 30 minutes on Sundays. The nearest stops are on Bradgate Road, approximately 970 metres from the site, via the footpath and through the St James Gate development. These are also beyond the 400 metres identified in the local plan.

As with previous developments on Groby Road, a bus service was put in place from Freer Way but was only paid for by the developers for 5 years. The service was then withdrawn by the bus operator. Charnwood Borough Council have no control over where commercial bus services run and therefore without an established service already in place, I believe that these sites will become unsustainable again when any new bus service is withdrawn, as the new current development on Groby Road has. The statement that all '100% of new houses to be within 400 metres of a local bus service' is therefore undeliverable and new housing should be placed in areas with a strong existing public transport network.

Table 1 demonstrates the long walking routes to an established bus service from the Groby Road area of the HA43 site.

Table 1



- **3.13 - How will 'excellent accessibility' to key facilities by walking, cycling and public transport referred to in the policy be defined?**

Information provided above indicates that Bradgate Road is a very steep hill and doesn't lend itself to walking and cycling and would be extremely difficult for residents with mobility issues, wheelchair users and families using pushchairs. With the distance to The Nook local centre where all the main services are located site HA43 does not have 'excellent accessibility' to 'key facilities' by any means apart from the private car. This will leave residents isolated and unable to access food and medicine without a private car or taxi service. Not only will this hugely impact the already severely congested local centre, with a shortage of public parking spaces, but it will have a detrimental effect on climate change and air quality.

## **Policy EV1 - Landscape**

- **3.15 - Is the policy sufficiently robust to protect and enhance the Borough's distinctive landscape character and if so, how will that be achieved?**
- **3.16 - Has the policy been informed by up-to-date evidence and if so, what?**

Policy EV1 sets out Charnwood's approach to protecting landscape character which highlights the role of the Countryside in providing the setting and contributing to the distinct separate identities of our towns and villages.

Anstey is in Charnwood Forest and the gateway to the National Forest. Charnwood Forest is an upland tract in north-western Leicestershire, England, bounded by Leicester, Loughborough and Coalville. The area is undulating, rocky and picturesque, with barren areas. It also has some extensive tracts of woodland; its elevation is 180m and upwards, the area exceeding this height being about 6,100 acres (25 km<sup>2</sup>) the highest point, Bardon Hill, is 278m. The hard stone of Charnwood Forest has been quarried for centuries, and was a source of whetstones and quern-stones. The granite quarries at Bardon Hill, Buddon Hill and Whitwick supply crushed aggregate to a wide area of southern Britain.

The forest is an important recreational area with woodland walks, noted for their displays of bluebells in the early spring, rock climbing and hillwalking. Popular recreational areas with public access include Bardon Hill, Beacon Hill, Bradgate Park, Swithland Wood and the Outwoods and Stoneywell Cottage (National Trust).

All the information above provides evidence that the landscape of Anstey is important in many different ways and would not benefit at all from a huge influx of concrete and housing. Friends of Charnwood Forest (<http://www.focf.org.uk/>) do a huge amount of work of protecting and enhancing the area of natural beauty. This huge plan for over 950 houses for Anstey will have a detrimental effect on this landscape, which we have a duty to protect for future generations.

In fact Charnwood Borough Council has recently promoted Charnwood Forest as part of their new 'Discover Charnwood' website ([Heritage | Discover Charnwood](#)), and highlight how important this area is. This paragraph is taken from their heritage webpage of the 'Discover Charnwood' website:

'Charnwood's rich heritage stretches back nearly 600 million years when the distinctive rocky formations, which can be seen around the borough, were formed. The area is the resting place of the oldest fossils in England and the intricate Charnia fossil, discovered in Charnwood Forest in 1957, proved to the world that animals had existed on earth far earlier than previously thought. Charnwood Forest is so significant it is bidding to become a UNESCO Global Geopark.'

This seems to highlight the conflict between Charnwood's aim to protect important landscapes but also add a large block of housing into the same area. This leads me to conclude that this area of Anstey is not the right place for a huge extension of

housing and other areas within Charnwood, that are not of such a high landscape amenity, should be considered.

### **Policy EV2 - Green Wedges**

- ***3.17 - Is the policy sufficiently clear with regard to what constitutes small-scale development and how will it be applied to avoid unacceptable cumulative effects from such schemes?***
- ***3.18 - Will the policy enable Green Wedges to fulfil their function in conjunction with the Housing Allocations?***

The plan identifies it has been necessary to identify some housing sites in Green Wedges, with the strategic need for development, on balance, outweighing the loss of Green Wedge. Following consultation with local authority partners, there is a recognition that in allocating development in Green Wedges, significant and coordinated mitigation will be required, but this is only stated within Leicester Urban Area.

Anstey has already suffered from numerous small-scale developments carried out over the last 10 years. Over 660 houses have been built, many already on green wedges. These have been done piecemeal and has been allowed to erode our green wedges. To allow even more building on the green wedges (that is the only land we have left to build on) will in fact join Anstey up with the City; Groby; Cropston; Thurcaston; and Newtown Linford. We have the A46 and the A50 now as the only thing between Anstey and the City of Leicester. We must retain the green wedge and stop building over them and look for other areas within Charnwood for the council's housing needs. We need to safeguard the identities of communities around urban areas and these plans for Anstey erodes the green wedge. This area around Anstey is already identified as part of Charnwood's green infrastructure network called GW1, but the plan does not allow for this infrastructure to take place but identifies it as an area for large housing estates.

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### **Policy EV3 - Areas of Local Separation**

- ***3.19 - Will the policy be effective in maintaining Areas of Local Separation and the separate identity of settlements?***

Site HA43 on the is within the Area of Local Separation (ALS). Charnwood is planning to build right behind the ALS and the site will be right up to the boundary of Newtown Linford. Newtown Linford is home to Bradgate Park, which brings huge visitor numbers to the area. To have large scale buildings over the ALS and right up to the boundary is totally unacceptable. Visitors to the area should be able to enjoy the natural beauty of the countryside on their approach to Bradgate Park and not be met with a scrawling housing estate abutting Newtown Linford.

**Policy EV4 - Charnwood Forest and the National Forest;**

**Policy EV6 – Conserving and Enhancing Biodiversity and Geodiversity;**

**Policy EV7 – Tree Planting**

- **3.20 - Will these policies be effective in meeting the National Forest vision?**

I have included further information below to the work that is currently ongoing to protect the Charnwood Forest and application for UNESCO Global Geopark Status.

**Charnwood Forest Landscape Partnership and Heritage Lottery Fund Grant**

In 2017 the National Forest Company applied to the Heritage Lottery Fund for a £3M grant to enhance Charnwood Forest.

The Application stated "The Chronicles of Charnia" will celebrate the area's internationally important volcanic legacy. It will enable and encourage people to explore its rich landscape and diverse heritage. It will provide deeper engagement for residents and visitors, while contributing to the local economy. It will coordinate management at a landscape-scale to make Charnwood's heritage more resilient to growing pressures. Most importantly, it will create a greater sense of local pride, inspiring communities to restore the character of this special place".

It has a strapline "Made by volcanoes, shaped by people".

In May 2020 the application, for £2.767M, was granted, and the ["Charnwood Forest Landscape Partnership"](#) was set up. The Charnwood Forest Landscape Partnership is:

‘To bring about a major change in how we protect, manage, and celebrate the heritage of Charnwood Forest, the partners in the Charnwood Forest Regional Park submitted a successful bid to Heritage Lottery Fund (HLF) for a Landscape Partnership Scheme, which will celebrate the area's internationally important volcanic legacy. It will enable and encourage people to explore its rich landscape and diverse heritage. It will provide deeper engagement for residents and visitors, while contributing to the local economy. It will coordinate management at a landscape-scale to make Charnwood's heritage more resilient to growing pressures. Most importantly, it will create a greater sense of local pride, inspiring communities to restore the character of this special place: ‘Made by volcanoes, shaped by people’.

Bidding for a Landscape Partnership Scheme is a two-stage process. We submitted our Round 1 application in May 2017 and were delighted to receive a first round pass from HLF the following October.

We are now in a two-year Development Phase, during which we will undertake studies to provide key information and to work up the detail of how our projects will be delivered. We are currently recruiting a new Development Team to drive forward



this work and, when they are in place, they will be working with people in and around Charnwood Forest to fulfil the exciting vision that has been developed for the area.’

### UNESCO Global Geoparks

UNESCO Global Geoparks are single, unified geographical areas where sites and landscapes of international geological significance are managed with a holistic concept of protection, education, and sustainable development. Their bottom-up approach of combining conservation with sustainable development while involving local communities is becoming increasingly popular. At present, there are 177 UNESCO Global Geoparks in 46 countries.

UNESCO’s work with geoparks began in 2001. In 2004, 17 European and 8 Chinese geoparks came together at UNESCO headquarters in Paris to form the [Global Geoparks Network \(GGN\)](#) where national geological heritage initiatives contribute to and benefit from their membership of a global network of exchange and cooperation.

On 17 November 2015, the 195 Member States of UNESCO ratified the creation of a new label, the UNESCO Global Geoparks, during the 38th General Conference of the Organisation. This expresses governmental recognition of the importance of managing outstanding geological sites and landscapes in a holistic manner.

The Organization supports Member States’ efforts to establish UNESCO Global Geoparks all around the world, in close collaboration with the Global Geoparks Network.

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**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

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

**Issue 4 - Housing allocations**

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

**Issue 4 - Housing allocations**

**Question 6.16**

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

**Issue 4 - Housing allocations**

**Question 6.16**

**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

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## **Matter 8: Infrastructure And Transport**

### **Issue 2 – Transport**

***8.4 - What is the role of sustainable transport modes in supporting planned growth and has the effect of modal shift supported by Policy CC5 been taken into account in the transport modelling and studies (EB/TR/11, 12 & 13)? If so, how?***

All the sites in Anstey questioned in the MIQ's do not conform to Policy CC5. All the sites are on the edges of the village and a large distance away from all the essential services, especially for the elderly and those with restricted mobility. All the sites do not have a regular bus service and are too far to walk with shopping etc for most of the residents of Anstey. This does nothing to support people with restricted mobility or the distance primary aged school children would be expected to walk to school.

All the sites are more than 400m walk from an existing bus stop.

All the evidence indicates that most journeys from all these sites will be by private car. This then has a further negative impact on the severe levels of traffic congestion in The Nook and will in fact increase the air pollution in the village, especially in the constraints of The Nook and this is against Policy EV11.

***8.5 - Does Policy INF2 (Local and Strategic Road Network) set out a coordinated and strategy led approach to all types of transport in the Borough?***

This policy does nothing to mitigate the impact on the local and strategic road network within Anstey. As already explained previously the constraints of Anstey and the limits of once way in to the village from the strategic road network cannot be changed or further infrastructure provided as there is no space to make any further alterations.

***8.6 - What is the likely effect of the proposed scale and distribution of development on the strategic and local highway network and key junctions? Have the necessary improvements and/or mitigation measures 35 to the strategic and local highway network been identified in the Plan and the***

***Infrastructure Delivery Plan, including costs and timing/phasing where necessary?***

There has been no Traffic Assessment carried out for the sites in Anstey. Any further development in Anstey will have a major impact on the A46, A50 and M1. Anstey is often used as an escape route when there are accidents and delays on the major routes surrounding the village (mainly the M1; A46; A50). Add in over 1000 more houses and nearly 3000 residents, this will consume the village and create tailbacks on major roads with a speed limit of 70mph.

***8.7 - Does the transport modelling undertaken so far (EB/TR/11, 12 & 13) enable specific impacts on the highway network to be identified, for mitigation measures to be developed in response to that modelling and then required as part of the Infrastructure Delivery Plan and site allocation policies? Is any further work required to establish this?***

No transport modelling has taken place for the sites in Anstey so I can only conclude that there will be a severe impact for Anstey village and the major routes of the A46, A50 and M1.

***8.8 - Policy T3 (Car Parking Standards) refers to published guidance in other documents which do not form part of the submitted Plan and are not before the Examination for consideration. How should this matter be addressed to ensure that the policy is justified and will be effective?***

This policy advises parish councils to address car parking needs. There is a large car parking need in Anstey already identified by Charnwood Borough Council car parking assessment (5). The Nook is already at full capacity and there is no space to develop further car parking spaces. I have not seen any evidence that the Local Plan has provided any evidence to overcome this issue.

*Clr Deborah Taylor*

References

- (1) ONS Census 2011
- (2) <https://www.statista.com/statistics/295551/average-household-size-in-the-uk/>
- (3) Page 126 Charnwood Local Plan
- (4) Page 129 Charnwood Local Plan
- (5) [https://www.charnwood.gov.uk/pages/car\\_parking\\_assessments](https://www.charnwood.gov.uk/pages/car_parking_assessments)
- (6) <https://consultations.leicester.gov.uk/sec/draft-local-plan/>