

Planning applications P/20/2251/2 and P/20/2252/2
Land North and South of Groby Road, Anstey

Proposal for 220 houses to be built on this land, 100 in North and 120 South.

I would like the following points and objections to be taken into account when deciding upon the outline planning applications listed above.

1. I think that the 2 applications should be considered in conjunction with each other as the impact on the village and surrounding area is doubled. In isolation their impact is less.
2. Traffic increase. At least 440 additional cars plus associated increase in deliveries and other general traffic including visitors etc. Increase in traffic through and within the village putting pressures on the already busy road systems. In real terms the traffic planning measures being considered will have very little effect. Cycleways are not being introduced within the village and roads are too narrow and busy to be safely used. If a bus route is reinstated very few people from the estate will use the bus (previous bus route 54A was withdrawn as not used).
3. Junction with Groby Road and Bradgate Road. Due to parking on one side of Groby Road there is just single lane access approaching the junction. Also difficulties using junction both ways as views are obstructed by buildings and the junction is tight. Larger vehicles have particular difficulty negotiating in both directions. Increase in traffic will exacerbate this problem.
4. Junction with Groby Road and A50. Feeding into 4 lanes of speeding traffic is hazardous. Increase in traffic will make this junction more hazardous both to people exiting and cars already on the A50.
5. Increase in population in Anstey will put more pressures on local services and amenities where there are already problems i.e. Doctors, schools, car parks etc.
6. Increase in pollution: Increased traffic will lead to increase in noise, dust and light pollution. Building of estates will add to this pollution. Additional light pollution both on the estate and from cars using the local roads.
7. Our house vibrates when vehicles don't slow down sufficiently when they negotiate speed bumps on Groby Road. Increase in traffic will make this worse.
8. Increase in people using local footpaths into surrounding countryside and using local countryside amenities. Increase use of places such as Castle Hill Park, Bradgate Park, Swithland Woods, Beacon Hill, Outwoods There has been a massive increase in people using footpaths and these amenities in recent years. Footpaths are deteriorating and becoming wider. More people in locality will add to this problem.

9. Flooding: Increase in built up area will result in more water run-off and increased flooding risks in the locality. At present the Coop car park regularly floods, as does the land all along Rothley Brook and then into the Soar Valley. Proposed building land is currently saturated but it does hold the water to a certain extent. When built upon this water will be directed directly into the Rothley Brook. The land should be planted with trees and not used for building.
10. Proposed Country Park – this land regularly floods and would need to be managed presumably at the expense of local council.
11. Potential Sports Field - The plan says that there is land for potential sport fields by the Rothley Brook. How would this land be used, it regularly floods. Potential does not mean that it would ever be used as an amenity for the village.
12. Problems with existing footways built by Davidsons: St Jame's Gate footways both around the estate and in the park at the top of Burgin Road have disintegrated where water has washed them away causing trip hazards, difficulties for young children accessing the parks on bikes etc. The material used is loose and not substantial enough for the use they get. The footways have not been maintained. I am concerned that the public areas in the new estates although promises a great deal but in real terms Davidsons pay lip service to building and maintaining these amenities.
13. The park at the top of Burgin Road and the allotment space has not been passed over to the council despite having been completed several years ago. The park has been poorly maintained. The grassy areas are not mown regularly and are not suitable for children to play games on. Further evidence of poor management.
14. The footpath linking the new estate built by Davidsons on Gynsill Lane to the village has been a magnet for dog walkers; there has been no provision for dog waste. The paths are smelly in hot weather and hazardous. Dog waste in the park at the top of Burgin Road is irregularly collected and the areas next to the overflowing bins are a hazard – again evidence of poor management.
15. Building of one or both of these estates will have a negative effect on both the physical and mental well-being of people living in the area for the reasons given above.

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