

Development Management
Southfields Road
Loughborough
Leicestershire
LE11 2TN

10 July 2021

Dear Development Manager

APPLICATION NO: P/20/2252/2 and P/20/2251/2

Land to the South and North of Groby Road

I have studied the new masterplan and letter submitted by Pegasus. All the objections we expressed in a letter to you on 10th February 2021 continue to apply to these revised plans. These objections concern the lack of a strategic context, impact on local road safety and capacity, the pressure on local services and changes to the character of the village.

There are a number of concerns with the new plans I would like the Charnwood Council to challenge.

Aesthetic Design

Pegasus seem to rely on vague terms such as 'good urban design practice' and 'much better street in urban design terms' to support the plan. I would question what the evidence is for such criteria. I would also question in whose interest the criteria were devised, i.e. developer or resident?

As a resident my aesthetic needs are emphatically to look out on a green landscape than a row of house fronts and parked vehicles.

Pegasus claim that a single sided development would look out onto 'a mix of some landscaping and then an array of close boarded fences'. Surely some attractive landscaping with scrubs and hedging is possible. If they find close boarded fence unacceptable, there must be potential to come to some agreement with house owners for an alternative.

Davidsons seem to be concerned with 'creating an attractive streetscene' to help sell their new houses at the expense of degrading the attractive setting and privacy of existing residents.

Security

Pegasus' argument on security grounds is very difficult to fathom. It seems based on a theory that house burglars in villages such as Anstey mainly approach from the rear. In the 50 plus years that the existing houses in Peartree Close have existed with an open field behind them there have been no known burglaries from the rear of the buildings. There is no reason to believe that building houses in that field would increase the risk of burglaries. Common sense would suggest that potential of witnesses would decrease the risk.

Local Traffic

Our broader objections to applications P/20/2252/2 and P/20/2251/2 regarding local road safety and capacity, the pressure on local services and the character of the village that we expressed on 10th February 2021 are not addressed by these new plans.

In particular, I would emphasise the need to expand the Anstey Surgery **before** any further expansion of housing in the area. The effect of the Covid-19 pandemic has resulted in rethinking NHS provision and the increased need to develop local primary care services. Detailed strategic consultation with the Clinical Commissioning Group should take place **before** decisions are made on new developments in Anstey.

I have not been able to find in ADC Infrastructure's transport assessment any reference to safe limits to road capacity or speed on urban roads without pavements. Bradgate Road is such a road without a pavement on its west side. Any increase in traffic flows within Anstey will impact on this road and so should feature as part of the safety assessment.

The lower part of Bradgate Road has enclosed sides, a sharp bend, a pedestrian crossing, platforms and uphill route all of which increase exhaust fumes. There seems not to be any data regarding air pollution in that area, even though houses are immediately next to the road. I would suggest evaluation of the risks is needed before adding to the traffic volumes.

Primary Care Services

I would emphasise the need to expand the Anstey Surgery **before** any further expansion of housing in the area. The effect of the Covid-19 pandemic has resulted in rethinking NHS provision and the increased need to develop local primary care services. Detailed strategic consultation with the Clinical Commissioning Group should take place **before** decisions are made on new developments in Anstey.

North of Groby Road

On the plan north of Groby Road has removed the footpath which connects the site to the bus stop on Bradgate Road. Is there a new proposal regarding access to public transport, or are Davidson's accepting that this development will be purely for car dependent households with a higher number of vehicles and trips per household? If so, have they allowed enough car parking space for each household and have they adjustment their traffic flow figures accordingly?

Other changes to housing in the north plan have reduced the area for water retention ponds. Given the increased frequency of flooding and global warming, there should be a reassessment as to whether these will be adequate for future needs.

Strategic Planning

Whilst households adjacent to these developments have been informed and consulted, the impact will be on all Anstey residents. It would be highly undemocratic to make decisions without wider information provision and consultation.

This planning application should not be assessed as a single development. It needs to be seen in the light of all other developments in the surrounding areas. Traffic generated by the 600 additional houses in Thurcaston and by houses within three different local authorities to the south of the A46 will impact on the congestion in the centre of Anstey. ADC's traffic analysis

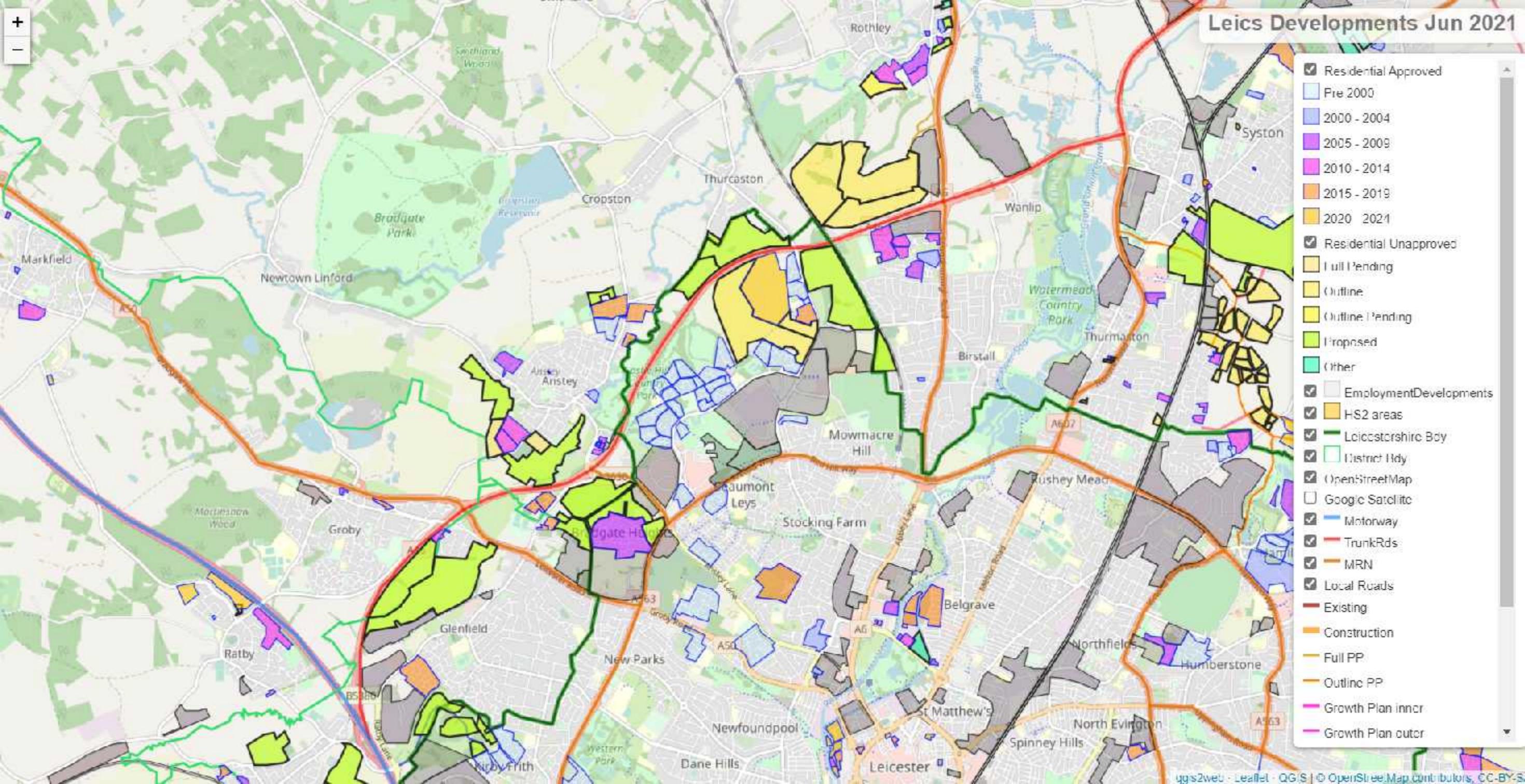
does not account for all the proposed developments. I have attached a map illustrating the growth of local developments which have impacted on Anstey and proposed future developments. I believe this demonstrates the need for a strategic rethink with public involvement.

Equally the additional pressure from these developments on all local services, air pollution, flooding risks and wildlife must be assessed for the whole area. My request is therefore to postpone the decision on this proposal until an up-to-date traffic flow survey is completed and a full strategic plan for Anstey is agreed.

Yours Sincerely

Chris Bosley

53 Peartree Close
Anstey
LE7 7TD



- Residential Approved
- Pre 2000
- 2000 - 2004
- 2005 - 2009
- 2010 - 2014
- 2015 - 2019
- 2020 - 2021
- Residential Unapproved
- Full Pending
- Outline
- Outline Pending
- Proposed
- Other
- Employment Developments
- HS2 areas
- Leicestershire Boy
- District Hdy
- OpenStreetMap
- Google Satellite
- Motorway
- Trunk Rds
- MRN
- Local Roads
- Existing
- Construction
- Full PP
- Outline PP
- Growth Plan inner
- Growth Plan outer