

Site Address: Land at Gorse Hill Anstey Leicestershire

Proposal: Outline planning application for up to 80 dwellings (Class C3), with all matters reserved except for access

Application Number: P/22/2132/2

Comments submitted on the above application by Cllr Paul Baines and Cllr Deborah Taylor, Ward Councillors for Anstey.

Our main concerns and objections in relation to the application are as follows:

- Concerns over the impact on traffic, particularly on traffic volumes at the Gorse Hill/Anstey Lane junction
- Noise pollution
- Air pollution
- Lack of community cohesion
- Lack of consideration of all the current planning applications submitted within Anstey Parish (over 1000) and the cumulative effect
- No information regarding the main arterial roads operated by Highways England.

This site is not identified in the Charnwood Borough Council Local Plan, due to be examined in February 2023. Our view is that the reason it was not considered is that it is not a site suitable for development.

The A46 Leicester Western Bypass runs north-to-south in a westerly direction and separates the site from Anstey. Within a cutting, the A46 is largely well-screened by existing vegetation on both sides as it passes the local vicinity and cuts through Castle Hill Country Park to the north of the site. Castle Hill Country Park provides a green area of separation between Beaumont Leys of Leicester and Anstey.

Noise Pollution

The current residents of Gorse Hill and Crawley Fields, already suffer from a large amount of noise and constant humming from vehicles using the A46. They would somewhat be shielded from the A46 by further development but new residents from this proposed development will be subject to huge amounts of vehicle noise.

Included in the '*Acoustic Study*' at point 2.4 it states 'Included within the proposals are a bund and fence formation along the western portion of the Site. The proposed bund is 3m high with a 2.5m high acoustic fence on top. All assessments undertaken within this report are inclusive of the embedded scheme mitigation'.

This study was completed in the summer of 2022 and appears to take no account of the other planning applications submitted for Anstey. These currently stand at 960 houses and these need to be taken into consideration as this will greatly increase traffic noise on the A46 and surrounding roads.

Sound Level Meters (SLM) were installed at two locations on the site. The first SLM was positioned approximately 20m from the edge of the A46, the survey was

undertaken between 09:00 am on Thursday 30th June 2022, and 08:40 am on Monday 4th July 2022. The second SLM was positioned approximately 17m from the edge of the A5630, the survey was undertaken between 12:00 noon on Friday 24th June 2022, and 10:00 am on Wednesday 29th June 2022.

Both timings of these monitors seem to avoid the peak hours of traffic. The busiest time is between 7.00 am and 8.30 am in the mornings and there is no monitoring of the peak evening hours.

Table 1 shows the recommended dB for Indoor Ambient Noise Levels for Dwellings. **Table 2** shows the site criteria summary.

Table 1

Table 3.1: BS 8233: 2014 Table 4 – Indoor Ambient Noise Levels for Dwellings

Activity	Location	07:00 – 23:00 L _{Aeq, 16hr} dB	23:00 – 07:00 L _{Aeq, 8hr} dB
Resting	Living Room	35	-
Dining	Dining Room/Area	40	-
Sleeping (daytime resting)	Bedroom	35	30

Table 2

Table 3.3: Site Criteria Summary

Scenario	Location	Daytime	Night-time	
		07:00 – 23:00 (L _{Aeq, 16hr} dB)	23:00 – 07:00 (L _{Aeq, 8hr} dB)	23:00 – 07:00 (L _{AFmax, T} dB)
Typical	Living Room	35	-	-
	Dining Area	40	-	-
	Bedroom	35	30	45
Overheating	Bedroom	35 – 50 ^(a)	40	55
All	External Amenity	50 – 55	-	-

^(a) Daytime internal criteria during periods of overheating are dependent upon the likelihood and duration of overheating which would be determined through DTM and a subsequent AVOG Level 2 Assessment if required.

Table 3 shows the results from the two SLMs. Table 3 shows that the Daytime dB measurement average of 72.2 dB is in excess of circa 100% of the recommended noise levels of 35dB; The night-time dB measurement average of 68.2 dB is in excess of circa 125% of the recommended noise levels of 30 dB. This is from the SLM that was positioned 20m from the edge of the A46.

We think the figures show for themselves that the projected noise from the A46 for these dwellings is unacceptable and this application should be refused on that basis alone. The constant hum of vehicle/road noise for these new residents would be unbearable with no escape from it, day or night.

Table 3

Table 4.2: CM1 Results

Date	Daytime 07:00 – 23:00 L _{Aeq, T} dB	Night-time 23:00 – 07:00 L _{Aeq, 8hr} dB	Typical Maximum Event Level ^(a) L _{AFmax, 5min} dB
Thursday 30 th June ^(b)	74	70	82
Friday 1 st July	75	66	80
Saturday 2 nd July	73	67	80
Sunday 3 rd July	73	70	81
Monday 4 th July ^(c)	76	-	-

(a) Maximum noise level not exceeded more than 10 times per night.
(b) T = 14hr
(c) T = 2hr

Table 4.3: CM2 Results

Date	Daytime 07:00 – 23:00 L _{Aeq, T} dB	Night-time 23:00 – 07:00 L _{Aeq, 8hr} dB	Typical Maximum Event Level ^(a) L _{AFmax, 5min} dB
Friday 24 th June ^(b)	62	56	70
Saturday 25 th June	61	55	69
Sunday 26 th June	61	57	70
Monday 27 th June	62	57	70
Tuesday 28 th June	62	58	70
Wednesday 29 th June ^(c)	64	-	-

(a) Maximum noise level not exceeded more than 10 times per night.
(b) T = 11hr
(c) T = 3hr

Table 4 clarifies the data more clearly and is taken from the 'Acoustic Study'. **Table 5** gives the typical noise levels found in the environment. Looking at the average noise levels in **Table 4** from both the SLMs, being inside one of these new dwellings will be equivalent to being inside a factory. No amount of acoustic modeling can make these levels bearable. As proved by the current residents of Gorse Hill and Crawley Fields, who are unable to open their windows or enjoy their gardens due to the constant road noise from the A46.

Table 4

4.11 Base on the measured sound levels at CM1, presented in Table 4.2, the following levels have been considered representative for assessment purposes and will be used to calibrate the 3D acoustic model:

- Daytime, $L_{Aeq, 16hr}$ – 75 dB
- Night-time, $L_{Aeq, 8hr}$ – 70 dB
- Night-time, $L_{AFmax, 5min}$ – 82 dB

4.12 Base on the measured sound levels at CM2, presented in Table 4.3, the following levels have been considered representative for assessment purposes and will be used to calibrate the 3D acoustic model:

- Daytime, $L_{Aeq, 16hr}$ – 62 dB
- Night-time, $L_{Aeq, 8hr}$ – 57 dB
- Night-time, $L_{AFmax, 5min}$ – 70 dB

Table 5

Typical sound levels found in the environment

Sound Level	Location
0 dB(A)	Threshold of hearing
20 to 30 dB(A)	Quiet bedroom at night
30 to 40 dB(A)	Living room during the day
40 to 50 dB(A)	Typical office
50 to 60 dB(A)	Inside a car
60 to 70 dB(A)	Typical high street
70 to 90 dB(A)	Inside a factory
100 to 110 dB(A)	Burglar alarm at 1m away
110 to 130 dB(A)	Jet aircraft taking off
140 dB(A)	Threshold of pain

Table 6 provides some narrative on the British Standard for noise levels for dwellings. It clearly points out the desirable noise levels but does note that in higher noise areas such as city centres and urban areas, there needs to be a compromise such as the convenience of living in a city centre. Anstey is a village, and these noise levels are not acceptable for village living.

Table 6

- 5.17 As stated in Paragraph 7.7.3.2 in BS8233:2014 *"For traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed 50dB $L_{Aeq,T}$, with an upper guideline value of 55 dB $L_{Aeq,T}$ which would be acceptable in noisier environments. However, it is also recognised that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited."*

Within the conclusions of the 'Acoustic Study' in **Table 7**, it is noted only half the dwellings will achieve the British Standards for noise, all the gardens will exceed the guidelines and with windows open, all dwellings exceed the standard.

Table 7

- 7.3 With regards to external amenity areas, around half of the dwellings will achieve the BS 8233 guideline values of below 55 dB $L_{Aeq, 16hr}$. For the remaining dwellings, indicative acoustic modelling indicates that at this stage of the design, a number of dwellings will exceed this guideline value by up to 3 dB with a very small number of dwellings exceeding by more than 5 dB.
- 7.4 For the garden areas that exceed the guideline values, consideration has been given to the contextual considerations of BS 8233 as well as proposing to replace private dwellings that have external amenity areas with alternative accommodation such as maisonettes or apartments without external amenity areas.
- 7.8 In terms of overheating, guidance has been given on where an open window acoustic strategy is permissible for daytime and night-time periods. In total, the majority of the site cannot achieve suitable internal acoustic conditions with windows open and will need to undergo detailed analysis at Reserved Matters (recommended) or Building Control (compulsory) stage.

Highway Safety

All the following information is taken from the 'Transport Assessment'. Our main concern is the safety of the junction of Gorse Hill/ Anstey Lane. Traffic on Anstey Lane is now fast flowing since improvements were made to the road. There is a constant flow of traffic along the road, and it is very difficult to exit Gorse Hill and turn right towards the A46 and it is just as difficult to turn right into Gorse Hill from Leicester City. This junction is only just inside the 40mph speed limit area as you head into Leicester City from the A46. The speed limit from the A46 is 50mph so very few vehicles are traveling at 40mph when they are at this junction. Adding in

another 80 dwellings trying to access this junction will make it impossible to exit safely and drivers will become impatient and take risks with pulling out in fast-moving traffic.

Table 8 shows a photo of the junction. Trying to exit right from Gorse Hill to travel to join the A46, there is very limited space in the centre to pull across and try and join traffic traveling at 50mph from a standstill position. There will also be an increase in vehicles in the centre area trying to pull into Gorse Hill. It is already a confusing space with very limited visibility and in our view, it is an unsafe junction that would need vast improvement to ensure the safety of road users from this proposed site.

Table 8

- 3.7 Gorse Hill forms a priority junction with the A5630 to the southeast of the site. At this junction, signage is provided to alert drivers that Gorse Hill is a cul-de-sac and not a through route. There is a gap in the central reserve along the A5630 to allow for right turning vehicles into Gorse Hill. This right turn storage area is accompanied by a short right turn deceleration lane. This provision allows for the storage of approximately 9 PCUs turning right into Gorse Hill.
- 3.8 The A5630 is a two-lane dual carriageway in the vicinity of the site and is subject to a 40mph speed limit (see **Figure 5**).



Figure 5. A5630 / Gorse Hill junction in vicinity of the site

Table 9 shows the predicted trip generation from the proposed site and shows an average of 50 vehicles at each of the peak hours. Considering the comments made above, we cannot see this amount of traffic being able to use the Gorse Hill/Anstey Lane junction in its current format.

Table 9

5.4 The resulting trip rates and generation for the proposals is summarised in **Table 2** (full output contained within **Appendix G**).

Time Period	Arrivals	Departures	Two-Way
08:00 – 09:00 Trip Rate (per dwelling)	0.194	0.444	0.638
08:00 – 09:00 Trip Generation (80 units)	16	35	51
17:00 – 18:00 Trip Rate (per dwelling)	0.450	0.160	0.610
17:00 – 18:00 Trip Generation (80 units)	36	13	49

Table 2. Proposed Residential Trip Generation

5.5 It shows that the development of 80 units could generate up to 51 two-way movements in the morning peak and 49 two-way movements in the evening peak.

Table 10 shows where the traffic is likely to be dispersed and again the Gorse Hill/Anstey Lane junction is going to see a huge increase in vehicle usage.

Table 10

5.2 The proposed morning and evening peak hour traffic generation contained at **Table 1** have been assigned to the surrounding highway network based on the distribution model. As such, **Table 2** below shows the traffic assignment at each junction.

Junction	Assignment (AM peak)	Assignment (PM Peak)
1. Gorse Hill / A5630 Anstey Lane Priority T-junction	80	76
2. A46 / A5630 Grade Separate Roundabout	36	34
3. A5630 Anstey Lane / Bennion Road Roundabout	44	42
4. A5630 Anstey Lane / A563 Krefeld Way Roundabout	44	42
5. A563 Krefeld Way / Orwell Drive / Strasbourg Drive Roundabout	12	11
6. Anstey Lane / Avebury Avenue Roundabout	20	19
7. A563 New Parks Way / Groby Road Roundabout	12	11

Table 2. Traffic Assignment

There are other planning applications submitted for Anstey. These currently stand at 960 proposed houses (without this proposal) and these need to be taken into consideration as this will greatly increase traffic using the A46 and surrounding roads. Paragraph 111 of the National Planning Policy Framework (**Table 11**) advises that development should be refused on highway grounds if there would be an unacceptable impact on highway safety. Our view is that highway safety would be compromised if this application was approved.

Table 11

- 5.13 With regard to off-site impact, Paragraph 111 of the National Planning Policy Framework states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 5.14 Predating the above policy, the now archived ‘Guidance on Transport Assessment’ (DfT, March 2007) document advised that developments may have a significant highway impact where increases of 30 or more two-way vehicle movements occur during peak hours. However, it goes on to state that:

“whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions.”

Air Quality

We can find very little data on air quality within the documents and would welcome some further information on the effect on air quality when building near major arterial roads.

Cllrs Paul Baines and Deborah Taylor