

Appendix– Environmental Statement Questions

Residential development scheme, land at Lower Packington Road and Packington Nook Lane, Ashby-de-la-Zouch

Reference: 08/1588/OUTM

Appendix of concerns and questions on behalf of Packington Nook Residents Association (PNRA) related to the relevant chapters of the Environmental Statement (ES). The references to paragraph numbers relate to those used in the ES. Chapters 1 – 4 describing the proposal, relating to planning policy and the consideration of alternative sites are covered in the main letter of representation.

Chapter 5 - Socio-Economic Issues

1. The provision of 2600 extra population represents a 20% increase in the existing population. The baseline conditions used are from the 2001 Census and show that the proposed development would represent an approximate 25% increase in the local population of the Ashby Study Area.
2. Will NWLDC take into account the demographic changes which have occurred over the intervening years and which have contributed to the severe pressures currently being placed on local infrastructure and take account of the cumulative effect this development would have on this situation?
3. Even if phased over 8 years, this is a substantial population increase placing a significant burden on existing services. The site is not well located in relation to the existing employment areas of the town and would be likely to give rise to greater car usage causing congestion and pollution on roads surrounding the site. There is a real concern that the submitted Transport Assessment does not adequately address this issue (paragraph 5.21)

Community Centre

4. Does NWLDC agree that the assertion that the proposed community centre within the development would benefit the wider community runs contrary to one of the guiding principles of sustainable development, and National, Regional and Local Policies i.e. the need to reduce car usage? It is considered that the siting of a new community centre and sports club would encourage motorised journeys as the travel distance of 2km for most Ashby residents is considered to be too long for non-car modes, particularly in the evening and when accompanied by children. It is considered that it may be desirable for the development (if permitted) to contribute to a more centrally located facility (5.45 & 5.46). The provision of community facilities will be addressed in the near term by the proposed acquisition of Legion House by Ashby Town Council thereby negating the suggested 'benefit' arising from the development.

5. Does NWLDC accept that the proposed community centre and sports club would need to be adopted by NWLDC to maintain them and to ensure their accessibility to the general public? There is no evidence to support the view that NWLDC would be willing or able to take on such liability. We would contend that such a facility would impact on the viability of existing facilities.

Recreational Facilities, Sports & Open Spaces

6. The Open Space Audit 2008 has been used as the basis for the assertion that Ashby is underprovided for in relation to childrens' play areas, recreation grounds and open space and that this deficit would be addressed by the provisions included in the new development. Does NWLDC agree with this assertion, and if so, why? It is our contention that accessibility to the proposed new facilities would be limited to new residents and a minority of nearby existing residents and would therefore have little if any effect in improving the overall availability per head of population.
7. There is little evidence to suggest the residents of Ashby utilise cycling as a widespread means of accessing facilities within the town. The road network, traffic volumes and lack of suitable facilities does nothing to encourage cycle use. The suggestion that pedestrian /cycle routes running through the development would encourage residents to access the facilities by more sustainable methods of transport is not supported by evidence from developments elsewhere within the town.

Employment

8. Does NWLDC agree that the development would bring significant increased competition within the local job market, which has limited scope to absorb such numbers? This would result in an increase in the current high levels of commuting. In addition, all the major local employment areas are on the northern and eastern areas of the town. It is unrealistic of the applicant to suggest that residents of the new development would cycle or walk to work given the actual distances between the centre of the development and the main local employment areas.

Education

9. Whilst the offer to provide land for a new primary school (or extension) is positive, there is no offer to contribute towards the provision of additional secondary school places made necessary by the development. This is a serious concern and it is considered that the position with regard to both primary and secondary school places should be clarified by the education authority (5.105).

Nursery Education

10. It is acknowledged that there is currently considerable pressure on nursery education and day care facilities in the town. Does NWLDC agree that the inference that the two facilities on North Street lie within preferred maximum walking distance of the site (1.2km) and that this thereby reduces the likelihood of car use by future residents of the site is extremely naïve and calls into question many of the other suppositions which have been used throughout this application?
11. The potential relocation of a nursery within the development would create additional traffic flows that again have not been reflected in the TA.

Primary Education

12. Does NWLDC agree that the proposed expansion of Willesley School would accommodate the anticipated pupils from the new development but would also, given the current and projected increased pressure on primary school places across the town, attract pupils from elsewhere with the consequent increase in the severe traffic congestion in the roads around Packington Nook Lane and Western Park at start and finish times?

Secondary Education

13. The application acknowledges the severe pressure currently being placed on the secondary school provision within the town and references the current deficit at both schools. It also refers to the predicted increasing deficit resulting from current four-year forecasts provided by the LEA, which do not include this development, but show spare capacity elsewhere in NWL. Does NWLDC agree that the applicant fails to make any reference to or attempt to quantify the disastrous effect this development will have on secondary education provision in the town? We strongly oppose the suggestion that temporary accommodation could be used to alleviate such a shortfall.
14. Furthermore, are not the claimed benefits outweighed by the increased demand on secondary schools leading to transporting Ashby pupils to schools with capacity further afield, and the loss of community in Ashby by the formation of a fringe village with poor transport links to the centre?

Healthcare

15. The position with regard to healthcare is considered to be similar to that with the new community centre and sports club provision. We acknowledge and accept that there is a need to improve the provision of health services in the town. Do NWLDC agree that the provision of a new purpose built health care facility on this site is not either desirable or sustainable? The suggestion that such a facility being positioned (in the applicant's opinion) within 2km maximum walking

distance of almost all Ashby residents, would be unlikely to result in any increase in car use must be treated with extreme caution. It is considered questionable whether people who are ill can be expected to walk or cycle up to, or more than, 2km to the new facility. The issue of healthcare capacity in Ashby is a concern which has been previously acknowledged by the Council and it is understood that the possibility of providing a more centrally located health facility has been explored in the past but that no suitable sites were found. If this is the case, the expansion of the population by 20% without the necessary additional healthcare infrastructure is a real concern. (5.119 – 5.120)

16. Does NWLDC agree that the applicant acknowledges the limited available capacity at the existing facilities within the town, seeks to suggest that the potential known developments could bring in up to 4516 new residents, and uses this spurious supposition to justify an additional 2-3 GPs to manage this increase? The reasoning behind this is to promote the provision of new health facilities as part of this development.
 17. Does NWLDC agree that the suggestion that the provision of dental services on the site would reduce the need for people to travel out of town for dental services is of benefit, but it would bring even more traffic into an already overcrowded road system?
 18. Does NWLDC agree that the suggested provision of a pharmacy within the site is questionable because there is no evidence of need and the commercial viability is questionable? It would also impact existing providers and would add to traffic problems?
- The accessibility of key facilities, the reduction in the use of the private car and the creation of strong, cohesive communities is emphasised throughout planning policy.
19. Key facilities are currently under severe pressure with no plans or provision in place for expansion within the project time-frame. Will NWLDC accept that guaranteed access to key facilities for new residents would be questionable and accessibility for existing residents will be severely compromised?
 20. Will NWLDC accept that proposed plans will encourage car use through focussing activity on community facilities within the development, which will be unsustainable without support from outside the immediate area? Traffic Assessment ignores this obvious consequence and fails to make any projections on the impact it will have on the existing infrastructure.
 21. Where is the evidence to suggest how a mixed housing estate of this scale on the outer edge of the town and clearly delineated as a 'stand alone' development could possible enhance and contribute to what is already a strong and cohesive community with a distinctive and historically important identity?

22. The assessment acknowledges that the development will create a ‘separate’ community and seeks to suggest that assimilation will occur as a consequence of ‘local inflow’ to the retail/community facilities. Will NWLDC accept that this is a spurious assumption with no evidence to support it? (para 5.38).

In the context of development, RSS8 page 13 states that one of the elements of the core strategy is ‘sustainable patterns of development that make efficient use of land, resources and infrastructure, reduce the need to travel, incorporate sustainable design and construction and enhance local distinctiveness’.

23. Will NWLDC support our view that: given the scale, location, impact on, and risks to the local environment (natural and built), and substantial effects on the local infrastructure, this development is not only unsustainable but would be detrimental to the distinctive nature of this historic market town?
24. Will NWLDC reinforce the NWL Local Plan rejection of such large-scale developments in relation to Ashby, and in particular the Packington Nook site, in that it should not be developed? We contend that the developer is attempting to pre-empt the completion of the LDF and has submitted an application that fails to address fully and accurately the many major issues arising from this proposed development.
25. The application implies that the residential area surrounding the site requires an ‘obvious local centre’ and that existing residents would benefit from the provision of such a centre within the development. What evidence is there to support such a view? On the contrary, the people of Ashby recognise the value of their ‘town centre’ and a commercial development of the scale proposed would have a negative effect on the viability of the existing centre.
26. Does NWLDC accept that the reference to the Tesco superstore does not acknowledge that access to the store from the site would be either through the town or via junction 13 of the A42 which is already an area of concern for the HA?

Car ownership

27. Do NWLDC agree that there is no justification for considering that the level of car ownership within the new development will be substantially different to the norm across the Ashby Study Area which indicates a substantially higher percentage of homes with either one or two vehicles than the national average?
28. Do NWLDC agree that the extremely high percentage of people within the area who travel to work by car is indicative of the position of Ashby in relation to the main regional areas of employment and to the lack of suitable alternative modes of transport? Appendix 4 of the Leicestershire County Council response to the NWLDC LDF consultation states that Ashby is a dormitory town for the West

Midlands. This development will do nothing in either the short or longer term to reduce car usage. We contend that the reason the developer wishes to pursue this application is that Ashby is considered a 'marketable commodity' within the housing market. Such a development would suck commuters into the area from wider afield, increasing the car travel and adding to an already serious traffic problem in the town and adjacent main roads.

Bus Services

29. Does NWLDC agree that they are totally inadequate to meet the needs of a highly mobile population, which is geared around a significant level of commuting to work in major regional centres and evening and weekend leisure activities? There is no evidence to suggest that bus companies would be willing to provide the necessary increase in service levels and routes to have any significant impact on this situation or that this development will contribute anything to improving this situation. The production by the applicant of numerous bus timetables showing infrequent services in routes between Leicester and Burton, whilst inherently of little value, clearly shows that there are no bus services to the south or north and we can assume that anyone commuting toward Tamworth/Birmingham or Nottingham and Derby is going to do so by car.

Trains

30. Does NWLDC agree that the recently completed feasibility study into the reopening of the Ivanhoe Line has concluded that the reopening of the line is unlikely to happen unless substantial government funding is provide to develop and to subsidise the operation of the line? We contend that this will not happen and that the proximity of the development to the Ivanhoe line should be discounted as a consideration in this application. Notwithstanding this, there appears to be no offer in the assessment to contribute towards achieving the goal of re-opening the line (5.69)

Footpaths & Cycleways

31. The proposed provision of cycleways within the development would have no impact on the existing pattern of cycle use within the town. The medieval network of roads, lack of dedicated cycle ways and the high and growing levels of traffic within and around the town preclude the safe and widespread use of cycles as a means of accessing local facilities.

Chapter 6 – Landscape and Visual Assessment

1. The assessment states that the aim of the project is to minimise any adverse landscape and visual impact of the scheme. This is questioned given the substantial land take involved and the potentially permanent changes to the character of the area (6.68). The affect of the development on the landscape

character of the area is a significant concern and is one upon which the Local Plan inspector focused on in his consideration of the possible allocation of this site ten years ago. In concluding that this site was not suitable for development then, the inspector concluded that

"The area between the A42 and Ashby de la Zouch provides an important and attractive approach and setting to the town. That part closest to the built edge is intimate in character and contrasts to the openness beyond the A42, and contains a diverse hedgerow pattern. The result is attractive countryside right up to the built edge."

7.410 No objection has been raised to this proposed designation, and I confirmed for myself the accuracy of the above description when I visited the area. I also noted that the objection site consists of gently undulating pastureland, with its fields separated by mature hedgerows. It lies at a lower level than the existing southern outskirts of Ashby, and hence both helps to create a soft edge to that part of the town, as well as provide a visually attractive area of transition between built development and the more open character of the land beyond the A42.

7.411 These considerations lead me to conclude that this proposal would give rise to a loss of countryside which is worthy of preservation for its own sake. In the light of the advice in paragraph 2.3 of PPG7 that development of rural land should maintain or enhance the countryside, that loss would clearly be undesirable.

7.412 Development of the objection site could set a precedent whereby further encroachment into the ALLV would be made difficult for the Council to resist. At the moment, Lower Packington Road has housing, footways and street lighting on its northern side only; it therefore appears as a strong and clearly defined boundary between town and country. In contrast, the lower edges of the objection site are defined only by field boundaries of which there are many similar examples further south.

7.413 At the inquiry, the objector suggested that a Section 106 agreement could be used to prevent development spreading. Whether this would be viable is, however, highly doubtful: there is no evidence to indicate that all the land concerned is in common ownership, without which the likelihood of achieving the necessary agreement could be difficult. Perhaps more importantly, the amount of land between the objection site and the A42 is, I believe, so great that restricting its use in perpetuity could not reasonably be held to be related in scale and kind to the proposed development.

7.414 The setting of a precedent in my opinion therefore further supports my principal conclusion on the first issue.

2. The assessment of landscape does not place any value on the separation of Ashby and Packington provided by this site, or the attractive approach it provides to Ashby from the South, should it not?
3. Why is the landscape assessment undertaken in winter (March) when this particular area of landscape is not particularly attractive whereas it is of high value to local residents and of very attractive appearance in the warmer months?
4. Do NWLDC agree with the assessment that views of the site from various locations such as Packington and Measham Road will be affected to a negligible degree of visual impact, which is clearly untrue, particularly during the 15 year building period?
5. Character Area 1 is considered to be of low landscape sensitivity despite it being described as being of reasonably positive character. In addition, it is considered to have limited features of value. This is also questioned given the existence within this area of the Giliwiskaw Brook which is considered to be an important and unique landscape feature in the area (6.76).
6. Character Area 2 is also considered to be of low landscape sensitivity whilst Areas 4 and 5 appear to have no classification at all. It is only when the Willesley Park area (para 6.83) is classified that the designation increases to medium-high. The whole basis for the character area designations is questioned and it is suggested that the assessment should be critically appraised by an independent body (such as Leicestershire County Council) (6.77).
7. The assessment predicts a high-medium landscape impact due to the loss of landscape features and if no compensatory habitats are provided. The affect is considered to be of medium adverse magnitude despite the area being assessed as having low sensitivity to change. This assessment is considered realistic and underlines the extent of the affect of such a large development in landscape terms. It is difficult to see how the affect of the development can later be described as medium-high beneficial once the proposed landscaping is in. This assessment is considered to be overly positive and at best, the overall effect (with the delivery of all of the landscaping, national forest planting and new open space) should be assessed as neutral or low adverse (6.85).

Chapter 7 – Ecology and Nature Conservation

1. The protection of the internationally recognised River Mease Special Area of Conservation (SAC) is a significant concern. Whilst the submitted ecological assessment states that all necessary safeguards would be put in place to protect the area, in view of the number of important protected species which have their habitats on or near the site, it is very important that this assessment is properly scrutinised by an independent body or bodies with specific expertise in this field. It is considered that more information may be required in relation to water voles,

white claw crayfish and the existence of breeding ponds for toads. There have been many sightings of willow tits (RSPB red list) which are not referred to in the evaluation.

2. In view of the existing tree belt and the existence of a number of important veteran trees within the site, it is also considered important that a qualified arboriculturalist assesses this information and advises you on these issues. It is suggested that Leicestershire County Council Forestry section may be an appropriate body to advise you.

In relation to the submitted Tree Assessment:

3. Is NWLDC aware that the Report does not mention the loss of over 4km of mature hedgerow that would be lost, based on the indicative layout? These hedges are at least 100years old and probably date back to the enclosure act.
4. Is NWLDC aware that the Report does not include any consultation with the Environmental and Heritage Services in regard to the Wildlife Order NI 1985?
5. Will NWLDC confirm that the avenue of lime trees is not covered by a Tree Preservation Order? Should they be?
6. Does NWLDC agree that the recommendation for some of the limes for the 'removal on grounds of safety' has no justification in the absence of a full arboriculturalist report?
7. Does NWLDC agree that the loss of the majority of cracked willow will deprive the area of suitable habitat for bats and other wildlife and will be a major environmental loss to the area?
8. Are NWLDC aware that the developer recommends that over 100 mature trees are to be removed from site to facilitate this development?
9. Are NWLDC aware that Appendix 7 of the Report highlighted 4 no veteran trees not identified in the Tree Assessment, which brings into doubt the accuracy of The Tree Assessment

In relation to the River Mease SAC:

10. Are NWLDC aware that the proposed development includes major remodelling of the site? Large areas of the site will be re profiled to accommodate flood prevention schemes, with many trees and hedgerows removed. The river Gilwiskaw will be diverted, restricted, re-levelled and tree cover removed and ponds inserted. This will effectively destroy the habitat, which supports designated species and significantly reduces the buffer zone directly adjacent to

the SAC. The claim of improving the ecology of the area by this development is disputed.

11. This Development is within a few hundred metres of the River Mease SAC. RSS 8 recognises the sensitivity of this site in the annexed Appropriate Assessment. Why then does the developer fail to make any mention of the impact on the SAC?
12. Why have the developers failed to undertake the statutory “appropriate assessment” of the impact of this development on the SAC?
13. This development will add 88 million litres of cleaned sewage outflow from Packington STW direct into the SAC. Why is this not mentioned or considered? The Regional Plan states that Packington STW is running over capacity and represents a hazard to the health of the SAC due to high levels of phosphates and nitrates that cannot be removed. It warns against further increasing outflow from this works.
14. Are the Council aware that Severn Trent was recently heavily fined for killing 18,000 fish in the SAC by sewage overflow into the Gilwiskaw? Is this not evidence that the sewage works cannot cope with more development?
15. The SFRA states that over 20 Sewage escape incidents has been reported in the area over the last five years. As the main sewer lies adjacent to the Gilwiskaw, the stream is contaminated regularly with detritus. Is this not contributing to the unfavourable status of the SAC?
16. Is NWLDC aware that the current status of the SAC is “ unfavourable and not improving”? The designation has worsened with the development of Ashby over the last 10 years. This development will exacerbate an already critical condition.

In relation to the survey of existing wildlife:

17. Are NWLDC aware that the Bat survey was completed on Nook Farm only and PNRA nocturnal survey confirmed that there are numerous roosts for Bats that have not been sufficiently identified?
18. Are NWLDC aware of many local sightings on the site by local environmentalists of willow tits, which are on the RSPB red list of birds needing protection, but are not recorded in the Report?
19. Are NWLDC aware that there is local knowledge of both water voles and white claw crayfish existing in the Gilwiskaw and tributaries on the site? Local knowledge would suggest the survey has underestimated the extent of the population of both species in this area indicating that insufficient care has been taken in assessing the environmental value of the site.

20. Are NWLDC aware that the Report makes no reference to the SAC of the River Mease and Gilwiskaw Brook and the extension of habitat from the SAC to north of Packington?
21. Are they also aware that the PN development area provides potential habitat for otter, bullhead fish, water voles and white claw crayfish?

Chapter 8 – Water and Drainage

1. Why doesn't the FRA report take account of the previous work done by WSAtkins in the SFRA? In particular the assumption of a 10% increase in the urbanized area of the catchment to take account of permitted and future local development, not be covered under SUDS schemes, is ignored. This would result in a 25% increase in the 100yr return period flow (Q100), based on WSAtkins' figures.
2. Has NWLDC taken account of our previous representations that the 10% increase for urbanization is inadequate to take account of current development in Ashby?
3. Is NWLDC aware that the catchment area does not appear to include the runoff from the new A511 Ashby by-pass, which is not included on the maps provided?
4. Is NWLDC aware that there is no indication of overall effect upstream of the increased height of water in the tributary? How will the increased height of water affect Chapmans Meadows?
5. Why is the level survey inconsistent with the actual levels which we understand show much lower levels for the land between A42, Mill Farm and sports field, and also the river bed, and means that much of the this part of the site will be a "Medium Probability" risk of flooding, under PPS25 Annex D?
6. Will NWLDC ensure that the report is challenged on the basis of levels and flows and that a much wider area is assessed as Category 3A and 3B under the PPS25 Exception Test?
7. PPS25 Exception Test is in three parts 1) Provide wider sustainable benefit to the community, 2) Is Brownfield, 3) is 'safe' under flood conditions. Our understanding is the 2) cannot be passed (it is a Greenfield site) and that, on the basis of the mapping in the SFRA and the Mill Farm levels, 3) will be difficult to demonstrate. Will NWLDC ensure that an accurate Exception Test is applied to this site?
8. In Para 4.8 all the available sites have not been considered under the Sequential Test to "demonstrate that there are no reasonably available sites in areas with a lower probability of flooding" (PPS25, Para 16). There are a range of alternative

sites in Ashby and North West Leicestershire that provide lower flood risk and which have not been fully considered.

9. How do SUDS and the flood alleviation scheme provide significant environmental benefits? They are only dealing with the water on site and a partial reduction of flooding in Packington, but not considering the full potential flows identified by the SFRA and the actual areas that should be category 3a and 3b? Furthermore, the existing habitat and wildlife will be eliminated from the area of flood alleviation for many years by the major earthworks envisaged in the development.

Chapter 9 – Agriculture, Land Quality and Soil Resources

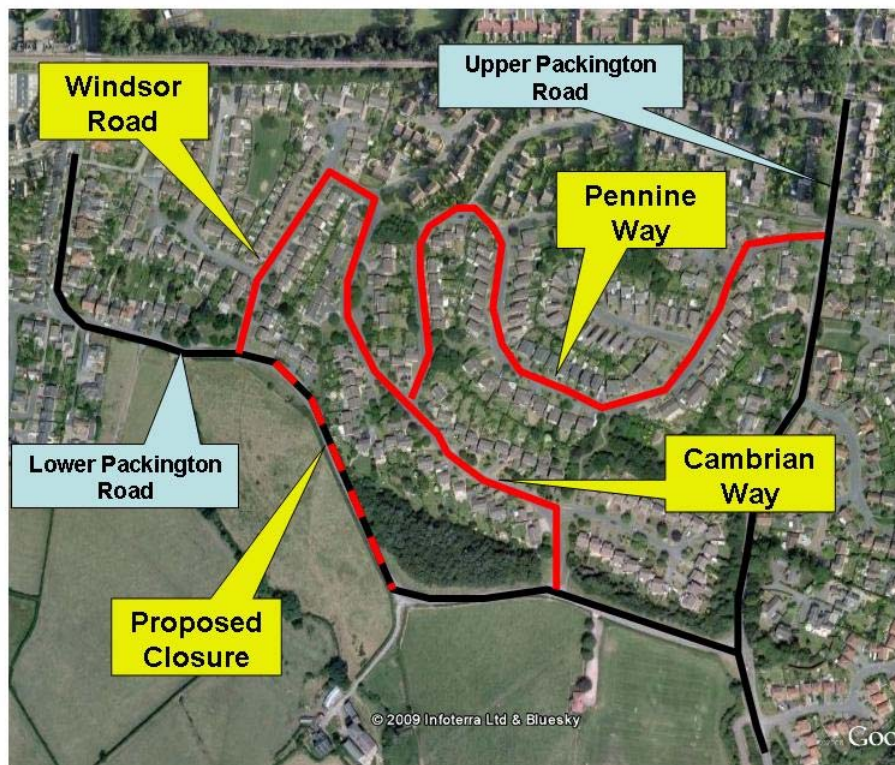
1. There are no specific points in relation to this issue as it is assumed that you will be provided with the necessary response to your consultation from the appropriate bodies.

Chapter 10 – Cultural Heritage and Archaeology

1. The impact of the proposal on Rotherwood House is a concern with particularly reference to its role within the historic landscape.
2. The avenue of trees within the site is a particular feature of the landscape that should be safeguarded and enhanced.
3. Mill Farm with its associated ponds should be recognised as a heritage feature within the landscape.

Chapter 11 – Traffic and Transport

1. Why doesn't the report consider the environmental effects on residents of Cambrian Way/Windsor Road from increased noise and increased accident risk, as traffic will increase by more than 30% because of rat running? An assumption in Para 11.23 that rat running will reduce on Lower Packington Road and traffic will use other routes, but not Cambrian Way/Windsor Road is inconsistent what is obvious from looking at a plan of the site. Cambrian Way/Windsor Road is a short diversion, and certainly preferable to the proposed Boulevard or Leicester Road/Wood Street routes, which are the only alternatives for traffic from east Ashby.
2. What is the evidence that this site is a sustainable location (Para. 11.8) when public transport provision is limited and timed unsuitably for work journeys and leisure, there is no evidence of local employment, and long distance car journeys and secondary school trips by car will inevitably increase?



3. Is there sufficient evidence that the measures required to mitigate and improve delays at 4 locations will actually work? What consideration has been given to the effects on the Wood Street/Upper Church Street Junction, bearing in mind the assumption that closure of Lower Packington Road will cause traffic to dissipate and congestion at this junction is a major issue for Leicester Road development?
4. In relation to trip generation, no attempt is made to estimate the total number of trips that would be generated by the development, although it is recognised that traffic may increase by up to 30% on some roads (para 11.10). Instead, the TRICS database is used to estimate vehicle trips and this estimate does not appear to be robust. It is important that the highway authority assesses this carefully and it would be beneficial to discuss this with the Council once it is received. The effect of committed developments in terms of traffic and traffic growth appears to be considered irrelevant.
5. Encouraging environmental sustainability - As highlighted earlier in this appendix, most facilities are located beyond walking distance to the north and the development site is not well served by bus transport. The development offers little to improve accessibility by public transport, walking or cycling for journeys to work or leisure trips. A new bus service is described but not adequately justified. For example, there is no information on start and finish times by day of the week.
6. Managing the existing network – The development proposes the closure of Lower Packington Road and a local diversion route to take traffic via Cambrian Way. The justification for this is not clear. It assumes that the closure will facilitate movement between the development and the town centre by non-car modes

without a meaningful description. Rat-running on Cambrian Way and Windsor Road would result and this is considered a very significant concern.

7. Mitigating Residual Impacts – The development assessment assumes that vehicular access to the town centre would be via Station Road (to avoid Leicester Road). In reality, traffic will also use Leicester Road and then the substandard and congested Wood Street and Market Street junction, and also Cambrian Way/Windsor Road. Footway improvements are offered but there is nothing specifically to assist cyclists and motorised vehicle users. The off site traffic impacts on the local road network (including junction capacities) and on the A42 appear to be dismissed. It is generally acknowledged that there are existing problem with school access traffic in Ashby, particularly in this area at Willesley School and Ashby School. These problems would be exacerbated by the development.
8. Will NWLDC take into account that the calculation of walking and cycling distances is selective and misleading because they do not take account of the size of the site, which is 1km by 1.2km? Distances appear to be calculated from the centre or the edge of the development when it suits the argument.
9. Is not a large part of the development >2km (absolute maximum for walking) from the secondary schools when using actual available routes?
10. Is not over half the site more than 400m from a bus stop and more than 1 km from the bus stops in the centre of Ashby that serve a wider area?
11. The RTP does not identify where people will actually want to go, at what time, and how they will get there. Is this not essential information bearing in mind the lack of employment and leisure facilities in Ashby?

Chapter 12 – Infrastructure and Services and Chapter 13 - Air Quality

1. There are no specific points in relation to these issues as it is assumed that you will be provided with the necessary response to your consultation from the appropriate bodies.

Chapter 14 – Noise

1. Will NWLDC ensure that an accurate survey is undertaken in accordance with the requirement of NWLDC to obtain a more robust assessment of the noise impacts for A42 (Para. 14.51) for the following reasons?
 - a. The surveys were predominantly undertaken during the school Easter Holidays 2/3 April – traffic levels were considerably lower in Ashby at this time.

- b. For 4 of the 8 survey sites wind speeds were 0-4m/sec, which is outside the recommended maximum of 2m/sec, although the direction of wind was not recorded.
 - c. The results for site 3 (Nook Farm) in the centre of the site are inconsistent with the other results and must have been taken in a non-representative position or were unduly affected by the wind speed.
2. Will NWLDC consider the growth in traffic on A42, as the assessment assumes no growth in traffic in considering of the effects of noise? In Table 14.14. PPG 24 suggests (Appendix 3) that 15 years is an appropriate assessment period for new and improved highways. Since A42 is in the HA medium term plan (5-10 years or 2013 - 2018) for widening it would be reasonable to take account of this increase. The National Traffic Model says that on trunk roads in the East Midlands traffic growth 2008 – 2023 (15 years) could be 1.188 (which is 1.01% p.a. compound). Using this growth factor predicted traffic levels on A42 would be as follows:

Year	AAWT	Description
2007	62200	Base Year Traffic
2011	65000	Start of building
2019	71000	Full occupancy
2026	76500	15 years after start
2034	83500	15 years after full occupancy

- 3. An increase from 62,200 to 83,500 will have a significant effect on noise levels and would increase predicted levels by up to 2dB.
- 4. Will NWLDC take into account that the predicted levels in Table 14.15: PPG 24 NECs across the site show some daytime levels of 71 to 68.8 and night-time levels of 65.6 – 63.8. Bearing in mind the way the surveys were undertaken, the lack of consideration of traffic growth, and the proximity of these figures to Category D levels of 72dB and 66dB respectively, the majority of the development is so affected by noise, surely alternative sites must be considered first?
- 5. Will NWLDC also take into account that the internal noise conditions for day-time and night-time in properties on the northern and southern sides of the site are outside the acceptable NWLDC criteria (Para 14.88), and for the properties on the South of the site the external noise will be above the BS8233 and WHO recommended levels (Para. 14.90)? Again these levels are assessed without consideration of traffic growth and with the limitations of the survey.
- 6. Why have the applicants not considered of the effects of noise on neighbouring houses on Cambrian Way/Windsor Road as a result of rat-running? Existing noise levels along frontages on Cambrian Way have been measured at 70dB, but these measurements need to be confirmed by accredited surveys.

7. Will NWLDC agree that the survey does not properly reflect the existing and future conditions on the site and surrounding roads, and the noise levels are such that much of the site could be classified as Category D – for which PPG 24 recommends refusal?
8. Why are the high noise levels within the site and which will be outside the limits advisable for development, not considered as a residual cumulative effect?
9. The high noise levels from the A42 place a lot of the site in category C where mitigation would be required. Furthermore, as indicated above, the noise levels from the road in the future may be greater if the road is widened or traffic using it increases. It is considered that the alternative sites listed earlier in the ES would not have such constraints and are accordingly considered to be preferable on this basis. (paras 14.82, 14.107 and Table 14.20)

Chapter 15 – Ground Conditions

1. There are no specific points in relation to this issue as it is assumed that you will be provided with the necessary response to your consultation from the appropriate bodies.

Chapter 16 – Cumulative Effect

1. It is difficult to see how this section of the assessment can adequately address cumulative impacts of other developments when the likely other developments are not yet known because of the current state of the LDF.
2. It is important that the cumulative effect of all developments in terms of traffic generation is properly assessed.