

CONSTRUCTION IMPACT & DISRUPTION

Plain-English evidence guide for residents objecting to the 550-home Frolesworth Road development.

Quick summary

A development of this scale would not be a short, minor building project. It would mean years of HGV movements, earthworks, dust, noise, mud on roads, vibration risk, and disruption to residents, schools, businesses and emergency access. The public should ask for a full Construction Environmental Management Plan and Construction Traffic Management Plan before any permission is granted, not after.

Main objection points

- **Scale:** up to 550 homes, land for facilities, open space and major earthworks means a long construction period, not a small local build.
- **HGV traffic:** construction vehicles would add pressure to roads that already struggle with congestion, school-run traffic and accident risk.
- **Noise, dust and vibration:** nearby residents need clear controls, not vague promises.
- **Mud and highway safety:** construction vehicles can drag mud, silt and debris onto roads, worsening safety and surface water issues.
- **Drainage during construction:** exposed clay soil, stripped topsoil and temporary works can increase runoff before permanent drainage is working.
- **Timing:** mitigation must be secured before works begin, with enforceable monitoring and penalties.

1. Construction traffic and HGV routes

The construction phase could generate large numbers of heavy goods vehicle movements for spoil, materials, concrete, drainage works, utilities, road construction and housing delivery. This is especially important because local roads already face peak-time congestion and safety concerns.

- Construction vehicles should not be routed through unsuitable village roads without proper assessment.
- A clear HGV routing plan is needed before approval, including delivery hours, wheel washing, road sweeping and restrictions around school drop-off and pick-up.
- The Transport Statement should be tested against real local conditions, not just theoretical modelling.
- Emergency access must be protected throughout the build period.

Evidence: Leicestershire County Council accident data obtained through FOI recorded 44 reported road traffic accidents within Broughton Astley parish over 9 years, including pedestrian, cycle and child-related accidents; campaign leaflet also records these figures. Planning application 26/00480/OUT; traffic/access evidence pack.

2. School-run and peak-hour disruption

Construction vehicles arriving during school-run periods would add risk at exactly the time the network is already most pressured. Residents should ask for binding restrictions on HGV movements during morning and afternoon school peaks.

- No HGV deliveries during school drop-off and pick-up periods.
- No queuing of construction vehicles on public roads.
- Banksmen and traffic marshals where vehicles enter or leave the site.
- Temporary traffic lights or road closures only with proper public notice and emergency access planning.

Evidence: Local evidence and resident objections identify Main Street, Station Road and school-run congestion as existing pressure points. Leicestershire County Council accident FOI data supports road safety concerns.

3. Noise, vibration and working hours

Residents close to the site could face noise from excavation, piling, breaking ground, reversing alarms, generators, compressors, deliveries and construction plant. Vibration can also matter where groundworks, compaction or piling are proposed.

- A Construction Environmental Management Plan should set noise and vibration limits.
- Any piling method should be disclosed and assessed before approval.
- Residents should be told who to contact if works breach agreed hours or cause nuisance.
- Monitoring should be required at sensitive receptors such as homes, schools, footpaths and community facilities.

Evidence: Environmental Health consultation requirements in comparable local planning documents require controls for dust, noise, vibration, piling and working hours, with typical working hours of Mon-Fri 08:00-18:00, Sat 08:00-13:00, no Sunday or Bank Holiday working. This should be secured here by condition or obligation before works begin.

4. Dust, air quality and health

Large-scale earthworks and vehicle movements can create dust from dry soil, clay, haul roads, stockpiles and cutting operations. Dust is not just a nuisance: it affects breathing, visibility, cleanliness and quality of life for nearby residents.

- The applicant should provide dust suppression measures, including damping down, covered loads and sealed haul roads.
- Wheel washing and road sweeping should be mandatory, not optional.
- Stockpiles should be controlled, covered or located away from homes where possible.
- Monitoring should be in place during dry and windy conditions.

Evidence: Environmental Health consultation themes: dust/noise/vibration controls and construction working hours. Nuisance and amenity impacts are relevant planning considerations under local design and amenity policies.

5. Mud, runoff and temporary drainage during construction

This is a major issue for Frolesworth Road because the ground conditions are clay-heavy. When topsoil is stripped, clay becomes compacted and water runs off faster. Before permanent drainage is built, the construction site itself can become a source of runoff, silt and highway danger.

- A temporary drainage strategy should be required before any soil stripping or earthworks.
- Silt traps, settlement ponds and runoff controls should be installed before construction traffic starts.
- No discharge of silt-laden water should be allowed into ditches, drains, sewers or watercourses.
- Runoff from haul roads and compounds must be controlled during heavy rainfall.
- The developer should explain how flood risk will be managed during each phase, not just after completion.

Evidence: Ground conditions evidence from nearby site investigations indicates clay soils and poor infiltration/soakaway viability. Local flood evidence shows surface water sensitivity around Broughton Astley. STW/EIR evidence and BAFLAG records show drainage and sewer systems already under pressure.

6. Phasing risk: infrastructure often comes later

A key concern is that the harmful effects begin on day one, while benefits or mitigation can be delayed until much later. Roads, drainage, landscaping, SuDS and community facilities may be phased after residents have already experienced disruption.

- Construction should not start until drainage controls, access controls and traffic management are agreed.
- Infrastructure should be delivered early, not left until late phases.
- The community needs clear triggers: what must be built before the 1st, 50th, 100th and later homes are occupied.
- If mitigation is not delivered, occupation should stop until the problem is fixed.

Evidence: Harborough Local Plan infrastructure evidence and project evidence base: infrastructure delivery and cumulative impacts are recurring concerns. STW EIR Internal Review confirms no major wastewater upgrade plan at Broughton Astley WwTW in AMP7, with reliance on limited optimisation/small storm storage.

7. Construction compounds, lighting and security

Temporary compounds can create extra impacts: lighting, generators, parking, storage, welfare units, deliveries, fuel storage and noise outside normal hours. These should not be left vague.

- Compound locations should be shown before approval.
- Lighting should be directional and limited to protect residents and wildlife.
- Fuel and chemical storage should be bunded and kept away from drainage routes.
- Parking for contractors should be on-site, not displaced onto local streets.

Evidence: Environmental and missing data evidence pack: concerns around ecological sensitivity, water quality data gaps, drainage pressures and missing construction-stage controls.

8. Impact on public rights of way and local amenity

Construction near public footpaths, roads and open countryside can affect public safety, access and the character of the area. Residents should object if footpaths, walking routes, cycling routes or safe access are not clearly protected.

- Any temporary closures or diversions should be clearly justified and time-limited.
- Safe pedestrian routes must be maintained throughout construction.
- Construction fencing should not create long-term blight or unsafe narrow corridors.

- The developer should protect rural edge character and visual amenity during the build period.

Evidence: Broughton Astley Neighbourhood Plan evidence base: countryside, local green space, traffic management, biodiversity and infrastructure policies are relevant. Frolesworth Road evidence pack records concern about settlement edge, footpaths and community amenity.

9. What residents should ask HDC to require

- **Construction Environmental Management Plan (CEMP)** before permission or before any works start.
- **Construction Traffic Management Plan (CTMP)** showing HGV routes, delivery hours, wheel wash, road sweeping and school-time restrictions.
- **Temporary drainage and silt control plan** before soil stripping.
- **Noise, dust and vibration limits** with monitoring and a named complaint contact.
- **No Sunday or Bank Holiday working** and strict weekday/Saturday hours.
- **Early infrastructure triggers** so drainage, road safety and utilities are delivered before occupation.
- **Independent enforcement** so failures are recorded and acted on quickly.

Plain English bottom line

This development would not just affect Broughton Astley after the houses are built. The construction phase itself could create years of disruption, traffic risk, dust, noise, mud, runoff and pressure on already stretched roads and drainage. HDC should not approve the scheme unless full construction controls are secured upfront and made enforceable.

Copy-and-paste objection wording

I object to this development because the construction impacts have not been fully addressed. A 550-home development would involve years of HGV movements, earthworks, dust, noise, vibration, temporary drainage risk and disruption to roads and residents. Local roads already suffer congestion and accident risk, including school-run pressure, and FOI evidence records 44 reported road traffic accidents in Broughton Astley parish over 9 years. The applicant should not be allowed to rely on vague future conditions. A full Construction Environmental Management Plan, Construction Traffic Management Plan, temporary drainage strategy, dust/noise/vibration controls, HGV routing restrictions and school-time delivery restrictions should be required before any approval. The development should not proceed unless these impacts can be proven safe, enforceable and acceptable for residents.

Evidence references to mention in objections

- Planning application reference: **26/00480/OUT**.
- Leicestershire County Council accident FOI data: **44 reported RTAs in Broughton Astley parish over 9 years**, including pedestrian, cycle and child-related incidents.
- Environmental Health consultation themes: construction dust, noise, vibration, piling controls and restricted working hours.
- STW/EIR and BAFLAG evidence: existing drainage and sewer systems under pressure; construction runoff should not worsen this.

- Ground conditions evidence: clay soils and poor infiltration mean temporary construction drainage is critical.
- Local Plan / NPPF principle: development must be acceptable in transport, amenity, environmental and infrastructure terms, and impacts must be properly mitigated.

How to use this

Residents can copy the objection wording above into the Harborough planning portal or email it to planning@harborough.gov.uk. Always quote application reference **26/00480/OUT**. If you have photos or videos of congestion, mud, flooding, blocked access or construction-related problems from other local sites, email them as supporting evidence and ask for them to be placed on the public planning file and brought to the attention of the case officer.

Ask for enforceable controls

The key request is simple: no construction should start until HDC has secured a proper CEMP, CTMP, temporary drainage plan, dust/noise/vibration controls, road-cleaning duties, school-time HGV restrictions and clear enforcement triggers.