

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

ES Appendix 10.4 Hinckley Consultation Response - HBBC

Report Prepared by: BWB Consulting Ltd

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Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations
2009 Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Regulation 14

This document forms a part of the Environmental Statement for the Hinckley National Rail Freight Interchange project.

Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).

To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.

The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.

Further details about the proposed Hinckley National Rail Freight Interchange are available on the project website:



The DCO application and documents relating to the examination of the proposed development can be viewed on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/hinckley-national-rail-freight-interchange/>

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Consultation Response

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Consultation Response - Hinckley and Bosworth Borough Council - Noise

Introduction

This technical note has been prepared by BWB Consulting Ltd to respond to comments received from Mr. Giles Rawdon at Hinckley and Bosworth Borough Council as part of the consultation process for the proposed development at Hinckley NRFI.

This response relates specifically to the comments received via email on 9th March 2022. The headings and points are reproduced below, shown in blue, and BWB's response is shown in grey.

Assumptions for SRFI Operational Activities

I understand that the transport figures are due to be revised and the assessment should be revised to reflect any changes to what has been reported.

The assessment will be revised following receipt of updated traffic data.

Table 6- "Approximately the height of two stacked containers". Is this the height limit of stacked containers?

Table 6 is detailed within Appendix 10.3. Appendix 10.3 has been provided as it is referenced within the noise and vibration chapter as a source of some of the operational assumptions/sources. However, the data detailed within Table 6 of Appendix 10.3 has not been utilised within the noise and vibration chapter for Hinckley NRFI, and therefore, the reference to the height of the stacked containers is not relevant to the noise and vibration chapter for Hinckley NRFI.

Chilled wagons have not been assessed- if chilled goods are to form part of the process this will need to be revisited. This will also have an effect on fixed plant.

It is understood that chilled goods do not form part of the proposals and the end occupiers are unknown at this time.

Noise Impact Assessment

Construction Phase

10.15: The ABC Method as detailed in BS5228 has been used to set criteria for construction works. Section E5 of BS5228 states that:

"Where construction activities involve large scale and long term earth moving activities, then this is more akin to surface mineral extraction than to conventional construction activity. In this

situation, the guidance contained within the Technical Guidance to the National Planning Policy Framework [15] needs to be taken into account when setting criteria for acceptability”

and

“Based upon the above, it is suggested that the limit of 55 dB LAeq, 1 hr is adopted for daytime construction noise for these types of activities but only where the works are likely to occur for a period in excess of six months. Precedent for this type of approach has been set within a number of landmark appeal decisions associated with the construction of ports.”

A site limit of 55dB LAeq 1hr- subject to the relaxations provided in section 31 of the Technical Guidance to the National Planning Policy Framework document should be considered for the construction works bearing in mind the timescale of development (very brief details are provided in section 10.95 which gives an estimated 10 years for development).

Given the size of the development site, it is considered unlikely that earthworks would take place close to any one receptor for a period longer than 6 months, where noise from this source would dominate.

10.20: Where will the initial site access be?

It is understood that the site access, off the junction 2 roundabout, will be the first element to be built.

10.22: Construction Phase traffic assessments will need to be phased to cater for the access from the north once the A47 link is operational.

This will be covered within the ES once further detail is known.

10.92 Hinckley and Bosworth Borough Council (HBBC) recommended hours of operation for construction works are: Monday – Friday 07:30 – 18:00, Saturday 08:00 – 13:00, No working on Sundays and Bank Holidays. This is addressed in paragraph **10.208** which provides acceptable proposed hours of operation.

10.87/Table 10.23 Limited details of the A47 link were known when NSR's were established. The dwelling to the South West of the junction to the link on Leicester Road should be included- this is around the same distance as NSR 21 to the North East of that junction.

It is assumed this relates to Houston Lodge, which can be included within the final ES. It is also noted that there is a new traveller camp located just off Leicester Road. This will also be considered as a receptor within the final ES.

Do the calculations in Table 10.23 include the construction of the A47 link road?

At this stage, it has been assumed that construction of the A47 link road would be covered within elements 1 – 4, detailed within Table 10.22 Assumed construction plant details, which includes site preparation, foundation works, building erection and road surfacing. This assessment will be updated for the ES, once further information is available.

Construction Vibration

It is unlikely that a significant impact would result at HBBC NSR's due to the distances involved however plant should be sensitively selected (i.e. rotary bored in preference to driven piles) and monitoring provided for.

It is considered that this could be dealt with by way of a suitably worded condition.

Completed Development

Noise from HGV movements, loading/unloading operations and service yard areas including SRFI operations

No consideration is given to the lorry park/ driver welfare area- from experience these areas can create significant noise unless carefully managed.

This can be included within the final ES.

10.109 V- is set at 48km/hr. do similar sites have speed restrictions lower than this- is there a proposed speed limit for the site? Appendix 10.3 states that "The speed used for all vehicles is 20 km/h".

Appendix 10.3 references some of the assumptions used for the operational activities. This does not include the speed of HGVs moving around the site, and therefore this sentence is not relevant to the noise and vibration chapter for Hinckley NRFI. Should further information become available regarding speed restrictions around the site, then this will be reflected in the final ES.

Table 10.33: the use of electric onsite vehicles and plant should be explored as discussed- this may help reduce noise levels- particularly low frequency noise that will be harder to control through pathway.

This can be dealt with at a much later stage of the project as the design develops. Notwithstanding this, the noise assessment has considered the use of diesel operated vehicles which presents a robust assessment. Should electric vehicles be used in the future, then this will present a betterment in terms of noise.

10.112 Do the number of HGV passbys need revising? During the 1st Working Group Meeting it was noted that transport figures were being revised.

This will be updated as more information becomes available.

10.127 Table 10.34 onward NSR's 21, 22 and 23 have not been included in the tables. These NSR's are further from the development than others however I need to assess noise levels on receptors within the HBBC area. Please include these NSR's in all tables for clarity.

As discussed in the meeting held on 16th March 2022, due to the distance from the proposed NRFI, long-term background noise monitoring has not been undertaken at these receptors. Notwithstanding this, the predicted noise levels from the operational phase (i.e HGV movements, loading/unloading operations and service yard areas, including NRFI operations) are provided in the below table at NSRs 21, 22 and 23, with and without mitigation, for reference purposes.

Table 1.1: Operational Noise Levels at NSRs 21, 22 and 23, Daytime and Night-time, With and Without Mitigation

Description	Sound Level , dB					
	Daytime (0700-2300)			Night-time (2300-0700)		
	NSR21	NSR22*	NSR23	NSR21	NSR22*	NSR23**
Specific sound level (L _{AeqT}) without mitigation	38	41	38	39	41	-

Description	Sound Level , dB					
	Daytime (0700-2300)			Night-time (2300-0700)		
	NSR21	NSR22*	NSR23	NSR21	NSR22*	NSR23**
Specific sound level (L _{AeqT}) with mitigation***	36	38	36	37	37	-
*It is unclear where the residential elements of the farm are, therefore a receptor point has been used in the farmyard at a height of 4m. **Not considered to be sensitive during the night-time. ***Does not include noise from the gantry cranes, as detailed in paragraph 10.216 in the PEIR document.						

Given that the L_{AFmax} levels from the proposed development are lower than the internal criteria recommended in BS8233, it is considered that the L_{AFmax} does not warrant consideration at NSRs 21 and 22 during the night-time. NSR23 is not considered to be sensitive during the night-time period.

NSRs 21, 22 and 23 have been included within the noise assessment of the A47 link road. As discussed, short-term noise monitoring will be undertaken in the vicinity of the Leicester Road to characterise the existing noise environment to further inform the assessment within the final ES chapter.

Table 10.38- How/where have the ambient noise levels been derived?

The background noise levels have been derived following statistical analysis of the measured 15-minute L_{A90} values for the daytime and night-time periods. This includes review of the min, max, mean, mode and median values, and the analysis has been undertaken for both the weekday and weekend periods.

The ambient noise levels have been derived using the logarithmic average of the measured L_{Aeq 15m} levels for the daytime and night-time periods. The lowest level for the weekday and weekend periods has been used within the assessment.

Notwithstanding the above, an updated baseline noise survey was undertaken by BWB Consulting in April 2021 and therefore the assessment will be updated to reflect the results of the baseline noise survey.

Please provide results for NSR's 21,22 and 23 and justification for the ambient noise levels used.

As discussed, given the distance between the proposed NRFI and these receptors, it is considered that the main source of noise affecting these receptors will be noise from the proposed A47 link road. To determine the impact from this source, it is proposed to undertake a measurement in accordance with the shortened procedure detailed within Calculation of Road Traffic Noise, which will be detailed, together with the assessment, in the final ES chapter.

Notwithstanding this, the resultant levels associated with the proposed operational noise of the NRFI are detailed above.

Table 10.50 onward- As above, all receptors should be included to demonstrate predicted noise levels at all NSR's. It is not possible to comment on the impact of noise at those receptors in the HBBC area following the proposed mitigation with the details provided.

See above.

10.242 As above the use of electric plant equipment should be explored further. This fits in well with both air quality and noise among other considerations including the statement in **10.218**. Appendix 10.3 states that “It is understood that the proposed gantry cranes used at the intermodal freight terminal will be electrically powered and fitted with broadband noise movement alarms”

As previously stated, Appendix 10.3 has been provided as some of the data has been used within this PEIR document. However, it has not specifically been produced for this PEIR and therefore the statement is not relevant to Hinckley NRFI. Notwithstanding this, it is understood that consideration will be given to plant selection at the appropriate time.

Noise from fixed plant, equipment and break-out noise

10.28 The cumulative effect of all external plant and activities needs to be taken into account. It is important that this is carefully considered and limits fixed. The potential exists for earlier development to “use up” limits leaving little room for future areas- particularly if full details are not known. It may be useful to zone limits to areas.

This can be addressed in the final ES.

10.147 As discussed this is acceptable.

Noise from off-site rail movements

10.158, 10.160 Have these figures been accepted as accurate?

It is likely that the baseline figures will be revised for the ES, however it is unlikely that the impact would change significantly.

10.160 Have these figures been accepted?

It is understood that the proposed movements have been agreed.

Vibration from off-site rail movements

A detailed vibration assessment is to follow.

A high-level desktop assessment will be undertaken for the ES.

Off-site road traffic noise impacts

Very limited information was previously available regarding the A47 link road. Dwellings are located adjacent the roundabout of the A47/Leicester Road (4668). Noise impact from the increased traffic volume and changes to the road should be assessed for these properties.

As discussed previously, short-term monitoring will be undertaken in the vicinity of Leicester Road, and an assessment at these receptors will be included within the final ES.

A47 Link road

Table 10.48 A high and medium impact from the A47 link is predicted at NSR's 21 and 22 which are in the HBBC area. **10.189** states that further work is required to understand and determine the noise impact. This should be carried out and include other nearby dwellings (dwellings South West of the junction to the link on Leicester Road).

10.248 Mitigation will need to be considered.

See above.