

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Inter- change Development Consent Order

Project reference TR050007

Applicant's Responses to ExA's Further Written Questions [Appendix D- Response to Q2.9.2]

Document reference: 18.16.4

Revision: 1

9 February 2024

Planning Act 2008

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

Response to Q2. 9.2

The reference to Hinckley Lane is assumed to be an error and should refer to Leicester Road (at the western end of the proposed A47 Link). The EXA is requested to clarify in the event this assumption is not correct.

An assessment of the potential health impacts from changes in the visual environment during construction and operation are provided in paragraphs 1.179 to 1.195 in the Health and Equality Briefing Note [REP4-050], which draws upon the conclusions of the visual assessment presented in Chapter 11 of the ES: Landscape and Visual Effects. The potential visual impact from acoustic barriers is relevant to the daytime period only.

In response to ExA a more detailed consideration has been undertaken as to the potential impact of the proposed acoustic fencing in respect of change to visual /residential amenity for the residents of the Gypsy and Traveller Site.

Detailed drawings of the proposed acoustic fencing have been submitted by the Applicant at Deadline 4 [REP4-026] comprising:

- Aston Firs Location Plan

Drawing No HKF-BWB-GEN-XX-SK-CH-SK149 S2 P01

- Aston Firs Sections

Drawing No HKF-BWB-GEN-XX-SK-CH-SK150 S2 P01

- Northern Acoustic Barrier Section

Drawing No HKF-BWB-GEN-XX-SK-CH-SK151 S2 P01

Aston Firs

The Aston Firs Sections identify the height of the proposed acoustic barrier along the north west boundary of Aston Firs, at 4 metres. The proposed acoustic barrier is positioned to the north west of

the existing coniferous hedge screen which rises above the proposed barrier. To the south of the existing tree screen is positioned a circa 2 metre high fence believed to be a palisade construction as can be viewed along the south east boundary from the site entrance.

The centre line of the north west boundary to an existing managed hedgerow to the property to the rear of Aston Firs is a distance of some 78 metres. The positioning of a 4 metre high acoustic barrier as proposed would not appear to be overbearing for the residents of this property – or to the residents of the Aston Firs Gypsy and Traveller Site – which is some 145 metres from the middle point of the north west boundary.

In summary form, the level of residential amenity enjoyed by the residents would not be materially affected by the proposed acoustic barrier, and would not result in any measurable adverse health outcome, or constitute an equality impact.

The Aston Firs Sections identify the height of the proposed acoustic barrier along the south east boundary of Aston Firs at 6 metres. The proposed acoustic barrier is positioned to the south east of the existing boundary vegetation, which comprises in part an existing 5 metre high hedgerow and scrub undergrowth. The south east boundary of Aston Firs is enclosed by a 2 metre high palisade fence.

The mobile homes (2) that are closest to the south east boundary are aligned north west to south west with a gable end facing towards the south east boundary. The Google image shown below identifies a substantial building that has been erected between the two mobile homes is a non-residential building, and erected pursuant to BDC planning application 2012/0032/01. The description of the development:

Drawing T1-SK-04A shown below illustrates that the twin block has no windows on the south east elevation (facing the site boundary)



It is considered that the position of the acoustic barrier along the south east boundary will not appear overbearing in its presence and is shielded by the presence of the existing boundary hedgerow; and the presence of the building shown above.

Furthermore, the presence of the acoustic barrier is not within the visual outlook from the main elevations of the two mobile homes (north east to south west).

Land at the junction of the proposed A47 Link Road and Leicester Road

The Northern Acoustic Barrier Sections identify the height of the proposed acoustic barrier comprising 3.5m adjacent to the northern and eastern site boundary. The adjoining field which is

occupied as a Gypsy and Traveller site is surrounded by an existing hedgerow which rises above the proposed height of the acoustic barrier.

It is considered that the existence of the substantial hedgerow softens the appearance of the proposed acoustic barrier so as to protect the visual and residential amenity of occupiers of the encampment, and does not result in any adverse health outcome, or constitute an equality impact.

In so far as the existing hedgerows on boundary of Aston Firs and the boundary with the junction of the A47 and Leicester Road comprise in part scrub undergrowth, it is proposed that the Requirement 4 should include provision for additional landscaping as set out below:

4(u) The heights and locations of acoustic barriers including provision for landscaping between the position of the acoustic barrier and the Aston Firs Gypsy and Traveller Site, and between the acoustic barrier and the site boundary at the junction of the A47 Link Road with Leicester Road.

It is considered that the existence of the existing site boundary fence; existing hedgerow planting, sufficiently softens the appearance of the proposed acoustic barrier so as to protect the visual and residential amenity of the residents at Aston Firs, with no adverse health outcome or equality impact.

Conclusion

The conclusion is that the fencing will have no material adverse impact upon the health and wellbeing of residents as a consequence of the limited visual presence.

An updated Appendix 7.2 Equalities Impact Assessment Statement [document reference: **6.2.7.2C**] addresses the impact of the proposed acoustic barriers as described above.