

Dear Peter, Harry and Jonathan -

I refer to the current informal highways consultation, which is to conclude imminently.

As advised previously, any land use planning concerns regarding this development which might impact upon Blaby District would be considered in our Local Impact Report in Summer 2020 (assuming submission of the DCO application and acceptance by the Planning Inspectorate in June 2020), particularly as we have only seen indicative plans so far, await the EIA and the formal public consultation exercise remains to be undertaken later this year.

Notwithstanding the above, Blaby District Council expect to see the principles from the Blaby District Growth Plan adhered to; this includes the objectives around active and healthy communities, developments that are integrated and self sustaining, well connected developments and also that developments are accessible for employment business and skills, and well designed and infrastructure led schemes, in addition to the general principles set out. A corporate priority within the Council is 'Walk and Ride Blaby' and because of this, we expect appropriate connectivity to other nearby places from the proposed development site through cycling routes and walking routes.

I have been in consultation with the Council's Senior Environmental Health Officer in order to obtain some feedback on impacts associated with the various indicative highways options currently being proposed. His initial comments are as follows:

'I understand that are 3 possible road options outlined in the documents:

- *A47 link*
- *Sapcote bypass ("Option A")*
- *Stoney Stanton bypass ("Option B")*

The document also states that other road improvements, relating to individual junctions, will be considered. Some text is included for each of the options with regard to air quality and noise implications. I would expect that the Environmental Impact Assessment that is being undertaken would include appropriate consideration to the road options. I note section 2.3 (Sustainable Travel) and 2.4 (Transport Highways Modelling overview).

I note from section 2.6 that DB Symmetry are seeking to agree locations that require a more detailed analysis with the respective highway authorities. The section explains that the modelling outputs have shown that Sapcote and Stoney Stanton will be adversely affected without the intervention of significant infrastructure upgrades, although as a result of the wider alterations to traffic flows with the proposed development, rather than flows to and from the HNRFI site itself.

In terms of road traffic noise, the local roads through Sapcote and Stoney Stanton are not considered to be associated with particular issues. There are currently concerns relating to noise from the section of the A47 adjacent to Elmesthorpe.

In terms of air quality, we have undertaken monitoring using diffusion tubes which commenced in January 2019. A complete calendar year of results is required to compare against the Air Quality Objective. The first few months monitoring results have indicated that levels of Nitrogen Dioxide in the centre of Stoney Stanton are potentially significant with respect to the Air Quality Objective (40 microgrammes per cubic metre), but not those in Sapcote. Levels in Elmesthorpe are not considered to be currently significant relating to road or rail sources.

The proposed Sapcote and Stoney Stanton bypasses should relieve the impacts of through traffic, and therefore reduce the levels of Nitrogen Dioxide. However, this will be dependent on the desirability of using the new road compared to the existing network. There is potential for road traffic noise to be associated with the new road, and this will need to be mitigated to avoid loss of amenity for the residential properties adjacent to the route, including the junctions at either end.

The A47 link should relieve some of the impacts of traffic using the existing local road network. However, this would also be dependent on the desirability of using the new road. The potential for road traffic noise to cause a loss of amenity for residential properties may be less in terms of numbers of such properties along the route, but the noise levels requiring mitigation may be higher. It would be necessary to assess the likely increases in road traffic noise on the A47 and Leicester Road, Hinckley, and provide suitable mitigation.

The noise and air quality impacts of the proposed road improvements are outlined in sections 3.3 and 3.4 (A47 link), and 4.3 and 4.4 (Sapcote and Stoney Stanton) respectively. The methodology appears reasonable, and I would expect it to be consistent with that set out in Chapter 8 of the Environmental Impact Assessment Scoping Report (March 2018), which refers to Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}).

Lighting impacts in terms of spillage / line of sight and intensity would also be integral to the assessment of related impacts.

The construction phases of any of the proposed road improvements would need to be carefully controlled to avoid impacts on residential amenity (notably noise, vibration, and dust). I note the reference to a Construction Environmental Management Plan (CEMP).'

As outlined, further responses on these matters will be provided at the formal consultation stage once more detail about the scheme is available and I look forward to our future discussions regarding proposals.

Regards

Peter Gibson

Major Schemes Officer

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