

From: [REDACTED]
To: [Hinckley SRF](#)
Subject: Application by Tritax Symmetry (Hinckley) Limited ("the Applicant") Seeking Development Consent for the Proposed Hinckley National Rail Freight Interchange Project ("the Proposed Development")
Date: 07 February 2025 14:49:31
Attachments: [REDACTED]

[REDACTED]

Dear Planning Inspectorate

Please see attached the comments from British Horse Society sent March 2022 in which mitigation was requested for the proposed extinguishment of sections of the PRoW Public Bridleway network and the changes to quiet lanes and ORPA.

The plans pertaining to RoW (2.3, 2.3A, 2.3B, 2.3C, 2.3D) do illustrate some of the requested mitigation. The addition of a bridleway from Woodhouse Farm to join existing BW U51 to J2 M69 then parallel to M69 and joining Burbage Common Road goes some way to mitigate; it is unclear if this will be added to the Definitive Map as Public Bridleway or be a permissive route – BHS would support the route having a legal rather than informal status. Addition of an off-road/behind the hedge route to join U51 to U91 avoiding the Leicester Road B4668 would enhance this offer.

The management of the construction phases is key to limit interruption to the users of the PRoW and quiet lanes. Establishing the alternative provision prior to extinguishment of the existing bridleways would be essential.

Kind regards

[REDACTED]
Access Field Officer - West and East Midlands

The British Horse Society

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Hinckley Rail/Freight Interchange proposal – List of equestrian concerns March 2022

Listed from the east (Sapcote). Long-term issues in black. Construction period issues underlined.

USRN number(s) sourced from the List of Streets layer (200m) of the National Street Gazetteer

The British Horse Society is the UK's largest equestrian Charity, with over 117,000 members representing the UK's 3 million horse riders. Nationally equestrians have just 22% of the rights of way network and are increasingly forced to use busy roads to access them.

We welcome the provisions planned into the site for horse riders and other non-motorised users. Particularly that an alternative is provided for the disrupted Burbage Common Road in the site and with an underpass of the new road to connect to Burbage Common. Nevertheless, some long-term and construction period issues need to be addressed.

1. Measures to prevent either HGVs or employees' vehicles using the B road through Sapcote. These could be:
 - a. Planning condition stipulating HGV routes to/from the RFI, including when there are blockages on M69 and A47.
 - b. Downgrading the B road to 'unclassified' which will take it off some mapping and satnavs. Until it reaches the B4114 (Fosse Way) it only goes through Sapcote so is not serving any other village.
 - c. Directional priorities in Sapcote village so that only one line of traffic is moving at a time. The 'peninsulas' at each end should have a channel to allow bicycles (and horses) to move through without check (as in Mountsorrel village).
2. Behind-the-hedge tracks (in both directions) along both the Sapcote and Stoney Stanton roads to provide a multi-user route for the non-motorised between the villages and the M69. Significant benefit to employees wishing to bike to work. Leading to:

3. Possible re-location eastwards of the BW V29 crossing so that it is away from junction manoeuvres. Currently the crossing involves stopping in the triangle between the two slip roads to the roundabout. AND
4. Provision of a Pegasus crossing for BW V29 as it crosses this road. The crucial element of a Pegasus is that there is a *slightly* higher button (1.6 or 1.7m, not 10ft up a pole as on A43 at Towcester) for equestrians that *also* changes the lights more quickly so that horses are not held for too long.
5. **Essential** heightening the existing parapets on the roundabout above the M69 to “bridleway” standard or better, so that they are adequately high to prevent riders toppling over the railings, and also an infill of ***at least*** 600mm along the bottom edge so horses do not see the change of traffic direction underneath. Many riders currently use this roundabout as it is a direct route, rather than the lengthy diversion provided by BW V29. They are likely to continue to do so, but the possibility of the horse being alarmed by something is increased by the higher volume of traffic.

Ideally the parapets should be solid in the same way as railway bridges are, to be more protective and harder to climb (suicides).
6. The non-motorised tracks (see above) be continued on the bridge surfaces, otherwise there is a break in the provision for the non-motorised, when the *Walking & Cycling Strategy* is looking for better connections to encourage sustainable travel.
7. Or alternatively, separate bridges north and south of the existing bridge, specifically for the non-motorised.
8. There is no information we have seen on the construction process and period. This is needed to make sensible comments on the disruption that needs to be minimised. The comments below are made on the basis of the limited information.
9. Re-location of the western arm of BW V29 to its permanent line before construction starts.
10. **MAJOR ISSUE** identified by riders based at the livery yards in Elmesthorpe and on Burbage Common Road. They rely on BW U52 and Burbage Common Road to reach (and return from) Burbage Common with its BW (U51) and additional riding routes. There is a significant risk that the livery yard businesses could fail if customers move elsewhere during an extended construction period. The horse population in postcode areas LE9 and LE10 stands at 1,553 and 230 horses respectively (DEFRA, 2021). The economic contribution per horse owned is £5,548 per annum (BETA, 2019) therefore the total economic contribution here amounts to £9,892,084. Their only alternative is the BW (U 105) in the N and S boundaries of the A47, Clickers Way, but involving at-grade crossings of

the A47 at its north and south ends. This may be disrupted soon when the Outline Application for the Earl Shilton SUE is approved and construction starts.

11. BW U52 uses the drive of Bridge Farm to reach Burbage Common Rd. Alongside indicated provision for the farm access, facilities are needed for users of BW U52 (riders, walkers, cyclists, possibly the disabled) to also reach Burbage Common Road and the Common.
12. Planned bridleway around north and east edges of the site between Burbage Common Road and the M69 Junc 2 roundabout needs to be in place before the PRow network is disrupted by construction. This would also give the vegetational screening time to grow/mature. NB species need to be chosen with care so they do not obtrude into the usable area at less than 4m height, particularly where the track is to the south of the planting, where branch length is likely to be longer.
13. Measures in place to retain the link across the entrance to the new link road between the west arm of V29 and USRN 2801316 (abandoned part of old B4669, erroneously(?) shown on developers' documents as "Smithy Lane" and access to Aston Firs Caravan Site), for the non-motorised. Possibly temporary button-controlled lights?
14. A link from the west end of USRN 2801316 directly into Aston Firs to provide non-motorised access to Smithy Lane and Burbage Common. This link to be permanent as it will also serve the minor lane opposite, going south to Aston Flamville.
15. Assuming that the redundant W arm of Burbage Common Lane remains open to the non-motorised, the permanent facilities need to be available as early as possible (see above).
16. We note that at least 3 footpath level crossings will need to be extinguished and the footpaths diverted. What, specifically, will be the provision and how early in the construction period will it be installed?
17. Where multi-user tracks are installed, our advice is that they should be given a minimum width of 5 metres if they are to be fenced on both sides. The surface should be split 50/50 down the middle – half grass and half with a firm or sealed surface. Grass is the preferred surface for horses and is kinder to human feet than asphalt.
18. If a 'sealed' surface is preferred, we recommend bound rubber crumb type surfaces as these self-drain, so do not puddle or ice *and* contribute to essential SUDS. Being inherently flexible they adapt to beneath-the-surface entities such as roots and large stones without cracking, so do not need so much maintenance. Our understanding is that they are now competitively priced against asphalt as require less ground preparation and materials.

[REDACTED]

BHS Access and Bridleways Officer, Leicestershire

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