



SCOPING OPINION:

Proposed Hinckley National Rail Freight Interchange

Case Reference: TR050007

Adopted by the Planning Inspectorate (on behalf of the Secretary of State) pursuant to Regulation 10 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

December 2020

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1. INTRODUCTION

1.1 Background

- 1.1.1 On 12 November 2020, the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS) received a scoping request from Tritax Symmetry (Hinckley) Limited (the Applicant) under Regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) for the proposed Hinckley National Rail Freight Interchange (RFI) (the Proposed Development).
- 1.1.2 In accordance with Regulation 10 of the EIA Regulations, an Applicant may ask the SoS to state in writing its opinion *'as to the scope, and level of detail, of the information to be provided in the environmental statement'*.
- 1.1.3 This document is the Scoping Opinion (the Opinion) provided by the Inspectorate on behalf of the SoS in respect of the Proposed Development. It is **made on the basis of the information provided in the Applicant's report entitled Hinckley National Rail Freight Interchange: application for an EIA scoping opinion (the Scoping Report)**. This Opinion can only reflect the proposals as currently described by the Applicant. The Scoping Opinion should be read in **conjunction with the Applicant's Scoping Report**.
- 1.1.4 The Applicant notified the SoS under Regulation 8(1)(b) of the EIA Regulations that they propose to provide an Environmental Statement (ES) in respect of the Proposed Development on 12 March 2018. Therefore, in accordance with Regulation 6(2)(a) of the EIA Regulations, the Proposed Development is EIA development.
- 1.1.5 Regulation 10(9) of the EIA Regulations requires that before adopting a scoping opinion the Inspectorate must take into account:
- (a) *any information provided about the proposed development;*
 - (b) *the specific characteristics of the development;*
 - (c) *the likely significant effects of the development on the environment; and*
 - (d) *in the case of a subsequent application, the environmental statement submitted with the original application.*
- 1.1.6 This Opinion has taken into account the requirements of the EIA Regulations as well as current best practice towards preparation of an ES.
- 1.1.7 **The Inspectorate has consulted on the Applicant's Scoping Report and the responses received from the consultation bodies have been taken into account in adopting this Opinion (see Appendix 2).**
- 1.1.8 The points addressed by the Applicant in the Scoping Report have been carefully considered and use has been made of professional judgement and experience in order to adopt this Opinion. It should be noted that when it comes to consider the ES, the Inspectorate will take account of relevant legislation and guidelines. The Inspectorate will not be precluded from requiring additional information if it

is considered necessary in connection with the ES submitted with the application for a Development Consent Order (DCO).

- 1.1.9 This Opinion should not be construed as implying that the Inspectorate agrees with the information or comments provided by the Applicant in their request for an opinion from the Inspectorate. In particular, comments from the Inspectorate in this Opinion are without prejudice to any later decisions taken (eg on submission of the application) that any development identified by the Applicant is necessarily to be treated as part of a Nationally Significant Infrastructure Project (NSIP) or Associated Development or development that does not require development consent.
- 1.1.10 Regulation 10(3) of the EIA Regulations states that a request for a scoping opinion must include:
- (a) *a plan sufficient to identify the land;*
 - (b) *a description of the proposed development, including its location and technical capacity;*
 - (c) *an explanation of the likely significant effects of the development on the environment; and*
 - (d) *such other information or representations as the person making the request may wish to provide or make.*
- 1.1.11 **The Inspectorate considers that this has been provided in the Applicant's Scoping Report.** The Inspectorate is satisfied that the Scoping Report encompasses the relevant aspects identified in the EIA Regulations.
- 1.1.12 In accordance with Regulation 14(3)(a), where a scoping opinion has been issued in accordance with Regulation 10 an ES accompanying an application for an order granting development consent should be based on *'the most recent scoping opinion adopted (so far as the proposed development remains materially the same as the proposed development which was subject to that opinion)'*.
- 1.1.13 The Inspectorate notes the potential need to carry out an assessment under The Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations). This assessment must be co-ordinated with the EIA in accordance with Regulation 26 of the EIA Regulations. **The Applicant's ES should therefore be co-ordinated with any assessment made under the Habitats Regulations.**

1.2 The **Planning Inspectorate's** Consultation

- 1.2.1 In accordance with Regulation 10(6) of the EIA Regulations the Inspectorate has consulted the consultation bodies before adopting a scoping opinion. A list of the consultation bodies formally consulted by the Inspectorate is provided at Appendix 1. The consultation bodies have been notified under Regulation 11(1)(a) of the duty imposed on them by Regulation 11(3) of the EIA Regulations to make information available to the Applicant relevant to the preparation of the ES. The Applicant should note that whilst the list can inform their consultation, it should not be relied upon for that purpose.

- 1.2.2 The list of respondents who replied within the statutory timeframe and whose comments have been taken into account in the preparation of this Opinion is provided, along with copies of their comments, at Appendix 2, to which the Applicant should refer in preparing their ES.
- 1.2.3 The ES submitted by the Applicant should demonstrate consideration of the points raised by the consultation bodies. It is recommended that a table is provided in the ES summarising the scoping responses from the consultation bodies and how they are, or are not, addressed in the ES.
- 1.2.4 Any consultation responses received after the statutory deadline for receipt of comments will not be taken into account within this Opinion. Late responses will **be forwarded to the Applicant and will be made available on the Inspectorate's website**. The Applicant should also give due consideration to those comments in preparing their ES.

1.3 The European Union (Withdrawal Agreement) Act 2020

- 1.3.1 The UK left the European Union as a member state on 31 January 2020. The European Union (Withdrawal Agreement) Act 2020 gives effect to transition arrangements that last until the 31 December 2020. This provides for EU law to be retained as UK law and also brings into effect obligations which may come in to force during the transition period.
- 1.3.2 This Scoping Opinion has been prepared on the basis of retained law and references within it to European terms have also been retained for consistency with other relevant documents including relevant legislation, guidance and advice notes.

2. THE PROPOSED DEVELOPMENT

2.1 Introduction

- 2.1.1 The following is a summary of the information on the Proposed Development and its site and surroundings prepared by the Applicant and included in their Scoping Report. The information has not been verified and it has been assumed that the information provided reflects the existing knowledge of the Proposed Development and the potential receptors/ resources.

2.2 Description of the Proposed Development

- 2.2.1 **The Applicant's description of the Proposed Development, its location and technical capacity** (where relevant) is provided in Chapters 1 and 2 of the Scoping Report, paragraphs 1.11-1.19, and 2.19-2.38.

Location

- 2.2.2 The proposed application site is located 3km to the north-east of Hinckley in a greenfield location along the M69 and M1 motorways in south-west Leicestershire. Coventry and Nuneaton are located to the south and Leicester, Coalville, Loughborough, Derby and Nottingham to the north of the application site. A location plan is provided at Figure 1.1 which shows the **Proposed Development's DCO red line site boundary**.
- 2.2.3 The Nuneaton to Felixstowe railway forms the north-western boundary of the site, with the M69 motorway defining the south-eastern boundary. Deciduous woodland, including Burbage Wood, Aston Firs and Freeholt Wood, a gypsy and traveller community site and a mobile home are located south-west of the site.
- 2.2.4 The village of Elmesthorpe is a linear settlement on the B581 Station Road north-east of the site boundary. Other settlements in proximity to the Proposed Development include the small towns of Barwell and Earl Shilton which are 1 km to the north of the site, beyond the A47; the smaller settlements of Stoney Stanton and Sapcote which are 2km to the east and south east respectively; the village of Aston Flamville 1 km to the south beyond M69 Junction 2; and the larger settlement of Burbage which is 1.5 km to the southwest of the site.
- 2.2.5 The site lies within the administrative area of Blaby District Council in Leicestershire, and the link road to the B4468 to the north-east of the main site **is partly located within Hinckley and Bosworth Borough Council's** administrative area as well.

The Proposed Development

- 2.2.6 The Proposed Development is described in paragraphs 2.19 - 2.38 Chapter 2 of the Scoping Report. It comprises of a railport, access and utilities arrangements, warehouses and logistics buildings. The development site would be surrounded by a landscape buffer that incorporates bunds, tree and shrub planting and water features.

Railport

- 2.2.7 The Railport would consist of a series of sidings which would branch from and be parallel to the existing Nuneaton to Felixstowe railway. These will be long enough to allow container freight trains up to 775 metres in length to be brought to the site for unloading and loading. Alongside the sidings would be a hard-surfaced area to enable vehicles to unload containers and for temporary container storage.

Warehouses and logistics buildings

- 2.2.8 The site would comprise high-bay use class B8 storage and logistics sheds, with up to 850,000 square metres gross internal area (GIA), of which 200,000 square metres would be mezzanine floorspace. Buildings would be a maximum height of 36 metres. The sheds would incorporate freight loading bays in the external walls and associated areas for lorry manoeuvring and parking and staff car parks. Some buildings are proposed to have direct rail access.
- 2.2.9 The site would operate on a 24 hours a day / seven days a week basis and would be lit throughout the night.

Access

- 2.2.10 Junction 2 of the M69 motorway would be reconfigured so that a dual carriageway could provide access into the site. A northbound off-slip and a southbound on-slip would be added to M69 Junction 2. Junction improvements at Hinckley Road and Sapcote Road over the M69 motorway would facilitate the Junction 2 improvements.
- 2.2.11 A new link road would be built through the site, from Junction 2 of the M69, including a bridge over the Nuneaton to Felixstowe Railway, to the B4668 (and subsequently linking to the A47). This would provide access to the site from the north. These works require the demolition of an existing railway bridge and construction of a new bridge.
- 2.2.12 All freight and employee vehicles would be allowed to enter and leave the site solely by these two vehicular access routes, except for emergency access points to the site from Burbage Common Road (to the east) and from the new proposed link road. Provisions for the stopping up of the section of Burbage Common Road that crosses the site are proposed for the DCO application. Pedestrian, cycle and bridleway access across the site is proposed to be maintained, and internal roads are proposed to provide access to the Railport and logistics buildings within the site.

Highways improvements

- 2.2.13 The Proposed Development also includes a number of highways improvement works that are subject to assessment and agreement with the relevant Local Highway Authorities and Highways England. These are described in the Scoping Report as “potential” works and comprise the following:

- A new two lane road connecting the B4669 to Coventry Road, bypassing the village of Sapcote. This would include junction improvements at either end of the bypass where the new road would join the existing highway.
- Improvements at Junction 3 of the M69/Junction 21 of the M1 to improve traffic flow to the RFI (41.5ha).
- “Traffic management measures” through Sapcote and Stoney Stanton (paragraph 2.29);
- Other “offsite highway works” (paragraph 2.30).

Other works

- 2.2.14 The Proposed Development would be surrounded by a landscape buffer incorporating bunds, tree and shrub planting and water features. A larger landscape and habitat area is proposed at the south-western part of the site to buffer the more sensitive wildlife sites.
- 2.2.15 The Proposed Development would also include appropriate provision for water, electricity and gas supply and for the disposal of foul and surface water.

Land use

- 2.2.16 The site of the proposed logistics compound is 185.43 hectares in area and largely comprises an area of mixed farmland to the north-west of M69 Junction 2. The site is relatively undeveloped, apart from Woodhouse Farm at the centre of the site which comprises Old Woodhouse Farm and Woodfield, along with two properties on Burbage Common Road and smaller developments known as Hobbs Hayes and Freeholt Lodge.

2.3 The Planning Inspectorate’s Comments

Description of the Proposed Development

- 2.3.1 The ES should include the following:
- a description of the Proposed Development comprising at least the information on the site, design, size and other relevant features of the development; and
 - a description of the location of the development and description of the physical characteristics of the whole development, including any requisite demolition works and the land-use requirements during construction and operation phases.
- 2.3.2 The Scoping Report provides only a very brief description of the proposed development, which creates difficulties in defining the scope of the ES. For example:
- It contains no information about anticipated rail freight and lorry freight operations, beyond that the RFI would be capable of handling over four trains per day (paragraph 3.18).

- Apart from the maximum height of the proposed buildings, there are no other design parameters provided for the distribution centre.
- There is fleeting reference made to an energy centre on site (paragraphs 1.10(vi) and 8.44) but no details are provided.
- There is almost no information provided about the nature and scale of the proposed highways works, particularly M1 Junction 21, the traffic management measures through Sapcote and Stoney Stanton, and other “offsite highway works”.
- The Report is not explicit about the clearance and preparation of the site and the demolition requirements.

2.3.3 The Applicant must ensure that the ES includes a comprehensive description of the Proposed Development and describe the component parts. Any proposed works and/or infrastructure required as associated development, or as an ancillary matter, (whether on or off-site) should be assessed as part of an integrated approach to environmental assessment.

2.3.4 Paragraph 5.8 of the Scoping Report states that the nature and timing of any decommissioning process is difficult to forecast in any meaningful way. It is not clear from this statement whether the DCO would seek powers to decommission the Proposed Development. If this is the case the ES should include an assessment of the effects of decommissioning on the relevant aspects of the environment.

2.3.5 Paragraph 2.33 of the Scoping Report states that pedestrian, cycle and equestrian access to the site of the Proposed Development would be maintained. The ES should explain how this will be achieved, supported by figures showing the routes for pedestrians, cyclists and horse riders across the site.

2.3.6 The Scoping Report also provides limited information regarding the characteristics of the site and the surrounding area, particularly in relation to the area covered by the potential Sapcote bypass, M1 Junction 21, and other highways works. This makes it difficult for consultees and the public to understand the nature and extent of any existing constraints which can then be used to inform the scope of the ES.

2.3.7 In addition to detailed baseline information to be provided within aspect specific chapters of the ES, the Inspectorate expects the ES to include a section that summarises the site and surroundings. This would identify the context of the proposed development, any relevant designations and sensitive receptors. This section should identify land that could be directly or indirectly affected by the proposed development and any associated auxiliary facilities, landscaping areas and potential off site mitigation or compensation schemes.

Alternatives

2.3.8 **The EIA Regulations require that the Applicant provide 'A description** of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an

indication of the main reasons for selecting the chosen option, including a **comparison of the environmental effects**'.

- 2.3.9 **The Inspectorate acknowledges the Applicant's intention to consider alternatives** within the ES. The Inspectorate would expect to see a discrete section in the ES that provides details of the reasonable alternatives studied and the reasoning for the selection of the chosen option(s), including a comparison of the environmental effects.

Flexibility

- 2.3.10 The Inspectorate **notes the Applicant's** desire to incorporate flexibility into their draft DCO (dDCO) and its intention to apply a Rochdale Envelope approach for this purpose. Where the details of the Proposed Development cannot be defined precisely, the Applicant will apply a worst case scenario. The Inspectorate **welcomes the reference to Planning Inspectorate Advice Note nine 'Using the 'Rochdale Envelope'**¹ in this regard.
- 2.3.11 The Applicant should make every attempt to narrow the range of options and explain clearly in the ES which elements of the Proposed Development have yet to be finalised and provide the reasons. At the time of application, any Proposed Development parameters should not be so wide-ranging as to represent effectively different developments. The development parameters should be clearly defined in the dDCO and in the accompanying ES. It is a matter for the Applicant, in preparing an ES, to consider whether it is possible to robustly assess a range of impacts resulting from a large number of undecided parameters. The description of the Proposed Development in the ES must not be so wide that it is insufficiently certain to comply with the requirements of Regulation 14 of the EIA Regulations. For example, the Inspectorate would expect the ES to define a worst case in terms of vehicle movements to and from the site (both road and rail), as well as providing an indicative layout of the maximum massing of proposed buildings.
- 2.3.12 It should be noted that if the Proposed Development materially changes prior to submission of the DCO application, the Applicant may wish to consider requesting a new scoping opinion.

¹ Advice Note nine: Using the Rochdale Envelope. Available at:
<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

3. ES APPROACH

3.1 Introduction

- 3.1.1 This section contains the **Inspectorate's specific comments on the scope and level of detail of information to be provided in the Applicant's ES. General advice on the presentation of an ES is provided in the Inspectorate's Advice Note Seven 'Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements'**² and associated appendices.
- 3.1.2 Aspects/ matters (as defined in Advice Note Seven) are not scoped out unless specifically addressed and justified by the Applicant and confirmed as being scoped out by the Inspectorate. The ES should be based on the Scoping Opinion in so far as the Proposed Development remains materially the same as the **Proposed Development described in the Applicant's Scoping Report.**
- 3.1.3 The Inspectorate has set out in this Opinion where it has/ has not agreed to scope out certain aspects/ matters on the basis of the information available at this time. The Inspectorate is content that the receipt of a Scoping Opinion should not prevent the Applicant from subsequently agreeing with the relevant consultation bodies to scope such aspects / matters out of the ES, where further evidence has been provided to justify this approach. However, in order to demonstrate that the aspects/ matters have been appropriately addressed, the ES should explain the reasoning for scoping them out and justify the approach taken.
- 3.1.4 The Inspectorate has made effort to ensure that this Scoping Opinion is informed through effective consultation with the relevant consultation bodies. Unfortunately, at this time the Inspectorate is unable to receive hard copy **consultation responses, and this may affect a consultation body's ability to engage with the scoping process.** The Inspectorate also appreciates that strict compliance with COVID-19 advice may affect a **consultation body's ability to provide their consultation response.** The Inspectorate considers that Applicants should make effort to ensure that they engage effectively with consultation bodies and where necessary further develop the scope of the ES to address their concerns and advice. The ES should include information to demonstrate how such further engagement has been undertaken and how it has influenced the scope of the assessments reported in the ES.
- 3.1.5 Where relevant, the ES should provide reference to how the delivery of measures proposed to prevent/ minimise adverse effects is secured through dDCO requirements (or other suitably robust methods) and whether relevant consultation bodies agree on the adequacy of the measures proposed.

² Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements and annex. Available from: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

3.2 Relevant National Policy Statements (NPSs)

3.2.1 Sector-specific NPSs are produced by the relevant Government Departments and set out national policy for NSIPs. They provide the framework within which the Examining Authority (ExA) will make their recommendation to the SoS and **include the Government's objectives for the development of NSIPs. The NPSs** may include environmental requirements for NSIPs, which Applicants should address within their ES.

3.2.2 The designated NPS(s) relevant to the Proposed Development are the:

- NPS for National Networks (NPSNN); and
- NPS for Ports (NPSP).

3.3 Scope of Assessment

General

3.3.1 The Inspectorate recommends that in order to assist the decision-making process, the Applicant uses tables:

- to demonstrate how the assessment has taken account of this Opinion;
- to identify and collate the residual effects after mitigation for each of the aspect chapters, including the relevant interrelationships and cumulative effects;
- to set out the proposed mitigation and/ or monitoring measures including cross-reference to the means of securing such measures (eg a dDCO requirement);
- to describe any remedial measures that are identified as being necessary following monitoring; and
- to identify where details are contained in the Habitats Regulations Assessment (HRA report) (where relevant), such as descriptions of European sites and their locations, together with any mitigation or compensation measures, are to be found in the ES.

3.3.2 The Inspectorate considers that where a DCO application includes works **described as 'Associated Development', that could themselves be defined as an** improvement of a highway, the Applicant should ensure that the ES accompanying that application distinguishes between; effects that primarily derive from the integral works which form the proposed (or part of the proposed) NSIP and those that primarily derive from the works described as Associated Development. This could be presented in a suitably compiled summary table. This will have the benefit of giving greater confidence to the Inspectorate that what is proposed is not in fact an additional NSIP defined in accordance with s22 of the PA2008.

Guidance

- 3.3.3 The Scoping Report states that the preparation of the ES will be informed by the Design Manual for Roads and Bridges (DMRB) (Scoping Report paragraph 5.6). Some references to the DMRB within the report are to the old edition. The ES should be informed by the new DMRB standards.

Consultation

- 3.3.4 The Scoping Report expresses on numerous occasions the intention to consult relevant statutory consultees to inform and agree the ES methodology. The outcomes of this dialogue should be documented within the ES and it should be clear how consultees comments have informed the assessment.

Application of professional judgement

- 3.3.5 Throughout the Scoping Report there are references to the application of EIA practitioners' professional judgement and experience with the application of EIA to rail-related large-scale commercial infrastructure projects.
- 3.3.6 The qualifications and professional experience of those making an assessment of likely significant effects should be set out within the ES. When nuanced judgements are required and/or should the assessment diverge from standardised criteria or guidance, this should be transparent within the ES and accompanied by full justification.

Figures

- 3.3.7 The Scoping Report provides a location plan at Figure 1.1 which shows the Proposed Development's **DCO red** line site boundary. The scale and resolution of this plan is such that none of the road or town names are visible. The Applicant is reminded that the ES should be clear and accessible to readers.

Baseline Scenario

- 3.3.8 The ES should include a description of the baseline scenario with and without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.

Forecasting Methods or Evidence

- 3.3.9 The ES should contain the timescales upon which the surveys which underpin the technical assessments have been based. For clarity, this information should be provided either in the introductory chapters of the ES (with confirmation that these timescales apply to all chapters), or in each aspect chapter.
- 3.3.10 The Inspectorate expects the ES to include a chapter setting out the overarching methodology for the assessment, which clearly distinguishes effects that are 'significant' from 'non-significant' effects. Any departure from that methodology should be described in individual aspect assessment chapters.

- 3.3.11 The ES should include details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.

Residues and Emissions

- 3.3.12 The EIA Regulations require an estimate, by type and quantity, of expected residues and emissions. Specific reference should be made to water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases, where relevant. This information should be provided in a clear and consistent fashion and may be integrated into the relevant aspect assessments.

Mitigation and Monitoring

- 3.3.13 Any mitigation relied upon for the purposes of the assessment should be explained in detail within the ES. The likely efficacy of the mitigation proposed should be explained with reference to residual effects. The ES should also address how any mitigation proposed is secured, with reference to specific dDCO requirements or other legally binding agreements.
- 3.3.14 The ES should identify and describe any proposed monitoring of significant adverse effects and how the results of such monitoring would be utilised to inform any necessary remedial actions.

Health Impact Assessment

- 3.3.15 The Scoping Report states that it is not intended to provide a separate chapter on human health in the ES, and that the ES chapters on air quality, noise and vibration, flood risk, hydrogeology and contamination will assess the potential impact of the construction and operational phases of the development on human health receptors (paragraph 5.21). The Inspectorate is satisfied with the proposed approach.
- 3.3.16 The Scoping Report makes no mention of possible health impacts of Electric and Magnetic Fields (EMF). The ES should include an assessment of possible EMF impact should significant effects be likely to occur.

Risks of Major Accidents and/or Disasters

- 3.3.17 The ES should include a description and assessment (where relevant) of the likely significant effects resulting from accidents and disasters applicable to the Proposed Development. The Applicant should make use of appropriate guidance (e.g. that referenced in the Health and Safety Executives (HSE) Annex to Advice Note 11) to better understand the likelihood of an occurrence and the Proposed **Development's susceptibility to potential major accidents and hazards**. The description and assessment should consider the vulnerability of the Proposed Development to a potential accident or disaster and also the Proposed **Development's potential to cause an accident or disaster**. The assessment should specifically assess significant effects resulting from the risks to human health, cultural heritage or the environment. Any measures that will be

employed to prevent and control significant effects should be presented in the ES.

- 3.3.18 Relevant information available and obtained through risk assessments pursuant to European Union legislation such as Directive 2012/18/EU of the European Parliament and of the Council or Council Directive 2009/71/Euratom or relevant assessments carried out pursuant to national legislation may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.

Climate and Climate Change

- 3.3.19 The ES should include a description and assessment (where relevant) of the likely significant effects the Proposed Development has on climate (for example having regard to the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change. Where relevant, the ES should describe and assess the adaptive capacity that has been incorporated into the design of the Proposed Development. This may include, for example, alternative measures such as changes in the use of materials or construction and design techniques that will be more resilient to risks from climate change.

Transboundary Effects

- 3.3.20 Schedule 4 Part 5 of the EIA Regulations requires a description of the likely significant transboundary effects to be provided in an ES. The Scoping Report has not indicated whether the Proposed Development is likely to have significant impacts on another European Economic Area (EEA) State.
- 3.3.21 Regulation 32 of the EIA Regulations inter alia requires the Inspectorate to publicise a DCO application on behalf of the SoS if it is of the view that the proposal is likely to have significant effects on the environment of another EEA state, and where relevant, to consult with the EEA state affected.
- 3.3.22 The Inspectorate considers that where Regulation 32 applies, this is likely to have implications for the examination of a DCO application. The Inspectorate recommends that the ES should identify whether the Proposed Development has the potential for significant transboundary impacts and if so, what these are and which EEA States would be affected.
- 3.3.23 Having considered the nature and location of the Proposed Development, the Inspectorate is not aware that there are potential pathways of effect to other EEA states but recommends that, for the avoidance of doubt, the ES details any such consideration and assessment.

A Reference List

- 3.3.24 A reference list detailing the sources used for the descriptions and assessments must be included in the ES.

3.4 Coronavirus (COVID-19) Environmental Information and Data Collection

- 3.4.1 The Inspectorate understands government enforced measures in response to COVID-19 **may have consequences for an Applicant's ability to obtain relevant** environmental information for the purposes of their ES. The Inspectorate understands that conducting specific surveys and obtaining representative data may be difficult in the current circumstance.
- 3.4.2 The Inspectorate has a duty to ensure that the environmental assessments necessary to inform a robust DCO application are supported by relevant and up to date information. Working closely with consultation bodies, the Inspectorate will seek to adopt a flexible approach, balancing the requirement for suitable rigour and scientific certainty in assessments with pragmatism in order to support the preparation and determination of applications in a timely fashion.
- 3.4.3 Applicants should make effort to agree their approach to the collection and presentation of information with relevant consultation bodies. In turn the Inspectorate expects that consultation bodies will work with Applicants to find suitable approaches and points of reference to allow preparation of applications at this time. The Inspectorate is required to take into account the advice it receives from the consultation bodies and will continue to do so in this regard.

3.5 Confidential and Sensitive Information

- 3.5.1 In some circumstances it will be appropriate for information to be kept confidential. In particular, this may relate to personal information specifying the names and qualifications of those undertaking the assessments and / or the presence and locations of rare or sensitive species such as badgers, rare birds and plants where disturbance, damage, persecution or commercial exploitation may result from publication of the information.
- 3.5.2 Where documents are intended to remain confidential the Applicant should provide these as separate documents with their confidential nature clearly indicated in the title and watermarked as such on each page. The information should not be incorporated within other documents that are intended for publication or which the Inspectorate would be required to disclose under the Environmental Information Regulations 2004.
- 3.5.3 The Inspectorate adheres to the data protection protocols set down by the Information Commissioners Office³ . **Please refer to the Inspectorate's National Infrastructure privacy notice**⁴ for further information on how personal data is managed during the Planning Act 2008 process.

³ <https://ico.org.uk>

⁴ <https://infrastructure.planninginspectorate.gov.uk/help/privacy-notice/>

4. ASPECT BASED SCOPING TABLES

4.1 Land Use and Socio-economic effects

(Scoping Report Section 6)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.1.1	n/a	n/a	No matters have been proposed to be scoped out of the assessment

ID	Ref	Other points	Inspectorate's comments
4.1.2	6.17 & 6.30	Guidance	The Scoping Report states that the assessment will be consistent with the Treasury Green Book Guidance. Additional "best practice guidance" is referred to in paragraphs 6.26 and 6.30 but it is not clear what guidance is being relied on here. All guidance followed should be clearly referenced in the ES. Chapter 5 paragraph 5.6 states that the assessment will take into account the Design Manual for Roads and Bridges (DMRB), however this is not referenced specifically in this aspect chapter. The ES should consider DMRB LA 112 Population and Human Health Revision 1, which provides guidance on the likely effects of projects on land-use and accessibility including agricultural land holdings.
4.1.3	6.10	Potential environmental effects	The report does not list (or seek to scope out) the potential for effects relating to private property, community land and assets or development land and businesses. The ES should consider the direct and indirect impacts (e.g. increased demand for or reduced/altered access to community facilities) of the Proposed Development on these matters if significant effects are likely to occur.

ID	Ref	Other points	Inspectorate's comments
4.1.4	6.12	Employment impacts	<p>The Scoping Report applies an employment density of 77 m² per worker to estimate a potential 8,400 workers on site. The proposed development has the potential to accommodate a mix of regional and national distribution centre functions. The calculation of employment impacts (and related trip generation) should acknowledge the range of job densities for these functions (i.e. 77-95 m² per worker). Consideration of occupations / skills levels of employment created would also be beneficial.</p>
4.1.5	6.13	Economic impact	<p>The Scoping consultation responses suggest there is currently RFI overcapacity regionally. The ES should clearly establish the assumptions and growth scenarios that constitute the basis for the economic impact assessment.</p>
4.1.6	6.14 & 6.16	Demand for housing	<p>The Scoping Report does not describe how the impacts on the demand for housing will be assessed. If significant effects on socioeconomic receptors are likely to occur then an assessment of these needs to be included in the ES and the Applicant should ensure that the methodology and approach to the assessment in the ES is clearly established. Any assessment must differentiate between construction and operational phases as the nature of accommodation demand will differ.</p> <p>Demand for temporary accommodation by the construction and operational work force (including lorry parks) should be identified and an assessment made regarding the impact on local accommodation supply and affordability.</p>
4.1.7	6.18 & 6.20	Agricultural businesses	<p>The Scoping Report does not specify whether the ES will assess the impacts on landholdings from direct land take only, or other impacts such as changes to access, drainage or amenity. Elmesthorpe Parish Council highlights the potential for the alterations to the rights of way to affect equine businesses. The ES should clearly establish the</p>

ID	Ref	Other points	Inspectorate's comments
			extent of the potential impacts and its geographic scope should be defined so as to account for these.
4.1.8	6.19	Study area	The aspect includes the assessment of several matters for which different study areas will be appropriate, as acknowledged by the range of study areas presented in the Scoping Report. The ES should clarify and justify what the study area is for each matter assessed. The choice of study area should have regard to the Leicester & Leicestershire Functional Economic Market Area (FEMA) / Housing Market Area (HEDNA, 2017) ⁵ , adjoining FEMA and Census based commuting data. Drawing on case examples from other local distribution centres could supplement the use of transport and census data to define the zone of influence.

⁵ Leicester and Leicestershire Authorities and Leicester and Leicestershire Enterprise Partnership (2017) Housing and Economic Development Needs Assessment https://www.nwleics.gov.uk/pages/housing_and_economic_development_need_assessment_hedna

4.2 Transport and Traffic

(Scoping Report Section 7)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.2.1	7.50	Hazardous loads	The report states that any hazardous loads transported to/ from the distribution centre would be assessed and managed in line with the relevant environmental permits and associated legislation and they are not a matter for the Transport Assessment (TA) or the ES. There is no estimate of expected hazardous load movements provided. The Inspectorate considers that should hazardous loads be likely to be transported to and from the distribution centre, the impacts of these in terms of the increase in vehicle movements should be considered in the ES. The Applicant is referred to paragraph 3.3.17 of this Opinion regarding Risks of Major Accidents and Disasters.

ID	Ref	Other points	Inspectorate's comments
4.2.2	7.7 & Tables 7.1 and 7.4	Guidance	<p>Table 7.1 refers to Strategic Rail Freight Interchange Policy Guidance (November 2011). This document was withdrawn on 27 March 2018 and has been superseded by National Policy Statements for National Networks.</p> <p>Table 7.4 states that the ES will be carried out in accordance with Volume 11 of the DMRB. This guidance has been superseded by the new DMRB structure and coding system. The ES should apply the latest version, see LA 101 - Introduction to environmental assessment, and LA 104 - Environmental assessment and monitoring.</p>
4.2.3	7.3; 7.45-6;	Consultation	The report states that the Transport Working Group (TWG) is meeting regularly to discuss and agree key elements of the Transport Assessment methodology. The ES should document and evidence the

ID	Ref	Other points	Inspectorate's comments
			outcomes of these discussions when describing the traffic and transport aspect methodology.
4.2.4	7.23 & 7.44	Rail freight	<p>In response to a comment in the previous 2018 Scoping Opinion, the Scoping Report stresses that rail freight movements have been factored into the Trip Generation, and this will be explicit in the TA and ES (para 7.23). Paragraph 7.44 confirms that rail freight has been forecast and that resultant Heavy Goods Vehicle (HGV) trips have been included within the strategic modelling process. However, the description of baseline conditions within the report does not mention rail freight, and the methodology refers to highway links and thresholds relating solely to changes in road vehicle flows. The ES should consider the impacts of the Proposed Development on the capacity and operation of the rail network, and the potential impacts of an increase in rail freight movements on environmental matters, for example, accidents and safety, and any potential indirect effects on passenger rail transport operations and the growth, where significant effects are likely. The Inspectorate highlights Solihull Metropolitan Borough Council's proposal for mitigation in the form of a contribution towards wider industry initiatives (such as an east-west rail link at Nuneaton) for consideration. The impact of freight trains on the Narborough level crossing is also highlighted (see consultation response from Sharnford Parish Council).</p>
4.2.5	7.41	Assessment years	<p>The Scoping Report states that the following years will be assessed: base year (2018); anticipated first year of occupation (2025); and ten years post-occupation (2036). The Inspectorate understands that the freight model does not have a 2025 assessment year, but every five years from 2021 instead. Assessment years will need to be clarified and agreed with the Transport Working Group, as well as methodologies for assessment years not coinciding with those available. Junction capacity assessments and merge/diverge</p>

ID	Ref	Other points	Inspectorate's comments
			<p>assessments (where appropriate) must be carried out for the following scenarios:</p> <ul style="list-style-type: none"> • Opening Year Reference Scenario (the year in which the development is expected to be opened); • Opening Year Reference plus Committed Development Scenario; and • Opening Year Development Scenario – Opening Year plus Committed Development plus the proposed development, which will determine whether any mitigation is required for the Strategic Road Network (SRN). <p>The impact of the development should also be assessed for ten years after the year the application is registered or the end of the relevant Local Plan whichever is the greater.</p>
4.2.6	7.52	Screening process	<p>The report describes thresholds for determining which road links should be subject to a detailed assessment, referencing the IEMA (1993) Guidelines for the Environmental Assessment of Road Traffic. The guidance states in paragraph 3.19 that “where there are major changes in the composition of the traffic flow, say a much greater flow of HGV’s, a lower threshold may be appropriate”. The Scoping Report suggests a 30% increase in HGV movements as an alternative threshold. Any threshold should consider the local context and be agreed within the TWG (justified and evidenced within the ES).</p>
4.2.7	Table 7.8	Receptor sensitivity	<p>The sensitivity of receptors should also consider the needs of major road users such as Royal Mail, particularly for the analysis of delays to drivers.</p>
4.2.8	7.72	Committed developments	<p>The Scoping Report states that known committed developments in the vicinity of the site have been included in the assessment. Note</p>

ID	Ref	Other points	Inspectorate's comments
			the additional development recommended for inclusion by Warwickshire County Council in their consultation response.
4.2.9	n/a	Road safety	Given the Proposed Development will affect the SRN, the ES or the Transport Assessment must be accompanied by a Stage 1 Road Safety Audit.

4.3 Air Quality

(Scoping Report Section 8)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.3.1	8.62 & 8.76	Detailed (quantitative) assessment of operational energy plant emissions	The report states that energy production plant(s) are likely to be installed to the warehousing element of the Proposed Development. A detailed assessment of emissions from this infrastructure is proposed to be scoped out, as the Proposed Development would not be sufficiently progressed to allow for a quantitative assessment of operational emissions. The Scoping Report provides no explanation of the potential nature of the energy facility (fuel types, potential capacity). Given the lack of information the Inspectorate is unable to scope this matter out of the assessment.

ID	Ref	Other points	Inspectorate's comments
4.3.2	8.24 & 8.33	Receptors	The Scoping Report describes potentially sensitive receptors including Air Quality Management Areas (AQMAs). The ES should include figures to indicate the location of these receptors.
4.3.3	8.28	Study area	The Scoping Report suggests that the study area will be established based on the Affected Road Network. The ES should also justify the extent of consideration of the affected areas of the rail network in the geographic scope of the assessment.
4.3.4	8.37	Sensitive receptors	The Scoping Report identifies locations where members of the public would spend extended periods of time and experience longer periods of exposure. Burbage Woods and Burbage Common are missing from this list but are identified as popular leisure destinations by Stoney Stanton Parish Council.

ID	Ref	Other points	Inspectorate's comments
4.3.5	8.46	Consultation	Discussions with Blaby District Council and Hinckley and Bosworth District Council over the methodology should be documented in the ES.
4.3.6	8.55	Temporal scope of the assessment	The Scoping Report states that assessments will be carried out for the baseline year and a future assessment year but does not explain what the future assessment year would be. The ES should ensure that the choice of future assessment year is based on a worst case scenario.

4.4 Noise and Vibration

(Scoping Report Section 9)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.4.1	9.36	Road links – vibration during operation	The Scoping Report proposes to scope out operational vibration impacts for the proposed new roads. Considering that a resurfaced road surface / new road will be free of irregularities as part of project design and under general maintenance, the Inspectorate agrees that an assessment of operational vibration can be scoped out on this basis.

ID	Ref	Other points	Inspectorate's comments
4.4.2	9.16	Baseline	The Scoping Report appears to describe the baseline in relation to the main interchange site only. The ES must describe the baseline environment surrounding all relevant proposed works (including the bypass and works to the M69 Junction 3 /M1 Junction 21).
4.4.3	9.24	Construction phase road traffic noise	The Scoping Report does not clearly state whether the ES will assess road traffic noise during construction. The ES should assess impacts associated with road traffic noise where significant effects are likely to occur.
4.4.4	9.25	Operational phase rail movements	The Scoping Report states that the ES will assess rail noise from rail movements within the site. Should an increase in rail movements off-site lead to significant noise and vibration effects these should also be assessed.
4.4.5	9.25	Operational phase vibration from service yard activity	The Scoping Report states that the ES will assess noise arising from operational service yard activities. The potential for vibration during operation has not been addressed. The ES should assess impacts

ID	Ref	Other points	Inspectorate's comments
			associated with operational vibration where significant effects are likely to occur.
4.4.6	9.30	Tranquillity assessment	The Scoping Report states that "where required, a tranquillity assessment will be undertaken". It is not explained under which circumstances this will be undertaken or what the scope of such an assessment would be. The ES should consider the impact on the tranquillity in open spaces across the lifetime of the scheme, where significant effects are likely to occur. The Scoping Report states that a suitable approach will be derived and agreed with the relevant consultees and stakeholders. This should be explained in the ES and it should be clear how stakeholder engagement has informed the assessment.

4.5 Landscape and Visual Effects

(Scoping Report Section 10)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.5.1	n/a	n/a	No matters have been proposed to be scoped out of the assessment

ID	Ref	Other points	Inspectorate's comments
4.5.2	10.13 – 10.19	Policy	The Scoping Report identifies the relevant policy relating to this aspect. It is noted that the consultation response from Hinckley and Bosworth Borough Council identifies further policy of relevance for informing the landscape assessment and proposed mitigation, such as Green Infrastructure provision.
4.5.3	10.22 & 10.54	Consultation	The Scoping Report states that consultation with local authorities to inform the scope of the assessment has already commenced. Stakeholders should be consulted on the latest proposals and the viewpoints agreed based on the new Order Limits and height parameters. The outcomes of any discussions with statutory consultees should be documented in the ES and provide justification for the approach taken.
4.5.4	10.52	Open views	Note the input from Elmesthorpe Parish Council regarding open views from Station Road (not just St Mary's Church).
4.5.5	n/a	Light pollution	The landscape and visual impact assessment in the ES should include impacts during both day and night. The predicted light levels at the site and its vicinity should be clearly identified and the ES should explain any assumptions that the prediction of light levels has been based on.

4.6 Ecology and Biodiversity

(Scoping Report Section 11)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.6.1	n/a	n/a	No matters have been proposed to be scoped out of the assessment.

ID	Ref	Other points	Inspectorate's comments
4.6.2	11.1	Consultation	The Scoping Report lists a number of stakeholders that will be consulted on the scope of surveys and mitigation proposals. Hinckley and Bosworth Borough Council are missing from this list and should be consulted.
4.6.3	Table 11.1, 11.16 & 11.22	Study area	In response to the Inspectorate's comments on the initial Scoping Report (April 2018), the Scoping Report (Table 11.1 (ID 2)) states that the study area is "to be assessed and implemented in the ES". The Scoping Report does not define the study area despite early survey work having been undertaken. Paragraph 11.22 of the Scoping Report states that the ES will review all potential impacts "within the DCO boundary and those associated with the off-site enabling works" . Ecological impacts may arise at substantial distances from works. The ES should clearly explain how the study area has been defined and how it relates to the potential zone of influence of the Proposed Development. Where professional judgement has been relied on, an explanation should be provided of the factors and criteria relied on in reaching a decision.
4.6.4	Table 11.1 11.20-11.22	Scope of baseline surveys (wintering birds and other species)	In response to the Inspectorate's comments on the initial Scoping Report (April 2018), the Scoping Report (Table 11.1 (ID 4)) states that the scope of the baseline surveys was agreed with both the local

ID	Ref	Other points	Inspectorate's comments
	11.44		<p>authority and Natural England, and that consultation will be ongoing in agreeing the scope of update surveys prior to submission.</p> <p>The ES should contain sufficient background information regarding the receiving environment, supported by relevant detailed surveys, to ensure all likely significant effects associated with the Proposed Development have been assessed. Changes made to the scope of baseline surveys made as a result of consultation should be documented in the ES.</p>
4.6.5	Table 11.1 11.22 11.44	Potential environmental impacts and effects	<p>In response to the Inspectorate's comments on the initial Scoping Report (April 2018), the Scoping Report (Table 11.1 (ID 5)) states that potential environmental impacts and effects are to be assessed and implemented within the ES.</p> <p>A description of the impacts and effects that may be associated with the Proposed Development should to be set out within the ES. Any likely significant effects from off-site enabling or highways works should also be identified as part of this assessment.</p>
4.6.6	Table 11.1	Mitigation	<p>In response to the Inspectorate's comments on the initial Scoping Report (April 2018), the Scoping Report (Table 11.1 (ID 6)) states that pre-mitigation effects which will take account of measures included in the draft Ecological Construction Method Statement and any 'embedded mitigation' is to be assessed and implemented within the ES. The ES should make it clear exactly which measures have been taken into account in reaching conclusions on the significance of effects from the Proposed Development.</p>
4.6.7	Table 11.1	Statutory designated sites	<p>In response to the Inspectorate's comments on the initial Scoping Report (April 2018), the Scoping Report (Table 11.1 (ID 7)) states that the likely impacts from the Proposed Development during the construction and operational phases on nationally designated sites</p>

ID	Ref	Other points	Inspectorate's comments
			<p>within the zone of influence of the Proposed Development are to be assessed and any mitigation implemented within the ES.</p> <p>There is little detail within the Scoping Report to explain the approach that will be taken. The ES must clearly identify the likely impacts from the Proposed Development during the construction and operation phases, explaining any necessary mitigation and any residual impacts.</p>
4.6.8	11.19 11.22 Table 11.2 Figures 11.1 and 11.2	Baseline - Important Ecological Features (IEFs) and habitats	<p>The IEFs that are identified in the Scoping Report should be set out in detail in the ES. The ES should show how these IEFs and other key findings were identified, including the consultation carried out with consultees such as local authorities and Natural England.</p> <p>Figures 11.1 and 11.2 do not show the full extent of the red line boundary of the Proposed Development or the study area. The figures in the ES should clearly set out how identified IEFs and habitats relate to the chosen study area and relative distances from the red line boundary of the Proposed Development. All off-site works should be identified in the figures in relation to the identified IEFs and habitats.</p>
4.6.9	11.26 11.28	Cross reference to indirect impacts and off-site effects	<p>Indirect construction and operational impacts without mitigation measures and potential off site effects from pollution/contamination, potential road traffic collisions with species and any other indirect or off site effects should be cross referenced clearly to the relevant aspect chapters in the ES and form part of the assessment.</p>
4.6.10	11.42	Mitigation strategy	<p>The mitigation strategy provisionally outlined in the Scoping Report should be set out in full in the ES, providing full details of the mitigation required to address any likely significant effects. Any monitoring required for the mitigation should also be set out in the ES. The ES should indicate how these measures will be secured through the DCO.</p>

ID	Ref	Other points	Inspectorate's comments
4.6.11	11.43	Landscape and Ecology Management Plan (LEMP)	The Scoping Report states that the ongoing management, maintenance and monitoring of the IEFs and newly created habitats would be managed through the LEMP. The LEMP should be clearly set out and it should be clear how the LEMP provisions are to be secured through the DCO.
4.6.12	n/a	Biosecurity	Given the nature of the development and proximity to ancient woodlands, the Inspectorate considers the ES should assess the impacts of the inadvertent spread of pests and diseases to ecological receptors where significant effects are likely to occur. The consultation response from the Forestry Commission is highlighted in this regard.

4.7 Cultural Heritage

(Scoping Report Section 12)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.7.1	n/a	n/a	No matters have been proposed to be scoped out of the assessment

ID	Ref	Other points	Inspectorate's comments
4.7.2	12.20-12.37 12.47	Baseline	Despite the changes to the red line boundary, this aspect of the Scoping Report focuses on the previous draft Order Limits (scoped in 2018). The ES should apply the same approach and study area, unless otherwise agreed, to the new larger development area (including off-site works). New searches of the Historic Environment Record and the National Heritage List for England may be required to ensure the most up-to-date and accurate date on the historic environment informs the ES.
4.7.3	n/a	Guidance	<p>The ES should be undertaken in line with the most up-to-date Historic England standards and guidance, including (but not limited to):</p> <ul style="list-style-type: none"> • Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets (October 2019); • The Foundation for Success - Modern Infrastructure and the Historic Environment (November 2019); • Piling and Archaeology Guidance and Good Practice (March 2019); and <p>Preserving Archaeological Remains guidance (first published in November 2016).</p>

ID	Ref	Other points	Inspectorate's comments
4.7.4	12.46 12.65 – 12.66	Mitigation	<p>The Scoping Report states that the effects on receptors can be mitigated by a suitable programme of investigation and recording in advance of development. An appropriate archaeological mitigation strategy is also intended to be implemented to offset potential effects.</p> <p>All mitigation measures required for the Proposed Development should be fully described and justified and the means by which these will be secured through the DCO should be fully detailed.</p>
4.7.5	12.47 – 12.64	Assessment methodology - consultation	<p>The Scoping Report refers to agreement reached with Historic England and the Leicestershire County Council archaeologist on the methodology. This consultation appears to have covered the Proposed Development main site only. The Applicant should ensure that the assessment methodology for heritage assets (both designated and non-designated) is agreed for the development in its entirety. It should be clear in the ES how consultation has informed the assessment.</p>
4.7.6	12.50	Additional assets	<p>The Scoping Report states that additional assets beyond the 5km study area for designated assets will also be assessed as appropriate. It is not clear what criteria would be used to identify additional assets. The inclusion of additional assets should be fully explained in the ES.</p>
4.7.7	n/a	Viewpoints – use of photomontages	<p>The Scoping Report includes figures indicating the location of heritage assets. Photomontages should also be produced for key viewpoints where significant heritage assets are affected, including views towards heritage assets in which the Proposed Development would be visible; views from designated heritage assets; and views between contemporaneous or otherwise associated heritage assets in which both assets and the Proposed Development would be visible.</p>

4.8 Surface Water and Flood Risk

(Scoping Report Section 13)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.8.1	n/a	n/a	No matters have been proposed to be scoped out of the assessment

ID	Ref	Other points	Inspectorate's comments
4.8.2	Table 13.1	Assessment of new roads and alterations to roads	<p>In response to the Inspectorate's comments on the initial Scoping Report (April 2018), the Scoping Report (Table 13.1 (ID 1)) states that new roads and alterations to existing roads have been included in this revised Scoping Report, and the approach to assessment will be agreed through consultation with relevant consultees.</p> <p>The ES should make reference to the new access road and alterations to the M69 and include an assessment of how the construction of the access road and the alteration of existing roads will affect the assessment of impacts from surface water and flood risk. The approach to this assessment to be discussed with relevant consultees should take into account the latest applicable guidance.</p>
4.8.3	13.37-13.38	Receptors	<p>The ES should explain how effects on key receptors including existing infrastructure, habitats/sites of ecological value or local residents have been considered, and the Applicant should seek to agree receptors with relevant statutory consultees including the Environment Agency (EA).</p> <p>A preliminary Water Framework Directive (WFD) assessment should be carried out to inform the assessment of impacts from the Proposed Development on WFD waterbodies.</p>

ID	Ref	Other points	Inspectorate's comments
4.8.4	13.63	Assessment area	<p>The Scoping Report describes the study area as including “areas within and immediately adjacent to the site, including the western link road and Eastern Villages by-pass”. The works to the M69 Junction 23 / M1 Junction 21 are not mentioned, nor are the wider highways management works. The ES must assess the impacts of the Proposed Development in its entirety.</p>
4.8.5	13.64	Consultation	<p>The Scoping Report states that the ES will be supported and informed through consultations with various stakeholders. The ES should set out how the stakeholder consultation responses have influenced the assessment.</p>
4.8.6	13.67	Methodology	<p>The Scoping report states that the assessment would consider the construction and operational stages of the Proposed Development over the lifetime of the proposed scheme, i.e. taking account of the potential influence of climate change on the surface water and flood risk receptors under consideration.</p> <p>The ES should set out the supporting information for the methodological approach and clearly explain how this has been applied to the assessment of effects for the lifetime of the Proposed Development including any decommissioning that is anticipated.</p> <p>The assumptions and assessment made of climate change effects should be fully explained in the ES.</p>

4.9 Hydrogeology

(Scoping Report Section 14)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.9.1	n/a	n/a	No matters have been proposed to be scoped out of the assessment

ID	Ref	Other points	Inspectorate's comments
4.9.2	Table 14.1	Study area	The Inspectorate notes that a full description of the study area is not provided in the Scoping Report. The study area reflected in the ES should be clearly defined, with supporting figures where necessary, justified, and reflect the anticipated extent of potential impacts.
4.9.3	14.7 14.18	Cross referencing	The Scoping Report states that this aspect chapter should be read in conjunction with chapter 13 'Surface water and flood risk' and chapter 15 'Geology, soils and contaminated land', both of which provide relevant additional guidance and potentially significant effects which would be taking account of. The ES should clearly set out the guidance and significant effects relevant to hydrogeology in these other chapters and within any other chapters providing clear cross references to these in the ES where necessary for the assessment.
4.9.4	14.9	Policy	The Scoping Report notes the policies that will be considered. Hinckley and Bosworth Borough Council notes that 'Policy DM7: Preventing Pollution and Flooding' of the Site Allocations and Development Management Policies is also relevant.
4.9.5	14.11-14.12	Consultation	The Scoping Report states that the assessment will be supported and informed through consultations with various stakeholders, including the local authority and the EA. It should be clear in the ES how

ID	Ref	Other points	Inspectorate's comments
			consultees' comments have informed the assessment. Note the request from Hinckley and Bosworth Borough Council to be consulted.
4.9.6	14.17 14.19	Baseline conditions	<p>The Scoping Report states that the baseline conditions will be developed further during the phase 1 preliminary risk assessment stage and the preliminary stages of the ground investigation.</p> <p>The results of the risk assessment and ground investigation should be included as part of the ES. The ES should describe how baseline conditions have been established and how future changes from the which might affect groundwater and surface water quality have been assessed from these baseline conditions using the proposed conceptual model.</p> <p>The Scoping Report states that existing groundwater resources are to be assessed during a desk study phase, including the potential significance of any groundwater resource value. The groundwater resource value(s) should be explicitly explained in the ES and how this has informed the assessment.</p>
4.9.7	14.20 14.22	Potential effects	<p>The Scoping Report states that the Proposed Development has the potential to affect the existing groundwater during the construction phase, leading to the mobilisation of existing contaminants or through spillages of construction materials or fuels. The Proposed Development could also lead to the sterilisation of land that may have been a significant future resource for groundwater abstraction.</p> <p>The ES should highlight any likely significant adverse effects and any mitigation as required including remedial measures.</p>
4.9.8	n/a	Temporal scope	<p>The aspect chapter makes no reference to potential hydrogeological impacts during the Proposed Development's operational phase. The ES should assess impacts to hydrogeology during all phases of the Proposed Development including during operation, if significant effects are likely.</p>

4.10 Geology, Soils and Contaminated Land

(Scoping Report Section 15)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.10.1	n/a	n/a	No matters have been proposed to be scoped out of the assessment

ID	Ref	Other points	Inspectorate's comments
4.10.2	15.10	Policy	The Scoping Report lists the policies against which the assessment will be prepared. HBBC notes that 'Policy DM7: Preventing Pollution and Flooding' of the Site Allocations and Development Management Policies is also relevant.
4.10.3	15.12	Consultation	The Inspectorate notes that the assessment will be supported and informed through consultations with various stakeholders. It should be clear in the ES how consultees comments have informed the assessment.
4.10.4	15.15	Geographic scope	The Scoping Report states that additional surveys will be undertaken for the link roads. The ES must describe the baseline environment surrounding all relevant proposed works (including the works to the M69 Junction 3 /M1 Junction 21).
4.10.5	15.14 – 15.18	Baseline	A figure or figures should be included in the ES to depict the location of any known areas of contamination and any geological sites of interest.
4.10.6	15.22 15.55	Mitigation - construction effects	The Scoping Report states that remediation of contaminated land and other construction activities can lead to secondary effects and any such effects would be controlled through use of the CEMP. The ES

ID	Ref	Other points	Inspectorate's comments
			<p>should set out how the CEMP would manage any mitigation required with respect to potential adverse effects from construction of the Proposed Development.</p> <p>The ES should provide details of how any adverse impacts on soils can be minimised.</p>
4.10.7	15.23	Mitigation and monitoring - operation	<p>The Scoping Report states that major operational sources of contamination are to be reviewed, and any appropriate mitigation measures proposed would be in line with the Land Contamination Risk Management (LCRM) assessment methodology. During the operational period, monitoring works may continue in order to demonstrate the effectiveness of any remedial works.</p> <p>The ES should demonstrate how mitigation and monitoring measures detailed in the ES would be secured through the DCO.</p>
4.10.8	15.25-15.42	Methodology - Preliminary Risk Assessment and Qualitative Risk Assessment	<p>The ES should fully explain how the risk assessment including the Conceptual Site Model approach has been applied to identify potential impacts and any likely significant effects derived from construction and operation of the Proposed Development.</p>
4.10.9	15.43	Survey boundary	<p>The study zone extending to 250m from the site boundary should be fully justified in the ES following consultation and agreement with relevant consultees where possible. The water resources study that will aid consideration of groundwater resources over a larger area for assessment of groundwater contamination effects should be clearly referenced and a clear explanation of the results should be provided to show how this has formed part of the assessment.</p>

4.11 Materials and Waste

(Scoping Report Section 16)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.11.1	16.4	Materials – consumption of resources	The Scoping Report states that the likely significant environmental effects from the use of materials for the construction of the Development will not be addressed in the ES as there is no fixed design to assess against or end-user to define requirements. The Inspectorate considers that whilst uncertainty exists surrounding the final design, an assessment of the nature and quantity of materials and natural resources would be feasible, to the extent that such information is available, applying knowledge of similar developments and the Rochdale envelope approach to uncertainty. The Inspectorate therefore does not agree to scope this matter out of the ES.

ID	Ref	Other points	Inspectorate's comments
4.11.2	16.2	Liquid waste	The Scoping Report states that liquid waste such as wastewater from dewatering operations is covered in Chapter (Surface Water and Flood Risk). Wastewater and dewatering operations are not mentioned in Chapter 13. This should be addressed in the ES.
4.11.3	16.21 - 22	Baseline	The description of baseline conditions in the Scoping Report provides no description of local or regional landfill capacity. The ES must consider the baseline and future baseline waste disposal capacity.
4.11.4	16.28, 16.21	Spatial scope	The Scoping Report refers to the interchange site only. The ES must assess the impacts from the entirety of the Proposed Development.

ID	Ref	Other points	Inspectorate's comments
			For clarity, and in line with the referenced IEMA (2020) guidance ⁶ , the study area should be expressed in terms of (1) the 'development study area' comprising the scheme or project footprint (the red line boundary) and (2) the 'expansive study area' extending to the availability of construction materials, and capacity of waste management infrastructure (reflecting the anticipated extent of potential impacts).
4.11.5	16.31, 16.32, 16.34, & 16.44	Approach and assumptions	Application of published waste generation rates, and assumptions regarding the type and quantity of waste to be diverted from landfill via reuse, recycling and recovery should be clearly stated, referenced and justified in the ES. Agreement with consultees should be sought on the approach taken, and this should be evidenced in the ES.
4.11.6	16.40	Magnitude of impact - waste	The Scoping Report does not provide a methodology for the assessment of the magnitude of impact from the generation and disposal of waste. The referenced IEMA (2020) guidance ⁷ offers two methods (paragraph 10.3.2). The ES should clearly set out the approach taken.

⁶ IEMA (2020) Materials and Waste in Environmental Impact Assessment. Guidance for a proportionate approach.

⁷ IEMA (2020) Materials and Waste in Environmental Impact Assessment. Guidance for a proportionate approach.

4.12 Energy and Climate Change

(Scoping Report Section 17)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.12.1	17.28 & 17.47	Vulnerability to climate change during construction	<p>The Scoping Report proposes to scope out the construction phase from the assessment of the vulnerability of the Proposed Development to climate change, as the estimated construction period is <10 years, commencing in 2022. The Inspectorate draws the Applicant's attention to paragraph 4.40 of the NPS which states that "applicants must consider the impacts of climate change when planning location, design, build and operation". On this basis, the Inspectorate is unable to scope this matter out of the ES.</p>
4.12.2	17.33 & 17.46	Impacts on climate change - direct and indirect emissions	<p>The Scoping Report proposes that the following matters are scoped out of the assessment and conditioned to the 'Reserved Matters stage', given the absence of detailed design information:</p> <ul style="list-style-type: none"> • Embodied carbon in building materials; • Transportation of building materials and construction staff (to and from the Proposed Development); • Transportation and disposal of construction waste; • Emissions arising under operational circumstances e.g. energy consumption; and • Service vehicle movements during operation (e.g. deliveries and refuse collection). <p>The Inspectorate does not agree that matters referred to in the Scoping Report as 'reserved matters' can be scoped out of the assessment in the ES. The Applicant should be aware that reserved matters is a term associated with outline planning consent obtained through the Town and Country Planning Act and is not directly</p>

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
			applicable to applications made under the Planning Act 2008. The ES should assess all impacts of the Proposed Development where significant effects are likely to occur. Where uncertainty exists Applicants may choose to apply for flexibility in their DCO application, the Inspectorate's Advice Note 9 explains how such flexibility can be addressed in assessment terms with reference to a worst case assessment.

ID	Ref	Other points	Inspectorate's comments
4.12.3	17.29 – 17.31	Vulnerability to climate change during operation	The Scoping Report proposes to undertake a Climate Change Risk Assessment (CCRA), following the methodology in Appendix 1 of the IEMA (2020) EIA Guide to Climate Change Resilience and Adaptation. The Inspectorate notes that the risk assessment set out as the Applicant's scope of assessment is only the initial step in the IEMA methodology. The Inspectorate considers that whilst CCRA is a useful tool for building climate resilience into the project design, should the CCRA identify risks to the Proposed Development from climate change, the ES should assess the likely significant effects and identify appropriate mitigation measures where necessary.
4.12.4	17.34	Emissions impacts from the modal shift to rail	The Scoping Report states that "the impact that the Proposed Development has on freight will be assessed separately". The Inspectorate understands this to refer to the benefits in terms of GHG emissions reductions arising from a shift from road to rail. No methodology is provided for this assessment and it is not clear where this assessment will be presented. The ES must clearly explain (or cross-reference to) the reasoning and assumptions behind the conclusions reached. It must explain the significance of effect and the criteria used to determine significance. The Applicant should seek

ID	Ref	Other points	Inspectorate's comments
			agreement on the approach to this assessment with the relevant consultees.
4.12.5	17.35 – 17.36	Significance of GHG emissions	The Scoping Report states that there is no specific standard for reporting infrastructure GHG emissions in EIA. Given the significance of any increase in GHG emissions, the Inspectorate considers that the ES should contextualise the project's carbon contribution against relevant UK carbon budgets and demonstrate whether the Proposed Development would have a material impact on the ability of Government to meet its carbon reduction targets.
4.12.6	17.37 – 17.39	In-combination climate change impacts	The Scoping Report does not explain how the in-combination climate change impact assessment will be undertaken or reported. The Inspectorate considers that should this be undertaken within other aspect chapters, standard methodologies for each relevant environmental aspect should be used. The Climate Change chapter should collate the assessments undertaken in other aspect chapters.

4.13 Cumulative and Transboundary Effects

(Scoping Report Section 18)

ID	Ref	Applicant's proposed matters to scope out	Inspectorate's comments
4.13.1	Table 18.1	Ecology and Biodiversity - European Sites	The Scoping Report states that the distance from the closest European site is 11km and in conjunction with the nature of the development, this is considered sufficient to scope this matter out of the ZOI. The Scoping Report has not referenced any screening criteria (e.g. bats as a qualifying feature, hydrological linkage, proximity to the affected road network) and has therefore provided insufficient justification to scope out European sites from the cumulative impact assessment.
4.13.2	Table 18.1	Surface Water and Flood Risk and Hydrogeology	The Scoping Report states that risks to flooding, drainage and hydrogeology will be managed on site "in accordance with best practice and as such there will be no cumulative effects with other development" . The Inspectorate considers that should other developments share a water catchment with the Proposed Development the potential for cumulative effects remains, insufficient justification has been provided therefore to scope these aspects out.

ID	Ref	Other points	Inspectorate's comments
4.13.3	Table 18.1	Socio-economics	The Scoping Report defines the zone of influence for this matter as extending to commuting distance of the Proposed Development. This is narrower than the study areas suggested to assess some matters falling within this aspect of the Proposed Development alone (see Scoping Report Chapter 6, paragraph 6.13). A regional geographic scope would be more appropriate.

ID	Ref	Other points	Inspectorate's comments
4.13.4	Table 18.1	Air Quality	The Scoping Report states that AQMAs will be defined in the area. It is unclear whether effects to other sensitive receptors will be assessed. The ES should assess the likely significant cumulative effects on all sensitive receptors.
4.13.5	Table 18.1	Noise and Vibration	The Scoping Report states that the Zone of Influence (ZOI) is highly site specific and limited to within 1km of the site. It is not evident that this ZOI has considered the potential for construction and operational (road and rail) traffic noise effects. The ES should provide full justification for the appropriateness of the study area.
4.13.6	Table 18.1	Geology, Soils and Contaminated Land; Materials and Waste; and Energy and Climate Change	For all three of these aspects the Scoping Report proposes to limit the assessments and ZOI to the site only. There is no justification given for this proposed approach and therefore the Inspectorate does not agree to this narrow geographic scope. The ES should provide full justification for the appropriateness of the study area.
4.13.7	18.12 & 18.13	Other developments	<p>The Scoping Report lists a number of projects it has identified to take forward for the assessment, comprising other RFI schemes and a storage and distribution facility. The ES should consider all types of projects with the potential to contribute cumulatively (e.g. housing, road schemes, energy projects, etc) and not limit the scope of the assessment to developments within the logistics sector.</p> <p>The scoping consultation has highlighted a number of developments that should also be considered for inclusion in the cumulative impact assessment.</p>

ID	Ref	Other points	Inspectorate's comments
4.13.8	18.17	Advice Note Seventeen: Cumulative Effects Assessment (AN17) ⁸	The Scoping Report states that AN17 predates the 2017 EIA Regulations. The latest version of the Advice Note was published in August 2019 and is up to date.
4.13.9	18.18	Consultation	The Scoping report states that agreement will be sought with the local authority over the shortlist of other developments to be included in the assessment. It should be clear in the ES how consultees comments have informed the assessment.
4.13.10	n/a	Intra-Project Effects	The Scoping Report makes no mention of the combined effects arising as a result of two or more effects from the Proposed Development interacting, for example upon a single receptor or resource. The ES should identify these interactions where relevant and assess the likely significant effects of within-project interactions.

⁸ Advice Note Seventeen: Cumulative Effects Assessment. Available at:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/12/Advice-note-17V4.pdf>

5. INFORMATION SOURCES

5.0.1 The Inspectorate's National Infrastructure Planning website includes links to a range of advice regarding the making of applications and environmental procedures, these include:

- Pre-application prospectus⁹
- Planning Inspectorate advice notes¹⁰:
 - Advice Note Three: EIA Notification and Consultation;
 - Advice Note Four: Section 52: Obtaining information about interests in land (Planning Act 2008);
 - Advice Note Five: Section 53: Rights of Entry (Planning Act 2008);
 - Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements;
 - Advice Note Nine: **Using the 'Rochdale Envelope'**;
 - Advice Note Ten: Habitats Regulations Assessment relevant to nationally significant infrastructure projects (includes discussion of Evidence Plan process);
 - Advice Note Twelve: Transboundary Impacts;
 - Advice Note Seventeen: Cumulative Effects Assessment; and
 - Advice Note Eighteen: The Water Framework Directive.

5.0.2 Applicants are also advised to review the list of information required to be submitted within an application for Development as set out in The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009.

⁹ The **Planning Inspectorate's** pre-application services for applicants. Available from: <https://infrastructure.planninginspectorate.gov.uk/application-process/pre-application-service-for-applicants/>

¹⁰ The Planning Inspectorate's series of advice notes in relation to the Planning Act 2008 process. Available from: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

APPENDIX 1: CONSULTATION BODIES FORMALLY CONSULTED

TABLE A1: PRESCRIBED CONSULTATION BODIES¹¹

SCHEDULE 1 DESCRIPTION	ORGANISATION
The Crown Estate Commissioners	The Crown Estate
The Secretary of State for Defence	Ministry of Defence
The National Health Service Commissioning Board	NHS England
Public Health England, an executive agency of the Department of Health	Public Health England
The Health and Safety Executive	Health and Safety Executive
The Environment Agency	The Environment Agency
Natural England	Natural England
The Historic Buildings and Monuments Commission for England	Historic England - Midlands
The Forestry Commission	Forestry Commission - East and East Midlands
The Coal Authority	The Coal Authority
The Relevant Highways Authority	Leicestershire County Council - Highways
The Relevant Strategic Highways Company	Highways England - Midlands
The Canal and River Trust	The Canal and River Trust
The relevant Clinical Commissioning Group	NHS Warwickshire North Clinical Commissioning Group
The relevant Clinical Commissioning Group	NHS West Leicestershire Clinical Commissioning Group
The relevant Clinical Commissioning Group	NHS Coventry and Rugby Clinical Commissioning Group

¹¹ Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the 'APFP Regulations')

SCHEDULE 1 DESCRIPTION	ORGANISATION
The relevant Clinical Commissioning Group	NHS East Leicestershire and Rutland Clinical Commissioning Group
The relevant fire and rescue authority	Leicestershire Fire and Rescue Service
The relevant fire and rescue authority	Warwickshire Fire and Rescue Service
The relevant police and crime commissioner	Warwickshire Police and Crime Commissioner
The relevant police and crime commissioner	Leicestershire Police and Crime Commissioner
The relevant parish council	Aston Flamville Parish Council
	Ansty Parish Council
	Barwell Parish Council
	Braunstone Parish Council
	Burbage Parish Council
	Croft Parish Council
	Churchover Parish Council
	Dordon Parish Council
	Earl Shilton Parish Council
	Elmesthorpe Parish Council
	Enderby Parish Council
	Leicester Forest West Parish Council
	Lubbesthorpe Parish Council
	Lutterworth Parish Council
	Potters Marston Parish Council
Sapcote Parish Council	
Stoney Stanton Parish Council	
Stretton Baskerville Parish Council	

SCHEDULE 1 DESCRIPTION	ORGANISATION
	Wigston Parva Parish Council

TABLE A2: RELEVANT STATUTORY UNDERTAKERS¹²

STATUTORY UNDERTAKER	ORGANISATION
The relevant Clinical Commissioning Group	NHS Warwickshire North Clinical Commissioning Group
The relevant Clinical Commissioning Group	NHS West Leicestershire Clinical Commissioning Group
The relevant Clinical Commissioning Group	NHS Coventry and Rugby Clinical Commissioning Group
The relevant Clinical Commissioning Group	NHS East Leicestershire and Rutland Clinical Commissioning Group
The National Health Service Commissioning Board	NHS England
The relevant NHS Trust	East Midlands Ambulance Service NHS Trust
The relevant NHS Foundation Trust	West Midlands Ambulance Service University NHS Foundation Trust
Railways	Network Rail Infrastructure Ltd
Canal or Inland Navigation Authorities	The Canal and River Trust
Universal Service Provider	Royal Mail Group
Homes and Communities Agency	Homes England
The relevant Environment Agency	The Environment Agency
The relevant water and sewage undertaker	Severn Trent
The relevant public gas transporter	Cadent Gas Limited
	Energetics Gas Limited
	Energy Assets Pipelines Limited
	ES Pipelines Ltd
	ESP Networks Ltd

¹² 'Statutory Undertaker' is defined in the APFP Regulations as having the same meaning as in Section 127 of the Planning Act 2008 (PA2008)

STATUTORY UNDERTAKER	ORGANISATION
	ESP Pipelines Ltd
	ESP Connections Ltd
	Fulcrum Pipelines Limited
	Harlaxton Gas Networks Limited
	GTC Pipelines Limited
	Independent Pipelines Limited
	Indigo Pipelines Limited
	Murphy Gas Networks limited
	Quadrant Pipelines Limited
	National Grid Gas Plc
	Scotland Gas Networks Plc
	Southern Gas Networks Plc
The relevant electricity distributor with CPO Powers	Eclipse Power Network Limited
	Energetics Electricity Limited
	Energy Assets Networks Limited
	ESP Electricity Limited
	Fulcrum Electricity Assets Limited
	Harlaxton Energy Networks Limited
	Independent Power Networks Limited
	Leep Electricity Networks Limited
	Murphy Power Distribution Limited
	The Electricity Network Company Limited
	UK Power Distribution Limited
	Utility Assets Limited

STATUTORY UNDERTAKER	ORGANISATION
	Vattenfall Networks Limited
	Eastern Power Networks Plc
	Electricity North West Limited
	Northern Powergrid (Northeast) Limited
	South Eastern Power Networks Plc
	SP Distribution Plc
	UK Power Networks Limited
	Western Power Distribution (South West) Plc
The relevant electricity transmitter with CPO Powers	National Grid Electricity Transmission Plc

TABLE A3: SECTION 43 LOCAL AUTHORITIES (FOR THE PURPOSES OF SECTION 42(1)(B))¹³

LOCAL AUTHORITY ¹⁴
Birmingham District Council
Blaby District Council
Charnwood Borough Council
Corby Borough Council
Coventry Council
City of Leicester Council
Daventry District Council
Derbyshire County Council
Gloucestershire County Council
Harborough District Council
Hinckley & Bosworth Borough Council
Kettering Borough Council
Leicestershire County Council
Leicester City Council
Lichfield District Council
Lincolnshire County Council
Melton Borough Council
Northamptonshire County Council
North West Leicestershire District Council
North Warwickshire Borough Council
Nottinghamshire County Council
Nuneaton and Bedworth Borough Council

¹³ Sections 43 and 42(B) of the PA2008

¹⁴ As defined in Section 43(3) of the PA2008

LOCAL AUTHORITY ¹⁴
Oadby and Wigston Borough Council
Oxfordshire County Council
Rutland County Council
Solihull Council Rugby Borough Council
Staffordshire County Council
Stratford District Council
Tamworth Borough Council
Warwick District Council
Warwickshire County Council
Worcestershire County Council

APPENDIX 2: RESPONDENTS TO CONSULTATION AND COPIES OF REPLIES

CONSULTATION BODIES WHO REPLIED BY THE STATUTORY DEADLINE:
Aston Flamville Parish Council
Blaby District Council
Burbage Parish Council
Cadent Gas Limited
Earl Shilton Town Council
Elmesthorpe Parish Council
Environment Agency
Forestry Commission
Harborough District Council
Health and Safety Executive
Highways England
Hinckley and Bosworth Borough Council
Historic England
Leicestershire County Council
Natural England
Nottinghamshire County Council
Nuneaton and Bedworth Borough Council
Public Health England
Royal Mail Group Limited
Sapcote Parish Council
Sharnford Parish Council
Solihull Metropolitan Borough Council

SP Energy Networks
Stoney Stanton Parish Council
Warwickshire County Council
Wigston Parva Parish Council

Aston Flamville Parish Meeting

Re: TR05007 Application by TSH-Scoping Opinion on EIA.

Thank you for your email of 12/11/20 and the opportunity to comment on the Scoping of the EIA relating to the proposed project. The comments of the Parish of Aston Flamville are as follows:

Section 2: The Project and Project Need.

Most of the content of this section is outdated and takes no account of the significant developments which have occurred over the last 10 years. Many significant logistics developments have been approved or are planned in the area and therefore “project need” is highly contentious and unproven.

Section 3: Alternative Sites: The Developer only appears to have considered sites in a very small area of S Leics and therefore making environmental comparison on this limited scope is worthless. The F to N rail line joins the main west coast line at Nuneaton and therefore other sites should be compared. Additionally the developer states that existing warehouse facilities are becoming obsolescent; where are these obsolescent sites and what are the comparative EIA's of redeveloping these sites?

Section 4: No comments.

Section 5: The proposed development subjects approximately 120 residential mobile homes and their occupants (Aston Firs) to significantly increased levels of noise, light and air pollution. Para 5.20 states that no specific Human Health Scoping will be done. This is unacceptable and a scoping for Human Health should specifically be done for the Aston Firs Community.

Section 6: No comments

Section 7: Transport & Traffic. Section 7.2 describes the Transport Working Group (TWG) .Some Councils on the A5 Corridor are not included in this group, omissions include Harborough DC, Rugby DC and Nuneaton & Bedworth BC. All these Councils have significant existing and planned warehouse development projects along the A5 Corridor, including Magna Park, DIRFT, Rugby1. The TWG

should include all these bodies to ensure full transparency and confirm that all projects are included in the traffic modelling.

Section 7.4 describes the use of the PRTM traffic modelling tool. I am unclear on the resilience of this tool when addressing major incidents on the Strategic Highways. Will the modelling include resultant traffic flows/air quality etc when blockages occur on A5/M69/M6/M1.

What modelling will be done on all the “rat runs” in the event of strategic network problems?

Will modelling cover the “potential” road mitigation procedures.

What does potential “traffic management” mean in the context of Sapcote and Stoney Stanton.

What traffic flow measures will be modelled for Aston Flamville if the A5 is blocked and traffic moves from Smockington Hollows thru’ Sharnford/Aston Flamville to HNRFI site etc etc etc

The EIA needs to cover the whole gambit of scenarios, including the traffic flows of the workforce , given a claimed 8500 jobs, particularly at shift change overs.

Finally, given that it is a “speculative development” with no apparent local market what traffic flow assumptions are being input to the PRTM model for the freight traffic. ie does freight distributed from HNRFI by road go N ,S E or W and in what proportions. What distribution variance does the model cater for and will the EIA address the worst case impacts.?

Sections 8 to 19: No comment

Robin Wilson

Chair AFPM

9/12/20



SENT BY WAY OF EMAIL & POST: HinckleySRFI@pins.gsi.gov.uk

Dear Ms Newman

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11
EIA Scoping Opinion in Respect of Proposed Hinckley National Rail Freight Interchange
Proposal by Tritax Symmetry (Hinckley) Limited

Thank you for your letter dated 12 November 2020 regarding the above.

Blaby District Council considers that the Scoping Report broadly identifies the significant environmental impacts likely to arise as a result of the proposed development and that it forms an appropriate basis for undertaking an Environmental Impact Assessment. However, a number of specific comments regarding the scope of the Assessment are set out below from various internal consultees which should be addressed in preparing the Environmental Statement.

Socio Economic Effects

The types of jobs generated should be considered in the context of the available workforce in the area, for both the construction and operational stages.

VAT No. GB1153322-15

Cat Hartley, Planning & Economic Development Group Manager

Blaby District Council, Council Offices, Desford Road, Narborough, Leicestershire, LE19 2EP

Telephone: [REDACTED] Fax: 0116 275 0368 Minicom: 0116 2849786 Web: www.blaby.gov.uk



Air Quality, Noise, Land Contamination

The contents of chapters 8 (air quality), 9 (noise and vibration), and 15 (Land Contamination) have been considered and the Council is broadly satisfied with the proposed approaches set out.

With regards to air quality, there have been some revisions to several of the Air Quality Management Areas (AQMAs) in 2020. The Scoping Report refers to the latest Annual Status Report (ASR) on page 113. Blaby District Council has an adopted Air Quality Strategy, which is due for replacement in 2021. Our Air Quality Action Plan is also due to be replaced; a draft replacement plan has been consulted upon, and is due to be considered by Cabinet Executive in February 2021. Copies of both documents are attached to the email, and hard copies are included with the letter.

The effects of dust generation should be considered in the assessment of the impacts for the construction phase. Air quality and dust levels should be considered not only on site but also off site, including along access roads, local footpaths and other Public Rights Of Way.

Any mitigation measures necessary to deal with adverse impacts and identify any residual effects should be clearly described. Consideration should be given to monitoring dust complaints.

The methodology and choice of noise receptors should be agreed with the Environmental Health Department of Blaby District Council.

Noise impacts on people should be specifically addressed and particularly any noise disturbance at night and other unsocial hours such as weekends and public holidays.

With regard to noise, a number of residential properties to the west of Elmesthorpe are known to be exposed to road traffic noise from the A47 and its junctions. The Environmental Statement should include these properties in its assessment of both the construction and operational phases.

The Environmental Statement should consider the effects for construction and operational phases of the proposed development for both night and day. It should state how noise generated by each element of the proposed development has been evaluated. Any assumptions underlying the evaluation of potential impacts should be stated. Noise contour maps would be welcomed to report the assessment of noise generation.

Consideration should be given to monitoring noise complaints during construction and when the development is operational.

Landscape and Visual Effects

For both the construction and operational phases the effects of lighting and seasonal variations must be detailed.

The consideration of mitigation where significant adverse effects cannot be avoided through design should also be implemented. Consideration on its own is not sufficient.

The long term management of any landscaping and planting areas along with any other retained planting must be considered.

Taking in to account the size and height of the development it is considered that the landscape and visual impact assessment should include photomontages of the proposed developments. The viewpoints for photomontages should be agreed with stakeholders, including local planning authorities.

Careful consideration should be given to the form, siting and use of materials and colours given the size of the structures. This should be in terms of minimising the adverse visual impact of them.

As there will clearly be a visual impact at night as well as day, the relationship between the effects assessed in this chapter and any chapter dealing with lighting should be clearly stated to make it clear that the full range of visual effects have been assessed.

Given the nature, scale and operation times (24 hours, 7 days a week) of the proposed project, the inclusion of a standalone chapter on lighting within the Environmental Statement would be welcomed. Where lighting could have an impact on surrounding villages and towns these impacts should be fully explored through the EIA process and suitable mitigation included.

Health Impact Assessment

Any major infrastructure should carry out a full Health Impact Assessment. There is no mention of the impact of the proposed development on the below and we are of the view that there should be:

- current state of the population's health and wellbeing
- main issues affecting health in the population
- health and wellbeing trends
- communities' perceptions of their health
- education
- amenities – impact of 8400 workers on wider determinants such as Health, Education.

In terms of the impact on Burbage Common and Freeholt Wood around physical inactivity, cardiovascular disease and obesity mental health benefits from access to nature and green space and water, poor environment leading to physical inactivity, mitigation measures have been discussed i.e. walking and cycling routes - these need to be linked to the wider networks in the community to ensure that people can use them to access facilities and community hubs and do not reduce the accessibility of amenities for existing communities.

Sustainability

The section on Sustainability (5.22 and 5.23) is quite brief and refers to a Sustainability Strategy that will include details of methods to be used to minimise energy consumption and improve efficiency. We would also expect this to include details of methods for maximising on-site energy generation which are likely to be significant given the area of roof space proposed.

Given the scale we would have expected this statement might include a specific commitment that the development will support the UK target to bring all greenhouse gas emissions to net zero by 2050 and how the design will ensure that net zero operations by 2050 are possible.

The Sustainability Strategy should also include specific reference to establishing the carbon footprint of the construction phase itself and how they will be offset over time. As well as detailing methods used to minimise energy consumption and improve efficiency, this should also fully consider identify the embedded carbon of all imported materials and services.

Section 5.23 states that the proposal would not be increasing the extent of this footprint. There should be reference to the fact that the development will seek to actively support a reduction in carbon footprint of the freight movements catered for.

Other comments received from Sapcote Parish Council

“We obviously have major concerns if this goes ahead. Obviously pollution and major traffic problems; the latest information we have shows it covers a larger area than the position statement Blaby completed in 2018. The area now shows land to Leicester Road in Hinckley and also land around Sapcote itself. We are concerned that the Sapcote Bypass mentioned would not help the traffic situation at all Sapcote would have major traffic problems still as a rat run from South Leicester to the M69 using the B4669. We also have been wondering why in their latest document referring to other distribution sites in the area section 7.71 does not include Magna Park or Coventry Gateway”.

Please let me know if you wish to discuss or seek further clarification on the contents of this response.

Yours Sincerely

Louise Hryniw

Louise Hryniw
Strategic Growth Manager



AIR QUALITY STRATEGY July 2018 - July 2021



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Theme 5 – Air Quality Monitoring

Implementation of the Air Quality Strategy

Foreword



Air Quality is a key public health issue for the District. The major problems that we have are associated with road traffic. It is challenging to identify and deliver effective measures to reduce the levels of air pollution.

This Air Quality Strategy is an important milestone in demonstrating the commitment of Blaby District Council and its partners to addressing the air quality concerns in our district. The Strategy has links to other areas of work in planning, transport management and public health. It is recognised that it is challenging to find effective measures to tackle air quality. However by working together we can find common ground and this supports innovation.

This Strategy sets out a way forward for us as a District.

Councillor Iain Hewson (Portfolio Holder for Health Improvement, Leisure & Regulatory Services)

Contact Information at Blaby District Council

Service Manager: Environmental Services Manager

Officer to contact: Senior Environmental Health Officer

Address: Environmental Services
Blaby District Council,
Council Offices,
Desford Road,
Narborough,
Leicester,
LE19 2EP

Phone number: 0116 272 7546

Email: environmental.health@blaby.gov.uk

Council website: www.blaby.gov.uk

Introduction

Health Effects

- 1 Air pollution damages lives with harmful effects on human health, the economy and the environment. It is the largest environmental risk to the public's health, contributing to cardiovascular disease, lung cancer and respiratory diseases. It increases the chances of hospital admissions, visits to Emergency Departments and respiratory and cardiovascular symptoms which interfere with everyday life. In the most severe cases it increases the risk of death, especially for people who are already vulnerable. Poor air quality affects everyone. It can have long term impacts on all and immediate effects on vulnerable people, with a disproportionate impact on the young and old, the sick and the poor. There is now an extensive body of evidence that long-term exposure to everyday air pollutants over several years contributes to the development of cardiovascular disease (CVD), lung cancer, and respiratory disease. Particulate Matter (PM) is inhaled into the lungs and ultrafine PM is thought to pass into the blood causing many adverse outcomes, including systemic inflammation.
- 2 Long term exposure (over several years) to elevated concentrations of PM_{2.5} at levels typically experienced in urban areas reduces life expectancy by between several months to a few years. It is likely that air pollution is a major contributory factor on deaths from CVD. It contributes to the development of atherosclerosis (thickening of arterial intima media are apparent after as little as six months' exposure), increased incidence of coronary events, lung cancer and other respiratory diseases.
- 3 Short-term exposure to PM_{2.5} episodes over a period of a few hours to weeks can cause respiratory effects such as wheezing, coughing and exacerbations of asthma and chronic bronchitis. It can trigger CVD-related mortality and non-fatal events including myocardial ischemia and myocardial infarctions (MI), acute decompensated MI, arrhythmias and strokes
- 4 NO₂, particularly at high concentrations over a short time (hours), is a respiratory irritant that can cause inflammation of the airways leading to, for example, coughing, production of mucus and shortness of breath. Studies have shown associations of NO₂ in outdoor air with reduced lung development (lung function growth) and respiratory infections in early childhood and effects on lung function in adulthood.
- 5 A number of studies have also reported associations with long-term exposure to NO₂ and adverse effects on health, including reduced life expectancy.
- 6 There is emerging evidence from the Royal College of Physicians (amongst others) of possible links with a range of other adverse health effects including diabetes, cognitive decline and dementia, and effects on the unborn child.

- 7 Exposure to particulates and nitrogen dioxide is linked to around 40,000 early deaths in the UK each year¹. Public Health England (PHE), in the 2014 publication 'Estimating Local Mortality Burdens Associated with Particulate Air pollution' assess that over 300 deaths in Leicestershire can be attributed to PM_{2.5} pollution. Combined with pollution from Nitrous Oxides, this figure could be around 430 deaths each year². This compares to alcohol related mortality (291 deaths in 2015), and excess winter deaths (approximately 330 per year).
- 8 Road vehicles are the main pollution source that people are exposed to in the most populated urban environments and the pollutants they cause and emit have the greatest health impacts. Combustion for heating, farming activities and certain industrial processes also contribute to air pollutant emissions, but these tend to be more diluted, contributing to background levels of air pollution. Small changes in distance from the source, street layouts and physical barriers can make a big difference to exposure because air pollution levels can decrease over very short distances depending on the sources and the local situation. There are considerable differences in emissions between different vehicles and fuels. In general, diesel exhausts contain up to 30 times more PM than petrol or LPG/CNG, but all vehicles generate additional PM from friction of brakes and tyres and through re-suspension of dust from road surfaces.

Air Quality Management

- 9 Part IV of the Environment Act, 1995, places a statutory duty on local authorities to periodically review and assess the air quality within their area. The concept of Local Air Quality Management (LAQM), and the process of 'review and assessment', was established in the 1997 National Air Quality Strategy (NAQS)¹. In 2000, the Government reviewed the NAQS and published the revised Air Quality Strategy for England, Scotland, Wales and Northern Ireland² (AQS). This established a revised framework for air quality objectives for seven pollutants, which were subsequently prescribed into legislation via the Air Quality Regulations 2000³. These were subsequently amended in 2002⁴. The UK Air Quality Strategy was reviewed in 2007⁵, but the objectives relevant for LAQM remain unchanged.
- 10 For each air quality objective in the Regulations, local authorities have to consider whether the objective is likely to be achieved. Where it appears likely that the air quality objectives are not being met, the authority must declare an Air Quality Management Area (AQMA). Following the declaration of an AQMA, the authority must develop an Air Quality Action Plan (AQAP) which sets out the local measures to be implemented in pursuit of the air quality objectives.

1 DoE (1997) The United Kingdom National Air Quality Strategy The Stationery Office

2 DETR (2000) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland – Working together for Clean Air, The Stationery Office

3 DETR (2000) The Air Quality Regulations 2000, The Stationery Office

4 Defra (2002) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Addendum, The Stationery Office

5 Defra (2007) Air Quality Strategy for England, Scotland, Wales and Northern Ireland. (Cmd paper No 7169). https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69337/pb12670-air-quality-strategy-vol2-070712.pdf

- 11 Policy Guidance LAQM.PG (16)⁶ provides guidance on the development of Local Air Quality Strategies. Paragraphs 2.12, 2.13 and 4.11 of that guidance are reproduced below:

It is recommended that all local authorities, particularly those that have not had to designate AQMAs or do not expect to designate an AQMA in the future, but who have areas at risk of exceedance, should consider drawing up an Air Quality Strategy.

As PM_{2.5} is a pollutant for which there is no recognised safe level and for which there is significant public health concern, it would be appropriate for local authorities to set out how they are addressing this pollutant in any Air Quality Strategy including any links with the Public Health Outcome Framework (Chapter 7). The ASR provides the opportunity for the authority to report on the development of its strategy, or where the strategy is in place, to report on its progress.

Following a revocation, ideally the local authority should put in place a local air quality strategy (para 2.12) to ensure air quality remains a high profile issue and to ensure it is able to respond quickly should there be any deterioration in conditions.

- 12 Blaby District Council currently has 5 AQMAs declared for nitrogen dioxide as follows:

- AQMA 1: A5460 Narborough Road South (revised in January 2018)
- AQMA 2: M1 corridor in Enderby and Narborough
- AQMA 3: M1 corridor between Thorpe Astley and Kirby Muxloe
- AQMA 4B: Enderby Road, Whetstone
- AQMA 6 B582 on Mill Hill, Enderby (declared in January 2018)

- 13 Blaby District Council adopted a revised Air Quality Action Plan (AQAP) in May 2014. A replacement AQAP is being drafted. However as the AQAP is focused upon the declared AQMAs, it is timely to produce an Air Quality Strategy that considers the District as a whole.

6 Defra (2016) Policy Guidance LAQM.PG (16).
<https://laqm.defra.gov.uk/documents/LAQM-PG16-April-16-v1.pdf>

Ambient Air Quality Directive

14 In 2017, the Government has published the following documents:

- 'Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities. Draft UK Air Quality Plan for tackling nitrogen dioxide'
- 'Draft UK Air Quality Plan for tackling nitrogen dioxide. Technical Report'
- 'Tackling nitrogen dioxide in our towns and cities. A Consultation.'

For reference, the documents can be found on the link below:

<https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>

In May, the Government published a further document, entitled "Supplement to the UK plan for tackling roadside nitrogen dioxide concentrations. A consultation."

For reference, the document can be found on the link below:

https://consult.defra.gov.uk/airquality/supplement-to-the-uk-no2-plan/supporting_documents/Supplement%20to%20the%20UK%20plan%20for%20tackling%20roadside%20nitrogen%20dioxide%20concentrations%20a%20consultation%20PDF.pdf.

(Blaby District Council has been required to undertake a Feasibility Study of measures relating to 2 road links in the Junction 21 area that are predicted to be breaching the Ambient Air Quality Directive Limit Value until 2019. Further detail is given under Theme 4.

Planning

- 15 There continues to be a significant number of planning applications for developments within the district both for housing and commercial schemes. Air Quality is a possible planning constraint for some of these proposals, due to their size, nature, or location. Concern is often expressed by consultees, including parish councils and members of the public, at the potential for adverse impacts on air quality, including the cumulative impacts of a number of proposals.
- 16 The Council is at an advanced stage of developing its Local Plan. The Core Strategy was adopted in February 2013. Air Quality was an important consideration within that Strategy. The subsequent work on the Delivery DPD, including preferred sites, has also focused on Air Quality implications. Much of the development potential for the District is within the Principle Urban Area (PUA) and focuses on existing major roads. As some of these roads are sources of air quality issues, it is important that the potential effects of future development are understood. Where significant adverse impacts are likely, informed decisions need to be made regarding the acceptability of the developments concerned, and measures for mitigating those potential adverse impacts. Finally, the air quality

monitoring network that is operated by Blaby District Council will allow trends in levels of air pollutants to be followed, and used to inform future work.

Strategy Themes

- 17 The Strategy has been developed using 5 Themes. These are the areas that the Council considers to be high priority with relation to air quality and areas where we can make a difference. The Themes are explained in detail on the following pages. Each Theme has action points within it which will be reported on annually.

Theme 1: Air Quality and Transport in Blaby District

Highways England Transport Policy

- 1.1 Highways England is responsible for the strategic road network in England, including the M1. As such, actions taken on the M1 will need to be largely undertaken by them.
- 1.2 Highways England, the successor to the Highways Agency, published its Air Quality Strategy in 2017.

For reference, the document can be found on the link below:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/634933/N160081_Air_Quality_Strategy_Final_V18.pdf.

This document includes a number of proposed actions, including:

- Policy - We will work with others (including local authorities) to develop and deliver policies to improve air quality
- Planning - We will, where appropriate, design out or mitigate poor air quality for our schemes (and ensure local planning decisions include steps, where required, to mitigate any impact on air quality and do not compromise either our network or local road networks)
- Monitoring - We will build a clear picture of air quality across our network (including establishing continuous monitoring stations across the network)
- Operational Management - We will actively improve air quality by optimising the use of the network

Leicestershire Local Transport Plan

- 1.3 The Leicestershire Local Transport Plan 3 (Leicestershire County Council, 2011) considers air quality in its chapters on 'reducing the impact of traffic', 'encouraging active and sustainable travel' and 'managing the impact of our transport system on quality of life'. The latter chapter includes a section on air quality, where it states that:

“in terms of reducing travel demand, this will be achieved through the inclusion of requirements within the planning process to ensure that development takes due consideration of the demand for travel and the opportunity to reduce the need for travel that development will create. The planning process will also need to take account of the potential contribution the location of developments could have on known Air Quality Management Areas”.

- 1.4 In addition to the strategic document, Leicestershire County Council (LCC) is implementing measures through its Commissioning Strategy Action Plan.

Air quality is recognised as a key environmental issue and there is an emphasis on using evidence – Leicestershire County Council’s Leicester and Leicestershire Integrated Traffic Modelling (LLITM) framework can be used to assess air quality, taking into account factors such as growth.

As the Local Highway Authority (LHA), the County Council:

- Can help District/Borough councils identify and develop mitigation methods where pollution is attributable to the local road network
- Is responsible for the safe and efficient movement of traffic on the road network.
- Sets out, through its Network Management Plan (NMP) a number of options available to tackle air quality, including; maintaining and managing the road network so that it operates as efficiently and effectively as possible, reducing the need to travel by car, encouraging the use of sustainable transport, influencing how people travel, introducing improvements to tackle congestion.

1.5 Leicestershire County Council, working in partnership with Leicester City Council, are applying measures to promote walking, cycling and use of public transport. For example, in collaboration with Leicester City Council they have implemented the “Choose How You Move” programme to open up opportunities for travel to employment, education and training by active travel.

1.6 The County Council is also working with Highways England to identify long-term solutions to congestion and safety problems in and around Junctions 21 and 21a of the M1.

Tree Planting

1.7 Roadside vegetation has an unknown influence on air quality. In the literature there are strong claims of a possible reduction of particulate and nitrogen oxide levels due to the filtering action of greenery. In addition, vegetation affects wind speed and turbulence, causing pollutant concentrations to rise in some places and fall in others. The Dutch Air Quality Innovation Programme carried out practical trials looking at the impact of vegetation alongside motorways. Following an initial study along the A50 in the Netherlands, two additional trials were commissioned at different locations along the same motorway. Around Vaassen, measurements were performed on existing roadside vegetation. Near Valburg, 50 km further south, measurements were made on a stretch of vegetation specially planted for the study. The aim of the measurements was to establish nitrogen oxide and particulate concentrations in the vicinity of the motorway, to compare the situation with and without vegetation.

In summary, pollutant concentrations directly along the motorway edge were found to rise, falling again at some distance from the road if trees are planted along it. Immediately alongside the road the impact of vegetation on air quality was insubstantial. Further away (50-100 m from the road) the effects of roadside trees are positive.

1.8 There are potential logistical issues regarding tree planting along motorways in terms of signage and other services that run alongside the motorway. In addition, stretches of mature trees may create a canyon effects similar to building edifices, preventing dissipation of pollutants from traffic.

1.9 Actions for this Theme:

1. Continue to work closely with Leicestershire County Council and Leicester City Council to mitigate the air quality impacts of the local road network within the District
2. Continue to work closely with Highways England to mitigate the air quality impacts of their roads within the District
3. Work with partners to increase tree planting along road corridors where this is feasible, including replanting when trees are removed.

Theme 2 – Air Quality and Planning

Planning Policy

- 2.1 The Council approved a new Local Development Scheme (LDS) in November 2017,

For reference, the document can be found on the link below:

<http://w3.blaby.gov.uk/decisionmaking/documents/s33470/LDS%20Report%202017%20F.pdf>

- 2.2 The LDS is the “Project Plan” for the Development Plan Documents that make up the Local Plan. It includes Development Plan Documents (DPDs) which have development plan status and are subject to formal consultation and independent examination.
- 2.3 The Local Plan (Core Strategy) Development Plan Document forms the first part, and this was adopted by Council in February 2013. The Core Strategy sets out the vision, strategic objectives and the strategic planning policies for the District over the plan period (2006-2029).
- 2.4 The Core Strategy has numerous references to air quality and recognises it as an issue in the ‘Issues, problems and challenges facing the District’ section (para 4.25), with reference to the five designated Air Quality Management Areas (AQMAs) in the District at the time of its publication. The Core Strategy recognised the importance of balancing the need for growth in the District with the impact this will have on new and existing residents in terms of air quality.
- 2.5 In recognition of the above, the strategic approach of the Core Strategy is to seek to reduce travel as set out in the ‘Spatial Strategy’ section (para 6.13):

‘The strategic approach will be to seek to reduce travel. Where this is not possible opportunities to maximise more sustainable modes of transport will be sought. This approach helps to reduce the emission of CO₂ and other pollutants and reduce negative impacts on air quality. New development should deliver the range of services and facilities that will minimise the need to travel. New development will be focused in areas that have access to services and facilities and are well served by a range of transport alternatives (including public transport, walking and cycling) and are not wholly reliant on private cars.’

- 2.6 Policy CS1 – Strategy for locating new development in the Core Strategy broadly adopts the principle of ‘urban concentration’ and is consistent with current Central Government policy encouraging ‘patterns of growth’ which ‘make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are, or can be made, sustainable’ (National Planning Policy Framework (NPPF) paragraph 17).

- 2.7 Policy CS10 – Transport Infrastructure in the Core Strategy re-iterates the strategic approach of the Council to locating new development, in stating:

'In order to limit the impacts of new development on levels of vehicle movements, congestion and on the environment the preferred approach of Blaby District Council is to seek to reduce the need to travel by private car by locating new development so that people can access services and facilities without reliance on 'private motor vehicles'. In addition, the Council will seek to protect and enhance local services and facilities (including retail and employment) to reduce the need to travel.'

- 2.8 Policy CS10 also requires travel plans to be submitted with planning applications for major employers and other developments that are expected to generate significant traffic.

- 2.9 In terms of mitigating the impacts of future developments, Core Strategy Policies CS11 and CS12 address the issue of supporting growth with the required physical, social and environmental infrastructure.

- 2.10 The Council is now preparing another key document within the LDS, known as the Blaby District Local Plan (Delivery) Development Plan Document (DPD). This document will deliver on the strategic policies set out in the Core Strategy through allocating sites in accordance with the need set out in the Core Strategy for land uses including (but not limited to) residential and employment, as appropriate.

This DPD will also review the boundaries of the various designations, including (but not limited to) Countryside, Green Wedges and Areas of Separation, and provide Development Management policies to guide and shape development in the District. The document is proposed to be adopted in December 2018 after consideration by the Secretary of State.

- 2.11 The Blaby District Local Plan – Delivery DPD (Proposed Submission Version) was approved by Council in November 2017, for public consultation, and thereafter be submitted to the Secretary of State for an Examination in Public.

For reference, the document can be found on the link below:

<http://w3.blaby.gov.uk/decision-making/documents/s33471/Council%20Report%20-%20Delivery%20DPD%20submission%20version%20F.pdf>

The Proposed Submission Version of the Delivery DPD was submitted for Examination in March 2018.

For reference, the document can be found on the link below:

<http://www.blaby.gov.uk/about-the-council/strategies-plans-policies/environment-and-planning/local-plan/local-plan-delivery-dpd/>

2.12 Air Quality has been considered throughout the development of the Delivery DPD, as have highway impacts, and sustainable transport measures, in relation to the Site Allocations (Chapter 3). In Chapter 4 (Development Management Policies), proposed Policy DM13 (Land Contamination and Pollution) and its supporting text includes Air Quality:

4.72 Sustaining compliance with air quality objectives is important for human health. New development, particularly within Air Quality Management Areas, will need to ensure that these objectives are not compromised. Any new development in Air Quality Management Areas will need to be consistent with the Air Quality Action Plan.

4.73 Currently, there are four Air Quality Management Areas in the District. These are all declared for the Air Quality Objectives for Nitrogen Dioxide (NO₂):*

- *AQMA 1: A5460 Narborough Road South*
- *AQMA 2: M1 corridor in Enderby and Narborough*
- *AQMA 3: M1 corridor between Thorpe Astley and Kirby Muxloe*
- *AQMA 4B: Enderby Road, Whetstone*

* The current version of the Delivery DPD does not include AQMA 6. It may be able to update the before it is finalised as this would be a factual edit.

4.74 In addition there are a number of transport corridors, including the M1 J21 area, A47 and B582 where there is potential for air quality to be an issue. Policy DM13 states that “Development proposals will be required to clearly demonstrate that any adverse impacts related to land contamination, landfill, land stability and pollution (water, air, noise, light and soils) can be satisfactorily mitigated. For the following circumstances, development proposals will be supported where it is accompanied by a detailed investigation of the issues and appropriate mitigation measures are identified to avoid any adverse impact upon the site or adjacent areas:

c) Close to or within an air quality management area or key transport corridors that may be affected by air quality”

In Chapter 6 (Monitoring Framework), air quality is included in Policy CS10 (Transport Infrastructure) as a target for no additional AQMAs being designated.

Regional Planning Guidance

2.13 The East Midlands Air Quality Network is currently preparing a guidance document for developers on Air Quality and Emissions Mitigation. It is intended to provide developers with clear information as to what is required and how planning applications are evaluated in terms of air quality, which should help speed up the planning process. The document is expected to be finalised later in 2018, although it will be reviewed and updated in light of any specific future national and local policy changes. The document is designed to be tailored to suit the needs of individual local authorities, whilst establishing overall principles. Such guidance for developers will be similar to guidance provided by this Council on other planning

issues.

Planning Applications

- 2.14 The planning process has a significant role to play in helping to integrate land-use and transport to encourage sustainable development, and to secure future improvements to air quality. Although development will usually have an incremental impact on emissions of air pollutants (largely through increased traffic flows and internal heating systems), sustainable schemes can also be a positive force for change, introducing sustainable transport choices not only for residents or users of the development, but for the wider community. In order to ensure this happens, staff in the environmental services team already work closely with colleagues in both development control and planning policy. Where necessary, air quality assessments are requested to be submitted with those planning applications that have potential impacts on air quality. In some cases, agreements have been reached with developers to fund monitoring.

Tourism Blueprint

- 2.15 The Council launched its Tourism Blueprint in May 2018

For reference, the document can be found on the link below:

[http://w3.blaby.gov.uk/decision-making/\(S\(htv1by45ukbrbljb14my2r55\)\)/documents/s34026/Tourism%20Partnership%20and%20Blueprint.pdf](http://w3.blaby.gov.uk/decision-making/(S(htv1by45ukbrbljb14my2r55))/documents/s34026/Tourism%20Partnership%20and%20Blueprint.pdf)

The need to promote alternative means of transport to the car is embedded within the Blueprint. This will include promotion of the new cycle centre and cycleways associated with the new Everards Development. In addition, partnership working is continuing with The Canal and River Trust relating to the increased use of the local canal network.

- 2.16 Actions for this Theme:

1. Ensure that Air Quality continues to be embedded within the Local Plan
2. Integrate the emerging guidance being produced by the East Midlands Air Quality Network into planning related documents as appropriate
3. Consider the Air Quality implications of planning applications and ensure that impacts of proposed schemes are mitigated as far as possible
4. Support the implementation of the Tourism Blueprint relating to the promotion of alternatives to car use

Theme 3 – Air Quality and Public Health

- 3.1 In line with the recommendations in the Air Quality: A Briefing for Directors of Public Health, Defra, PHE, and LGA. (March 2017), work is taking place with partners to improve air quality in Leicestershire.
- 3.2 During 2018/19 Leicestershire County Council Public Health has stated that it will work with key stakeholders, including Blaby District Council, to develop a Public Health Partnership Action Plan for Air Quality. The key elements will include:
- Gaining a better understanding of air pollution across Leicestershire and the impact it has on health. For example mapping areas of poor air quality against hospital admissions for conditions that are exacerbated by poor air quality to enable targeting of action.
 - Engaging local decision makers about air pollution. This includes developing a strong strategic focus; championing action by all stakeholders, undertaking Health Impact Assessments / Health In All Policies approach to influence major developments and policies that may impact on air quality; promoting the co-benefits of actions that tackle air pollution for example promoting active travel, use of green spaces
 - Communicating with the public on the short and long term impacts of air pollution. As well as providing information and mitigating immediate risks, this should be done to help empower local people to take individual action to reduce the production of air pollutants (active travel, good driving habits, using cleaner vehicles etc.)
- 3.3 The Action Plan will consider the evidence based for cost-effective interventions recommendation to tackle air pollution including for example NICE Guidance: Air pollution: outdoor air quality and health (NG70) 2017. This includes recommendations related to:
- Planning and Development Management
 - Clean Air Zones
 - Reducing emissions from public sector transport services and vehicle fleets (driver training and vehicle procurement)
 - Smooth driving and speed reduction
 - Walking and cycling
 - Awareness raising including for vulnerable groups.
- 3.4 Blaby District Council is taking the following measures to address PM_{2.5}
- 3.4.1 Monitoring
- Two of the continuous monitors record concentrations of particulate matter pollution. One is located within AQMA 2: M1 corridor in Enderby and Narborough, and one was moved to Mill Hill, Enderby in February 2016. Both enables collection of quantitative and continuous data of PM₁₀; a correction factor is being used to give an approximate expected PM_{2.5} measurement.

- Undertaken a four month survey in an around the Croft Quarry site to determine if there is a significant issue in regards to particulate matter pollution. The survey commenced in February 2017 and used six Frisbee style collection gauges placed around the site and close to receptors to gain information on the distribution of materials and provide indicative levels of pollution. A Partisol analyser was located where the pollution is indicated to be highest, and collected data and samples of particulates for analysis for both PM₁₀ and PM_{2.5}. Appropriate samples from both types of analysers were collected and analysed by Scanning Electron Microscopy with Energy Dispersive X-ray Spectrometry (SEM/EDS) to determine particle size type and frequency. The indicative results of the survey are now included in the monitoring section.

3.4.2 Control of sources

The Environmental Services Team of Blaby District Council is responsible for operating the Environmental Permitting Regime (EPR) in the District. We currently permit a number of mobile crushers and screeners, a quarry, and several cement related processes. We will use the EPR regime to reduce emissions of dusty materials emitted from such processes. In addition the Environmental Services Team provides advice to the Development Services Team in relation to planning applications. The construction and demolition phases associated with proposed developments are potential sources of PM_{2.5}. Where appropriate, we will recommend controls over dust. Any new point sources that have a potential to contribute to levels of PM_{2.5} will be assessed and controlled. The section of the District termed as the Principle Urban Area (PUA) is covered by Smoke Control Areas (SCAs). The SCAs are enforced where reports of visible smoke are received.

3.5 Actions for this Theme:

1. Be an active member of the Air Quality Public Health Partnership developed by Leicestershire County Council Public Health
2. Implement a project of working with schools and businesses in the District to reduce the impact of the traffic associated with them using the awarded Defra funding. The Health and Leisure Team is delivering the school related element.
3. Develop an approach to addressing PM_{2.5}, which builds on that stated in the 2018 Annual Status Report
4. Work with Development Services Team to establish a protocol for developers with regards to dust control.

Theme 4 – Air Quality in the Junction 21 Area of Blaby District

- 4.1 The Junction 21 Area of the District comprises a number of major road junctions, including the M1 and M69 motorways, the A4560 Narborough Road South, the B4114, and the A453 Outer Ring, together with a number of retail and commercial areas. The latter includes Grove Park, Grove Farm Triangle, Fosse Park and Meridian Business Park. Plans have also been approved for the Castle Acres development, which effectively extends Fosse Park. Everards Brewery has also received planning permission for the development of land adjacent to Fosse Park South, to the south of Soar Valley Way to house a new craft brewery, pub and restaurant, leisure and recreation and subject to further consents, the development of a Food and Drink Cluster.
- 4.2 As such, the area is an important focus for road transport and air quality issues. Concerns have been expressed during the consideration of planning applications for extensive developments in the area about the potential impacts on traffic congestion and air quality.
- 4.3 The extension to the Fosse Park Shopping Area, known as Castle Acres (planning reference 15/0577/FUL was approved in February 2017

For reference, the document can be found on the link below:

<https://w3.blaby.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

The potential impacts on air quality and traffic were important considerations at the planning stage. Commuted sums were agreed, through a Section 106 Agreement, to be paid to Leicestershire County Council for improved traffic signalling and a sustainable travel strategy, and to Blaby District Council for an additional Air Quality Monitoring Station.

- 4.4 Due to the fact that the Junction 21 Area is not close to residential properties, the definition of receptors for the purposes of Local air Quality Management generally excludes it from being declared as an Air Quality Management Area. Air quality monitoring has not been previously undertaken in the area, for this reason.
- 4.5 There is a recognition that development and traffic growth in the Area has to be sustainable. This is reflected in land use and transport planning policy.
- 4.6 Defra and the Department for Transport have published a plan and supporting documents for tackling roadside nitrogen dioxide concentrations (as set out in section 0.8 above). The plan took account of the actions that were being implemented in Blaby District, as set out in our Air Quality Action Plan adopted May 2014. A table of local authorities was included in the Plan which indicated that all roads in our District would comply with the legal limit (40 microgrammes per cubic metre) by 2019. The Council was not requested to take any additional action.
- 4.7 The Government was challenged in the High Court later in 2017. The Court required the Government to take a more formal approach with local authorities that

were predicted to have compliance in 2019, including Blaby District Council.

- 4.8 The Council was subsequently required, by the Ministerial Direction dated 22nd March 2018, to undertake a feasibility study to determine whether any measures can be implemented that can bring forward compliance with the Limit.
- 4.9 Our Feasibility Study focusses on 2 lengths of road: Narborough Road South, and a section of the Outer Ring Road close to Grove Park. The roads have been predicted as being over the limit until 2019, using a computer model that uses 2015 as a base year.
- 4.10 We have worked closely with the County Council on the Study and the complete Study being submitted by the 31st July 2018, including a preferred option. Defra can then work our findings into a submission to Court in October.
- 4.11 We are also working with Leicester City Council, who are the other local authority with a Ministerial Direction in Leicestershire. They have been tasked with considering 2 sections of the Inner Ring Road and a length of Soar Valley Way. A short length of this actually continues over the boundary into Blaby District.
- 4.12 Defra have provided £50,000 to Blaby District Council to undertake the Feasibility Study, on top of the Air Quality Grant that we were awarded. The Air Quality Grant is to fund continuing work with Schools and Businesses to reduce the impact of the traffic associated with them. If there is a preferred option that comes out from the Study, we will be expected to use the balance of the £50,000 to implement it. There are likely to be clear links between the 2 pieces of work.
- 4.13 In May 2018, the Government published a further document, entitled “Supplement to the UK plan for tackling roadside nitrogen dioxide concentrations. A consultation.

For reference, the document can be found on the link below:

https://consult.defra.gov.uk/airquality/supplement-to-the-uk-no2-plan/supporting_documents/Supplement%20to%20the%20UK%20plan%20for%20tackling%20roadside%20nitrogen%20dioxide%20concentrations%20a%20consultation%20PDF.pdf

This document invites stakeholders to comment on the measures related to the feasibility studies. Comments are now available to be worked into the feasibility study where appropriate.

4.14 Actions for this Theme

1. Complete the Feasibility Study required by Ministerial Direction by the 31st July 2018 of measures that would bring forward compliance with the Limit Value in the Ambient Air Quality Directive. Undertake any actions that result from this.
2. Continue to recognise the importance of this area including traffic and air quality issues and work with others to effectively address them
3. Actively work with Leicestershire County Council to improve the congestion issues in the Fosse Park Area, focusing on the Castle Acres development. This includes partnership working relating to an increased role for the existing Park and Ride Site

Theme 5 - Air Quality Monitoring

- 5.1 The Council is continuing to monitor air quality at many locations in the District, principally using diffusion tubes and continuous monitors. Some of these locations are within the declared AQMAs to monitor trends and the effects of actions taken. Other monitoring locations are used, where traffic is identified as being a potential air quality problem. Locations are reviewed at least annually and take account of concerns raised by residents and parish councils. The results of the monitoring will be made available through the Annual Status Reports (ASRs).

For reference, the document can be found on the link below:

<http://www.blaby.gov.uk/resident/animal-welfare-pests-and-pollution/pollution/air-pollution-levels-in-the-district/>

- 5.2 The developers of New Lubbesthorpe are required to undertake air quality monitoring throughout the 20 year build period and to submit the results to the Council.
- 5.3 Section 106 contributions, cited in paragraph 6.2 become available from time-to-time. A proportion of these contributions are for air quality monitoring, either the purchasing of new monitoring stations (e.g. the Castle Acres development as cited in paragraph 3.16 above, or to support the focused use of an existing monitoring station. The Council will continue to seek such contributions on a sustainable basis.
- 5.4 The Council operates an air quality monitoring station that is owned by Leicestershire County Council, having been purchased using Local Transport Plan funds. The station is located by mutual agreement and the associated operating costs are met by the County Council.
- 5.5 Actions for this theme:
1. Continue to operate an air quality monitoring network of diffusion tubes and automatic monitoring stations, with a review of monitoring on at least an annual basis and revise locations to maximise use of resources.
 2. If practicable monitor PM2.5 at a location in the District
 3. Ensure that the developers of New Lubbesthorpe meet their air quality obligations.
 4. Continue to seek section 106 contributions to air quality monitoring, where this is sustainable and appropriate.
 5. Continue to operate an air quality monitoring station for Leicestershire County Council.

Implementation of the Air Quality Strategy

6.1 To implement this Air Quality Strategy we will continue to work jointly with all relevant partners, including Highways England and Leicestershire County Council. The Leicestershire Air Quality Forum continues to meet which provides a platform to share information and best practice between stakeholders. In addition the East Midlands Air Quality Network meets twice a year, and also seeks to improve understanding and consistency of approach across the East Midlands Region.

6.2 There are a number of potential funding sources for work relating to air quality, including:

Section 106 Agreements. Payments for air quality mitigation measures can be justified, particularly where development proposals are likely to give rise to, or contribute to, exceedances of air quality objectives. In these instances contributions can be sought, where permitted by legislation and policy.

The Community Infrastructure Levy is a levy that local authorities can choose to apply to new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want. However, on 19 November 2013 the Council resolved that a Community Infrastructure Levy Charging Schedule should not be progressed at this time.

Defra Air Quality Grants. Over the last few years, Defra has made grant funding available to implement action plan measures in relation to reducing NO_x and NO₂ emissions. We have been successful in obtaining grant funding in the past.

Other Transport funding, for example through the Local Transport Plan, DfT pinch point funding, etc.

Section 278 Agreement is a legally binding document between the Local Highway Authority and the developer to ensure that the work to be carried out on the highway is completed to the standards and satisfaction of the Local Highway Authority. Section 278 agreements can be used to reduce congestion on the local highway in a way that may improve air quality.

6.3 This Strategy will be reviewed on an annual basis in conjunction with submission of the ASR and an update on progress of actions provided for Council.



Blaby District Council Air Quality Action Plan

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

September 2020

Local Authority Officer	David Gould, Declan Goodwin
Department	Environmental Services
Address	Blaby District Council , Council Offices, Desford Road, Narborough, Leicester, LE19 2EP
Telephone	0116 275 0555
E-mail	environmental.services@blaby.gov.uk
Report Reference number	AQAP 2020-2025
Date	September 2020

Please note that this is a draft Air Quality Action Plan. It is due to be considered by the Council's Community Scrutiny Working Group and Cabinet Executive in September 2020. If approved, the draft will be subject to consultation with stakeholders, with a final draft being considered by the Cabinet Executive towards the end of 2020.

The template published by defra has been used. There are a number of sections which will be completed in the final draft, but are included at this stage for completeness. These sections are marked * in the table of contents.

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Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of the Council's statutory duties required by the Local Air Quality Management framework. It outlines the action that will be taken to improve air quality in Blaby District between 2020-2025.

This action plan replaces the previous action plan which ran from 2014-2019.

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³. Blaby District Council is committed to reducing the exposure of people in the District to poor air quality in order to improve health.

There are 2 other documents that are relevant to reducing levels of air pollutants in the District:

- The Air Quality Strategy 2018-2021 <https://w3.blaby.gov.uk/decision-making/documents/s35225/Appendix%20A%20-%20Air%20Quality%20Strategy%20v1.pdf>
- The BDC Carbon Neutral Action Plan (link here)

The Air Quality Strategy (AQS) contains measures and policies that relate to the District as a whole. Any actions that were directly related to the Air Quality Management Areas are included in this Air Quality Action Plan (AQAP), together with a smaller number of more widespread measures and certain elements of the Carbon Neutral Action Plan.

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

Our priorities are

1. To continue to monitor Nitrogen Dioxide at locations that represent either worst case and/or where people live;
2. To understand the traffic problems that arise in the AQMAs, through obtaining traffic data and also through direct observations;
3. To implement our program of behavioural change work so that it assists in reducing the traffic problems in the AQMAs (e.g. reducing the impact of school related traffic);
4. To implement Walk & Ride Blaby – a multi stakeholder approach to connect communities and places by creating and improving a sustainable transport network focussing on walking and cycling and improving the health and wellbeing of residents
5. To work with Leicestershire County Council to use traffic management to address the traffic problems in the AQMAs;
6. To work with Leicestershire County Council to use the other types of actions in the Network Management Plan where possible within the AQMAs. Such actions could include changes to road layouts and the timing of traffic signals.
7. To use the land use planning system to avoid adverse impacts on traffic within the AQMAs;

Other actions by Leicestershire County Council

1. Making monies available to fund passenger transport services that are not able to operate on a commercial basis and working closely with Leicester City Council to support and look at ways of improving Park and Ride services.
2. Providing a dedicated team that focuses on and promotes sustainable travel initiatives across the county, actively working with businesses and schools to support them in developing travel plans and delivering safe and sustainable travel initiatives. Typical initiatives include car sharing, E-Bike try outs, cycle and public transport awareness campaigns, Dr Bike, business grants, Bikeability cycle training for year 5 and 6 pupils, Adult cycle courses, Junior Road Safety Officer scheme and many more. All of these initiatives are

promoted under County and City Council's Choose How You Move branding www.choosehowyoumove.co.uk.

3. Working with BDC, within the planning process to secure the necessary mitigation measures to support new development. The Enderby Relief Road, which runs from Desford Road to Leicester Lane, Enderby has outline planning permission as part of the New Lubbethorpe Development. The detailed route is subject to further planning applications, which are currently being processed. However if approved, this should re-route traffic from passing through AQMA 6 (Mill Hill).
4. Working with BDC within the planning process, to seek to ensure that development is located where there is convenient access to local amenities, public transport and walking and cycling facilities with the intention of reducing car journeys and avoiding creating future air quality problems.

A list of key priorities is given in Section 3.5.

This AQAP outlines plans to effectively tackle air quality issues within local control. However, Blaby District Council recognises that there are a large number of air quality policy areas that are outside of our influence (such as vehicle emissions standards agreed in Europe), but for which we may have useful evidence, and so we will continue to work with regional and central government on policies and issues beyond Blaby District Council's direct influence.

Responsibilities and Commitment

This AQAP was prepared by the Environmental Services Team of Blaby District Council with the support and agreement of the following officers and departments:

- Planning Department
- Health, Leisure & Tourism

This AQAP has been approved by:

- The Health, Wellbeing & Regulatory Services Portfolio Holder
- The Cabinet Executive (at its meeting on the 14th September 2020)
- The Scrutiny Commission (date)

Blaby District Council

Leicestershire County Council, both Highways and Transportation, and Public Health, have kindly made contributions to the drafting of this Plan.

Progress each year will be reported in the Annual Status Reports (ASRs) produced by Blaby District Council, as part of our statutory Local Air Quality Management duties.

If you have any comments on this AQAP please send them to David Gould at:

Council Offices, Desford Road, Narborough, Leicester, LE19 2EP.

██████████ environmental.services@blaby.gov.uk

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1 Introduction

This report outlines the actions that will be delivered between 2020-2025 in order to reduce concentrations of air pollutants and exposure to air pollution; thereby positively impacting on the health and quality of life of residents and visitors to the District of Blaby.

It has been developed in recognition of the legal requirements on Blaby District Council under Part IV of the Environment Act 1995 (the requirements of the Local Air Quality Management (LAQM) regime).

This Plan will be reviewed every five years and progress on measures set out within this Plan will be reported on annually within Blaby District Council's Annual Status Report.

The Climate Change Strategy

Blaby District Council adopted a Climate Change Strategy in May 2020 (<https://w3.blaby.gov.uk/decision-making/ieListDocuments.aspx?CId=287&MId=4062>), and is now preparing a Carbon Neutral Action Plan.

The Council has developed actions that can be considered under 6 broad topics:

- Alternatives to private vehicle use
- Policy guidance and development control
- Promoting travel alternatives
- Public information
- Transport planning and infrastructure
- Traffic management

2 Summary of Current Air Quality in Blaby District

Please refer to the latest ASR from Blaby District Council, available at the below link.

Blaby District Council recently completed its Annual Status Report (ASR) for 2020, reporting on monitoring conducted in 2019. The report is available for viewing at the following link: <https://w3.blaby.gov.uk/decision-making/documents/s39625/Appendix%20A%20Annual%20Status%20Report%202020.pdf>

Monitoring results for the year indicate no recorded exceedances of either NO₂ or PM₁₀ at any location in the District. For NO₂, this can be largely attributed to adoption of a bias correction factor which heavily influenced results. Diffusion tube results have been commented on with caution. Results from our Air Quality Monitoring Stations (situated in AQMA2, AQMA3 and AQMA6) reported no exceedances of either pollutant.

Where monitored pollutant concentrations have been low over several years (typically 5 years), it is appropriate to consider amendments to the borders of or entire revocation of an AQMA. Revisions to the borders of AQMAs 2, 3 and 4B in light of monitoring results have recently been approved by elected members. The revised AQMAs can be viewed in Appendix C.

The highest concentrations are noted along Hinckley Road in Leicester Forest East (AQMA3), Mill Hill in Enderby (AQMA6) and at a location in Glenfield village. With regards to Glenfield, monitoring has been extended throughout the village and will now involve the siting of an air quality monitoring station. Relocation of resources will also be taking place to the village of Stoney Stanton, where diffusion tube monitoring has indicated elevated levels and there are local concerns regarding traffic and possible future developments. The Council has also expanded its monitoring capabilities through the purchase of low cost sensors due to be sited along Mill Hill (AQMA6).

3 Blaby District Council's Air Quality Priorities

3.1 Public Health Context

Air quality is of growing public health concern – the Director of Public Health Annual Report 2018 stated a partnership action plan for air quality and health will be developed to address both acute and longer term effects of poor air quality on health. Leicestershire County Council Public Health is working with key stakeholders, including Blaby District Council, to improve air quality- in line with the recommendations in the Air Quality: A Briefing for Directors of Public Health, Defra, PHE, and LGA. (March 2017),

An Air Quality and Health Chapter of the county Joint Strategic Needs Assessment 2018 – 2021 was published in May 2019, and an Action Plan has been developed.. The document may be found here: <https://www.lsr-online.org/uploads/jsna-air-quality-2019-v10-final.pdf?v=1561477116>

It will focus on;

- Protecting the nation's health by working with partners to reduce their contributions to poor air quality
- Planning and development through health in all policies approach
- Communicating key messages to the public and organisations

Monitoring of the main pollutants of concern in the District, Nitrogen Dioxide and Particulate Matter, is important. It helps to understand the likely public exposure, follow trends and indicate the impact of actions to improve air quality.

3.2 Planning and Policy Context

The Council approved a new Local Development Scheme (LDS) in November 2017. The LDS is the "Project Plan" for the Development Plan Documents that make up the Local Plan. It includes Development Plan Documents (DPDs) which have development plan status and are subject to formal consultation and independent examination.

The Core Strategy

The Local Plan (Core Strategy) Development Plan Document forms the first part, and this was adopted by Council in February 2013. The Core Strategy sets out the vision, strategic objectives and the strategic planning policies for the District over the plan period (2006-2029). It can be found here:

<https://www.blaby.gov.uk/media/2708/adopted-core-strategy.pdf>

The Core Strategy has numerous references to air quality and recognises it as an issue in the 'Issues, problems and challenges facing the District' section (para 4.25), with reference to the five designated Air Quality Management Areas (AQMAs) in the District at the time of its publication. The Core Strategy recognised the importance of balancing the need for growth in the District with the impact this will have on new and existing residents in terms of air quality.

In recognition of the above, the strategic approach of the Core Strategy is to seek to reduce travel as set out in the 'Spatial Strategy' section (para 6.13):

'The strategic approach will be to seek to reduce travel. Where this is not possible opportunities to maximise more sustainable modes of transport will be sought. This approach helps to reduce the emission of CO₂ and other pollutants and reduce negative impacts on air quality. New development should deliver the range of services and facilities that will minimise the need to travel. New development will be focused in areas that have access to services and facilities and are well served by a range of transport alternatives (including public transport, walking and cycling) and are not wholly reliant on private cars.'

Policy CS1 – Strategy for locating new development in the Core Strategy broadly adopts the principle of 'urban concentration' and is consistent with current Central Government policy encouraging 'patterns of growth' which 'make the fullest possible use of land'. Policy CS10 – Transport Infrastructure, in the Core Strategy re-iterates the strategic approach of the Council to locating new development, in stating:

'In order to limit the impacts of new development on levels of vehicle movements, congestion and on the environment the preferred approach of Blaby District Council is to seek to reduce the need to travel by private car by locating new development so that people can access services and facilities without reliance on 'private motor vehicles'. In addition, the Council will seek to protect and enhance local services and facilities (including retail and employment) to reduce the need to travel.'

Policy CS10 requires Transport Statements for larger developments (e.g. on proposals for 50 or more houses), and travel plans to be submitted with planning applications for major employers and other developments that are expected to generate significant traffic.

In terms of mitigating the impacts of future developments, Core Strategy Policies CS11 and CS12 address the issue of supporting growth with the required physical, social and environmental infrastructure.

The Delivery DPD

The Council has now adopted another key document within the LDS, known as the Blaby District Local Plan (Delivery) Development Plan Document (DPD). This document will deliver on the strategic policies set out in the Core Strategy through allocating sites in accordance with the need set out in the Core Strategy for land uses including (but not limited to) residential and employment, as appropriate. This DPD also reviewed the boundaries of the various designations, including (but not limited to) Countryside, Green Wedges and Areas of Separation, and provides Development Management policies to guide and shape development in the District.

The Blaby District Local Plan (Delivery) Development Plan Document was adopted by Blaby District Council on 4 February 2019. The adopted version of the document may be found here: <https://www.blaby.gov.uk/media/2719/adopted-local-plan-delivery-dpd.pdf>

Air Quality has been considered throughout the development of the Delivery DPD, as have highway impacts, and sustainable transport measures, in relation to the Site Allocations (Chapter 3). In Chapter 4 (Development Management Policies), proposed Policy DM13 (Land Contamination and Pollution) and its supporting text includes Air Quality:

4.67 Sustaining compliance with air quality objectives is important for human health. New development, particularly within Air Quality Management Areas, will need to ensure that these objectives are not compromised. Any new development in Air Quality Management Areas will need to be consistent with the Air Quality Action Plan.

4.68 Currently, there are five Air Quality Management Areas in the District. These are all declared for the Air Quality Objectives for Nitrogen Dioxide (NO₂):

- AQMA 1: A5460 Narborough Road South
- AQMA 2: M1 corridor in Enderby and Narborough
- AQMA 3: M1 corridor between Thorpe Astley and Kirby Muxloe

- AQMA 4B: Enderby Road, Whetstone
- AQMA 6: B582 on Mill Hill, Enderby

4.69 In addition there are a number of transport corridors, including the M1 J21 area, A47 and B582 where there is potential for air quality to be an issue.

Policy Development Management Policy 13 states that:

“Development proposals will be required to clearly demonstrate that any adverse impacts related to land contamination, landfill, land stability and pollution (water, air, noise, light and soils) can be satisfactorily mitigated. For the following circumstances, development proposals will be supported where it is accompanied by a detailed investigation of the issues and appropriate mitigation measures are identified to avoid any adverse impact upon the site or adjacent areas:

c) Close to or within an air quality management area or key transport corridors that may be affected by air quality”

In Chapter 6 (Monitoring Framework), air quality is included in Policy CS10 (Transport Infrastructure) as a target for no additional AQMAs being designated.

3.3 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Blaby District Council's area.

Effects of lockdown related to Covid-19

There has been some nationally based research into the effects of the lockdown on levels of pollutants. The Air Quality Expert Group published the following paper on the 1st July 2020:

https://uk-air.defra.gov.uk/assets/documents/reports/cat09/2007010844_Estimation_of_Changes_in_Air_Pollution_During_COVID-19_outbreak_in_the_UK.pdf

One of the initial conclusions in the paper is:

The most pronounced changes in UK air quality during lockdown have been in the urban environment, notably for nitrogen oxides (NO_x). Once weather effects are accounted for, mean reductions in urban NO_x averaged over the lockdown period considered have been typically 30-40%, with mean NO₂ reductions of 20-30%. In general, NO_x and NO₂ reductions have been greater at roadside than at urban background sites. These reductions would typically correspond to decreases in concentrations of 10-20 µg/m³ if expressed relative to annual averages.

In Blaby District, an early comparison of data shows the following:

Month	Blaby 1 NO ₂	Blaby 1 PM ₁₀	Blaby 2 NO ₂	Blaby 2 PM ₁₀ /PM _{2.5}	Blaby 3 NO ₂	Blaby 4 NO ₂
Mar-19	11.6	29.9	16.2	25.7	21.7	30.4
Apr-19	14.7	23.5	21.8	42.4	26.2	96.4
				* PM _{2.5}		
Mar-20	13	14.9	8.6	27.4*	22.9	26.4
Apr-20	14	12.2	8.6	18.7*	16.7	21.7

For Nitrogen Dioxide, there was little change at Blaby 1, but the other 3 stations showed a marked reduction in April. The greatest reduction was at Blaby 4.

For Particulate Matter, Blaby 1 showed a marked reduction. We started monitoring PM_{2.5} at Blaby 2 in February 2020 so we cannot make a direct comparison for PM at Blaby 2.

The 2020 data has not been subject to data management and so must be viewed with some caution.

AQMA 1

This AQMA is located at the northern extremity of the A5460, Narborough Road South, and the boundary with Leicester City Council. Although the dominant source is the local road network, there is not considered to be a particular element of the traffic flow in this AQMA that contributes disproportionately. The actions for this AQMA are therefore focussed on the congestion that typically occurs at this location, particularly at peak times. The longer term effects of the lockdown period for Covid 19 are yet to be determined.

AQMAs 2 and 3

A source apportionment exercise was carried out by Blaby District Council in 2013 for AQMAs 2 and 3. This information was used in the preparation of the previous Air Quality Action Plan 2014 (<https://www.blaby.gov.uk/media/1618/blaby-air-quality-action-plan-may-2014.pdf>). At that time, the M1 motorway was considered to be a significant contributory source to AQMAs 2 and 3. Monitoring in the last few years

indicates that this is no longer the case. The M1 was removed as a source for these AQMAs, and therefore no actions will be included in this AQAP. However, the Air Quality Strategy still includes more generalised actions for Highways England to collaborate on. The remaining dominant road sources are the local road network, including the A47 Hinckley Road. There is not considered to be a particular element of the traffic flow in this AQMA that contributes disproportionality. The actions for this AQMA are therefore focussed on the congestion that typically occurs in the AQMAs, particularly at peak times. The longer term effects of the lockdown period for Covid 19 are yet to be determined.

AQMA 4B

This AQMA is located on B582, Enderby Road, Whetstone, including the junction with Victoria Road. There is not considered to be a particular element of the traffic flow in this AQMA that contributes disproportionality. The actions for this AQMA are therefore focussed on the congestion that typically occurs at this location, particularly at peak times. The longer term effects of the lockdown period for Covid 19 are yet to be determined.

AQMA 6

There is severe congestion on the B582, Mill Hill at peak hours, with a significant proportion of the traffic being HGVs. The road is on a gradient, with a high brick wall on the north side, and residential properties on the south side. There is a significant canopy of trees over the length of the road close to the traffic lights, which is the length that is subject to the monitored exceedances. Further work is to be undertaken to confirm the exact make-up of the traffic. Some information is contained in the Environmental Statement for the Enderby Logistics Park proposal and the associated Enderby Relief Road. The related planning application is 19/0164/OUT.

3.4 Required Reduction in Emissions

The table below is from the 2020 ASR and shows the current levels of NO₂ in the AQMAs. Reference has been made to the Technical Guidance LAQM.TG16 Chapter 7.

Blaby District Council

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)			
				At Declaration		Now	
AQMA 1: A5460 Narborough Road South	Declared September 2000; Amended January 2018	NO2 Annual Mean	Residential properties along a small section of Narborough Road South to the extent of Blaby District	50	µg/m ³	23	µg/m ³
AQMA 2: M1 corridor in Enderby and Narborough	Declared September 2000; amended May 2020	NO2 Annual Mean	Residential properties adjacent to the M1, between around 1.5 km and 3 km south of Junction 21.	50	µg/m ³	31	µg/m ³
AQMA 3: M1 corridor between Thorpe Astley and Leicester Forest East	Declared September 2000; Amended April 2005; amended May 2020	NO2 Annual Mean	Residential properties adjacent to the M1 and A47 between Thorpe Astley and Leicester Forest East	62	µg/m ³	38	µg/m ³
AQMA 4B: Enderby Road, Whetstone	Declared April 2005; amended May 2020	NO2 Annual Mean	Residential properties along Enderby Road, Whetstone	50	µg/m ³	28	µg/m ³
AQMA6: Mill Hill, Enderby	Declared January 2018	NO2 Annual Mean	Residential properties along Hall Walk and Mill Hill, Enderby	43	µg/m ³	37	µg/m ³

- **As can be seen from this table, there were no exceedances in 2019 in any of the AQMAs;**
- The value for AQMA 3 (38) and AQMA 6 (37) are not far within the Objective level, and actions should be taken to reduce the value by a further $4 \mu\text{g}/\text{m}^3$. This would reduce the risk of future exceedances;
- For AQMAs 1, 2 and 4B, the current levels are below $35 \mu\text{g}/\text{m}^3$, and so a future exceedance is less likely. However, any reductions in levels is welcome and so actions are included to this end.

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3.5 Key Priorities

- Priority 1 – AQMAs 3 and 6, where current levels are just below the Air Quality Objective Level
- Priority 2 – AQMA 2, where the current level is 31 $\mu\text{g}/\text{m}^3$
- Priority 3 – AQMAs 1 and 4B, where current levels are below 30 $\mu\text{g}/\text{m}^3$
- Priority 4 – Wider measures in the Air Quality Strategy and the Carbon Neutral Action Plan

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4 Development and Implementation of Blaby District Council's AQAP

In developing this AQAP, we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 4.1. In addition, we will be undertaking the following stakeholder engagement, following approval by the Cabinet Executive of this AQAP as a draft:

- Website
- Use of existing Blaby District Council My Account holders expressing interest
- Consultation with parish councils and elected Members
- Letters distributed directly to households in the AQMAs;
- Other interested parties that have contacted us previously about air quality

This consultation will be in autumn 2020 and the response to our consultation stakeholder engagement will be given in Appendix A.

Table 4.1 – Consultation Undertaken

Yes/No	Consultee
No	the Secretary of State
No	the Environment Agency
No	the highways authority (Leicestershire County Council)
No	all neighbouring local authorities
No	other public authorities as appropriate, such as Public Health colleagues
No	bodies representing local business interests and other organisations

There will need to be further, more detailed, consultation at various times during the life of this Plan, depending on the action under consideration.

5 AQAP Measures

Table 5.1 shows the Blaby District Council AQAP measures. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/organisations who will deliver this action
- estimated cost of implementing each action (overall cost and cost to the local authority)
- expected benefit in terms of pollutant emission and/or concentration reduction
- the timescale for implementation
- how progress will be monitored

NB: Please see future ASRs for regular annual updates on implementation of these measures

Table 5.1 – Air Quality Action Plan Measures

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
AQMA 1											
1	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding	Not applicable	Not applicable	BDC	December 2020	Spring 2021	Clearer picture of traffic flows and effects on air quality	Not applicable		April 2021	Study of latest traffic data to understand issues. Opportunity for community to provide local information
2	Integrate traffic management (e.g. SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Systems integrated	1 µg/m3		2025	This option is In LCC's current Network Management Plan Appendix F
3	Improve driver e.g. signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Signs installed	1 µg/m3		2025	This option is In LCC's current Network Management Plan Appendix F
AQMA 2											
4	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding	Not applicable	Not applicable	BDC	December 2020	Spring 2021	Clearer picture of traffic flows and effects on air quality	Not applicable		April 2021	Study of latest traffic data to understand issues. Opportunity for community to provide local information

Blaby District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
5	Integrate traffic management (e.g. SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Systems integrated	1 µg/m ³		2025	This option is In LCC's current Network Management Plan Appendix F
6	Improve driver information about air quality e.g. signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Signs installed	1 µg/m ³		2025	This option is In LCC's current Network Management Plan Appendix F
AQMA 3											
7	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding	Not applicable	Not applicable	BDC	December 2020	Spring 2021	Clearer picture of traffic flows and effects on air quality	Not applicable		April 2021	Study of latest traffic data to understand issues. Opportunity for community to provide local information
8	Deliver Braunstone Crossroads junction improvement	Traffic Management	Strategic highway improvements	LCC/Devel opers	Dependant on planning associated with Lubbesthorpe development	To be determined	Junction improved	2 µg/m ³	Improvement approved as part of Lubbesthorpe development, but detail subject to planning approval	2025	

Blaby District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
9	Integrate traffic management (e.g. SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Systems integrated	1 µg/m ³		2025	This option is In LCC's current Network Management Plan Appendix F
10	Improve driver information about air quality e.g. signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Signs installed	1 µg/m ³		2025	This option is In LCC's current Network Management Plan Appendix F
AQMA 4B											
11	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding	Not applicable	Not applicable	BDC	December 2020	Spring 2021	Clearer picture of traffic flows and effects on air quality	Not applicable		April 2021	Study of latest traffic data to understand issues. Opportunity for community to provide local information
12	Integrate traffic management (e.g. SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Systems integrated	1 µg/m ³		2025	This option is In LCC's current Network Management Plan Appendix F
13	Improve driver information about air quality e.g. signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Signs installed	1 µg/m ³		2025	This option is In LCC's current Network Management Plan Appendix F

Blaby District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
14	Increased air quality monitoring on Enderby Road, Whetstone	Not applicable	Not applicable	BDC	2021	To be determined	Additional Monitor (s) installed	Not applicable	£10,000 Section 106 funding already agreed from Cork Lane Glen Parva housing development once triggered	2025	Alternative funding sources may include BDC Capital and Air Quality Grant
AQMA 6											
15	Gather information from local sources and interrogate air quality monitoring data to inform actions and support bids for funding	Not applicable	Not applicable	BDC	December 2020	Spring 2021	Clearer picture of traffic flows and effects on air quality	Not applicable		April 2021	Study of latest traffic data to understand issues. Opportunity for community to provide local information
16	Increased air quality monitoring	Not applicable	Not applicable	BDC	Completed	Autumn 2020	Additional Monitors installed	Not applicable	Locations for the monitors agreed. Installation to follow	October 2020	
17	Integrate traffic management (e.g. SCOOT) with air quality monitoring	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Systems integrated	1 µg/m ³		2025	This option is In LCC's current Network Management Plan Appendix F
18	Improve driver information about air quality e.g. signs and active signs	Traffic Management	UTC, Congestion management, traffic reduction	LCC	2021	To be determined	Signs installed	1 µg/m ³		2025	This option is In LCC's current Network Management Plan Appendix F

Blaby District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
19	Delivery of Enderby Relief Road	Traffic Management	Strategic highway improvements	LCC/Developers	Dependant on planning associated with Lubbesthorpe development	To be determined	Relief Road operational	2 µg/m ³	Improvement approved as part of Lubbesthorpe development Detailed plans currently being processed	2025	The detailed plans are linked to the proposed Enderby Logistics Park
Wider measures											

Blaby District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
20	<p>Secure investment through The LLEP and Transforming Cities funding to improve our walking and cycling routes. To develop keyroutes across the district. To work with colleagues in Leicester City,Leicestershire County Council and Sustrans on improvements to our cycle routes.</p> <p>Promotion of our walking and cycling routes to increase usage and a change in residents behaviour</p> <p>Implementation of a Walk and ride Connectivity strategy</p>	Promoting Travel Alternatives	Promotion of walking	BDC	Autumn 2020	2021 onwards	Project completed	1 µg/m ³	Funding bids submitted	2025	Action overlaps with CNAP – Walk & Ride Blaby – multi stakeholder approach to connect communities and places by creating and improving a sustainable transport network focussing on walking and cycling and improving the health and well being of residents.
21	Behavioural change project with businesses in vicinity of AQMA	Promoting Travel Alternatives	Workplace Travel Planning	BDC	Summer 2020	Autumn 2020 onwards	Completion of project	1 µg/m ³	This work has been in progress since 2019	December 2021	The project has included Beat The Streets. It is partly funded by Air Quality Grant and is delivered in conjunction with LCC

Blaby District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
22	Behavioural change project with schools	Promoting Travel Alternatives	School Travel Plans	BDC	Summer 2020	Autumn 2020 onwards	Completion of project	1 µg/m ³	This work has been in progress since 2019	December 2021	The project has included Beat The Streets. It is partly funded by Air Quality Grant and is delivered in conjunction with LCC
23	Develop a partnership to create a charging network across the district (public and private car parks, petrol stations, on street)	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	BDC	Summer 2020	September 2020	Completion of Project	1 µg/m ³	This project is underway. Locations identified and funding application submitted	March 2021	This is an action that overlaps with the Carbon Neutral Action Plan
24	Engage with the taxi drivers to encourage the switch to electric vehicles.	Promoting Low Emission Transport	Promoting Low Emission Public Transport	BDC	Autumn 2020	2021	Completion of project	1 µg/m ³	Awaiting launch of second funding scheme by OLEV	2022	This is an action that overlaps with the Carbon Neutral Action Plan 'Ultra Low Emission Taxi Infrastructure Scheme'
25	Improve air quality information on BDC website	Public Information	Via the Internet	BDC	December 2020	Spring 2021	Improved webpage	None expected that can be directly attributed to this measure	Revisions of website underway as part of Corporate audit of documents	End of December 2020	

Blaby District Council

Measure No.	Measure	EU Category	EU Classification	Lead Authority	Planning Phase	Implementation Phase	Key Performance Indicator	Target Pollution Reduction in the AQMA	Progress to Date	Estimated Completion Date	Comments
26	Use the LLITM model to build a Air quality model to be able to assess proposed physical mitigation provide the evidence to bid for funding etc	Not applicable	Not applicable	LCC	Spring 2021	2021	Clearer picture of traffic flows and effects on air quality	Not applicable	A model was developed for the junction 21 area as part of the Feasibility Study in 2018	December 2021	The model would be informed by the information gathered referred to in actions 1, 4,7, 11 and 15 above

Appendix A: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response
e.g. Chamber of Commerce	Business	E.g. Disagree with plan to remove parking on High Street in favour of buses and cycles; consider it will harm business of members.

Appendix B: Reasons for Not Pursuing Action Plan Measures

Table B.1 – Action Plan Measures Not Pursued and the Reasons for that Decision

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
	Complete table for all measures that will not be pursued.	Add a 2-3 sentence summary for each action

Appendix C: Revised AQMA Boundaries – 2020

Maps showing the newly adopted AQMA boundaries are found below (Figure 1 to Figure 5).

- AQMA 1: A5460 Narborough Road South
- AQMA 2: M1 corridor in Enderby and Narborough
- AQMA 3: M1 corridor between Thorpe Astley and Leicester Forest East
- AQMA 4B: Enderby Road, Whetstone
- AQMA 6: Mill Hill, Enderby

AQMA 1: A5460 Narborough Road South

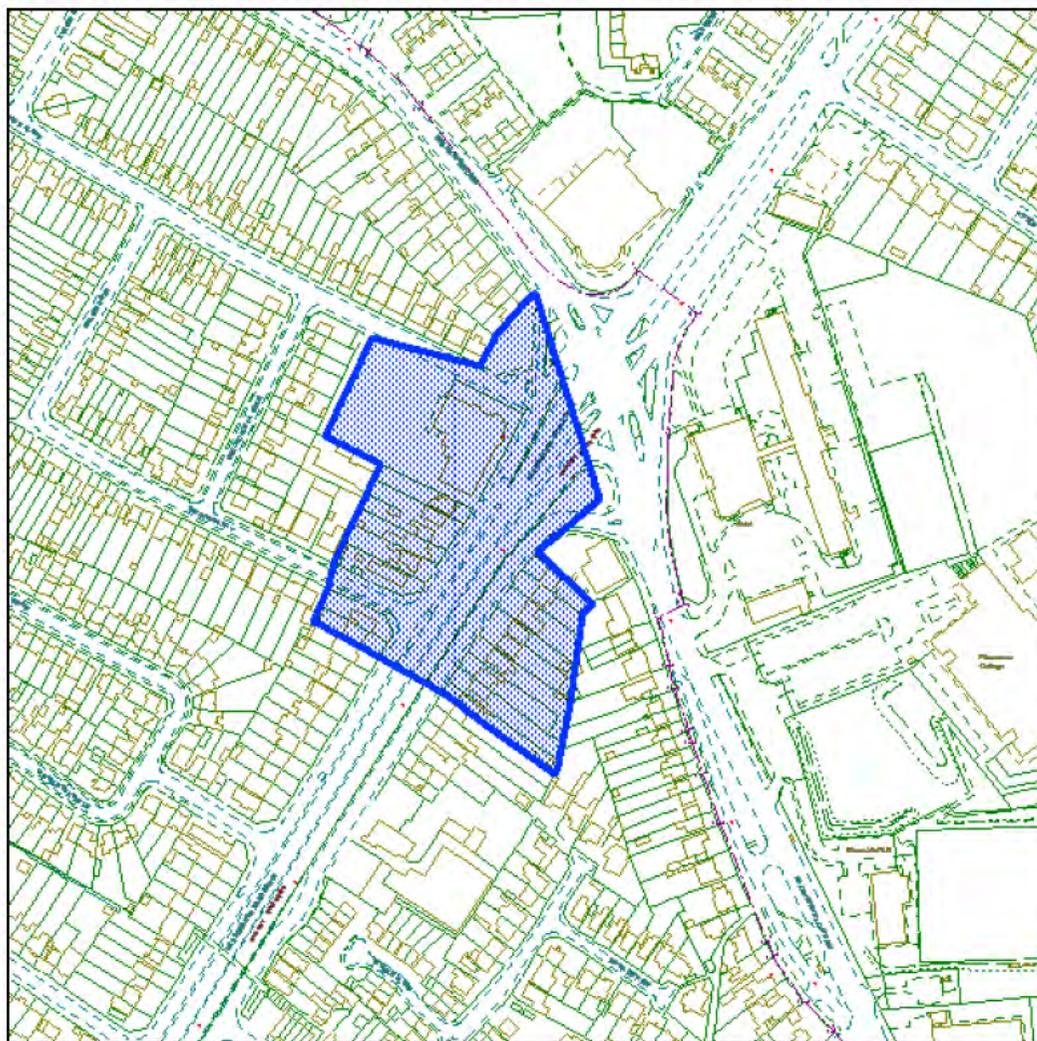


Figure 1 - Map showing the boundary for AQMA 1 along Narborough Road South. AQMA boundary shown in blue. © Crown copyright. All rights reserved.

AQMA 2: M1 corridor in Enderby and Narborough

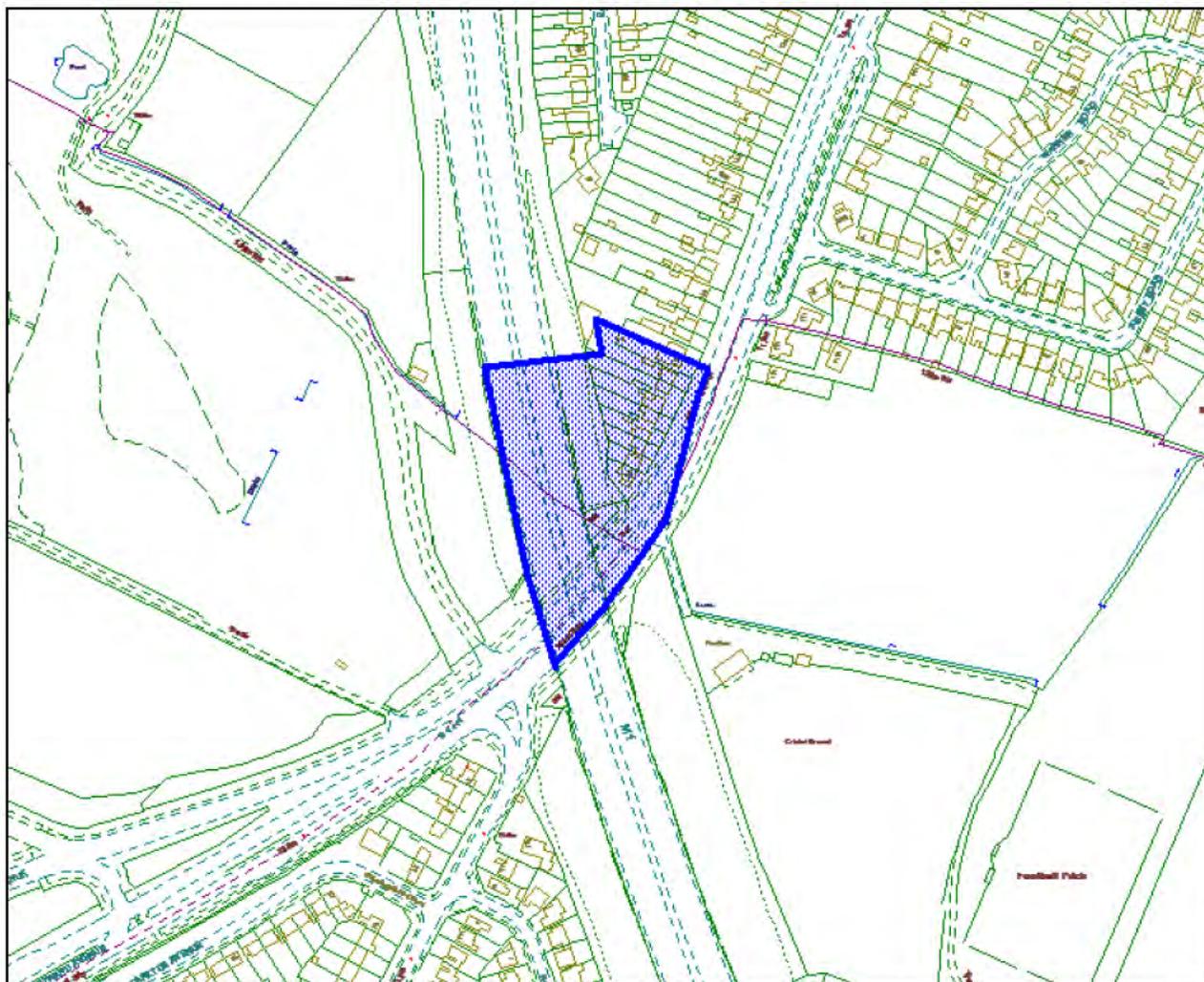


Figure 2- Map showing the boundary for AQMA 2 along the M1 corridor in Enderby and Narborough. AQMA shown in blue. © Crown copyright. All rights reserved.

AQMA 3: M1 corridor between Thorpe Astley and Leicester Forest East

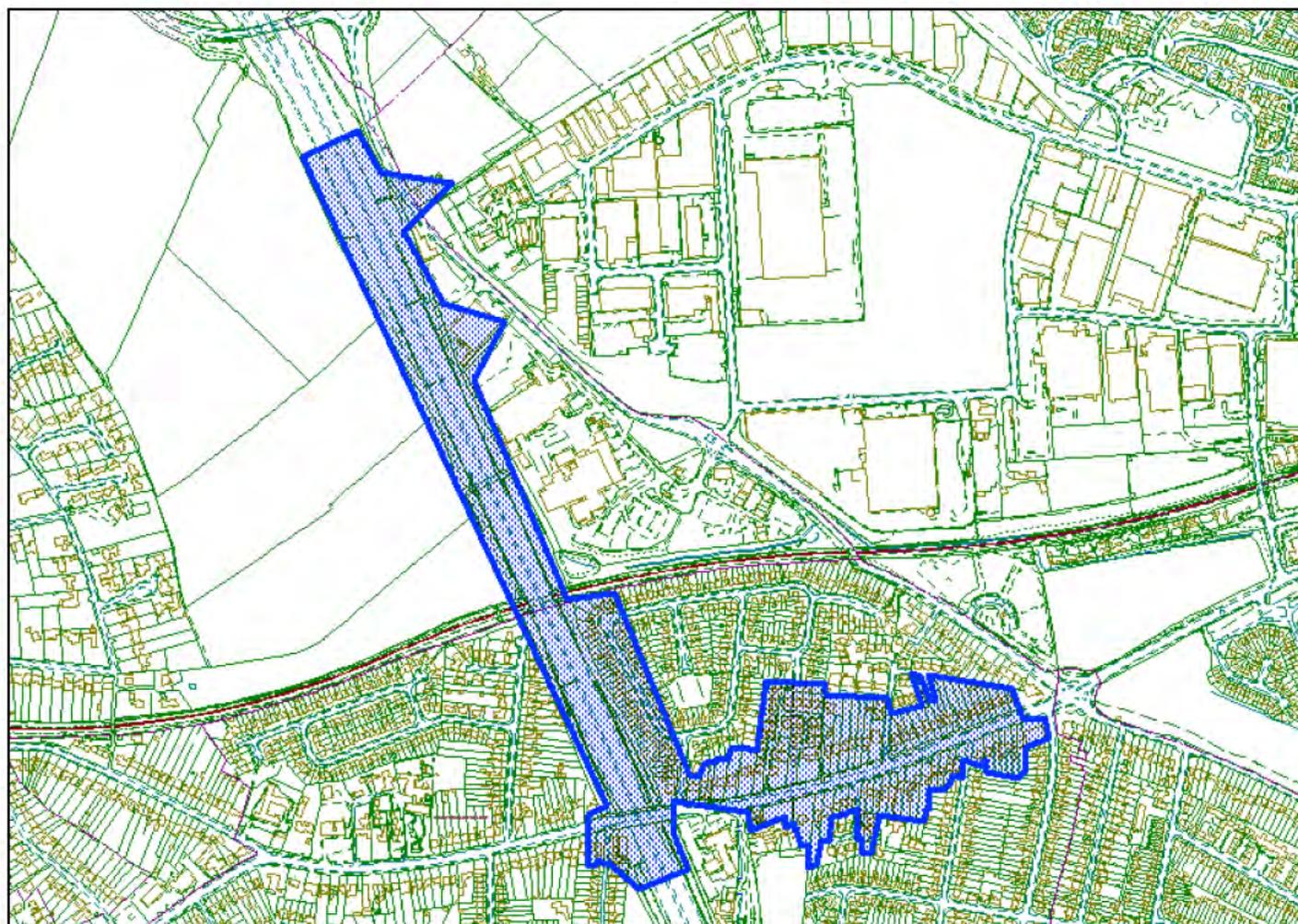


Figure 3 - Map showing the revised boundary for AQMA 3 along the M1 corridor between Thorpe Astley and Leicester Forest East. AQMA shown in blue. © Crown copyright. All rights reserved.

AQMA 4B: Enderby Road, Whetstone

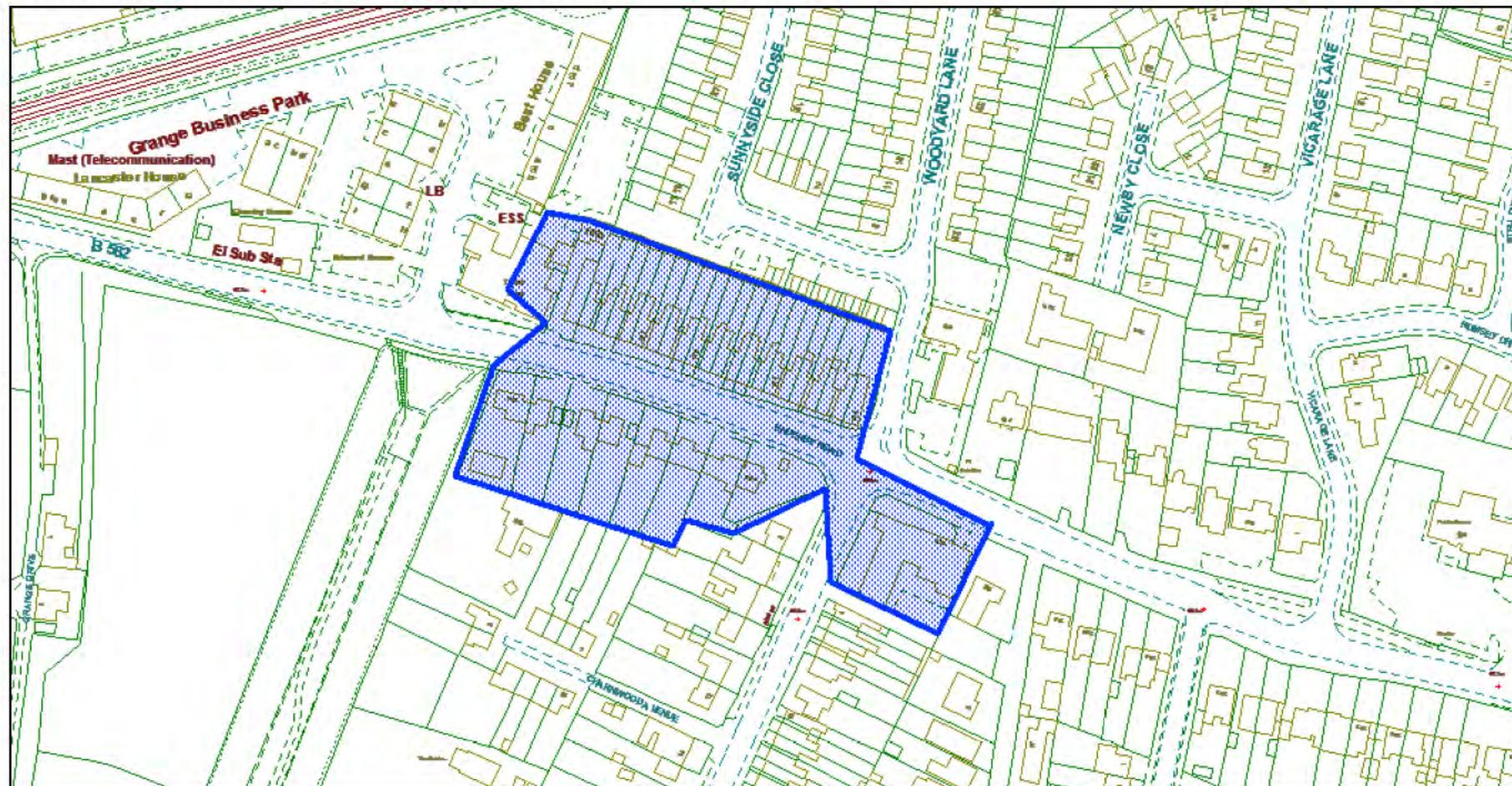


Figure 4 - Map showing the revised boundary for AQMA 4B along Enderby Road in Whetstone. AQMA shown in blue. © Crown copyright. All rights reserved.

AQMA 6: Mill Hill, Enderby

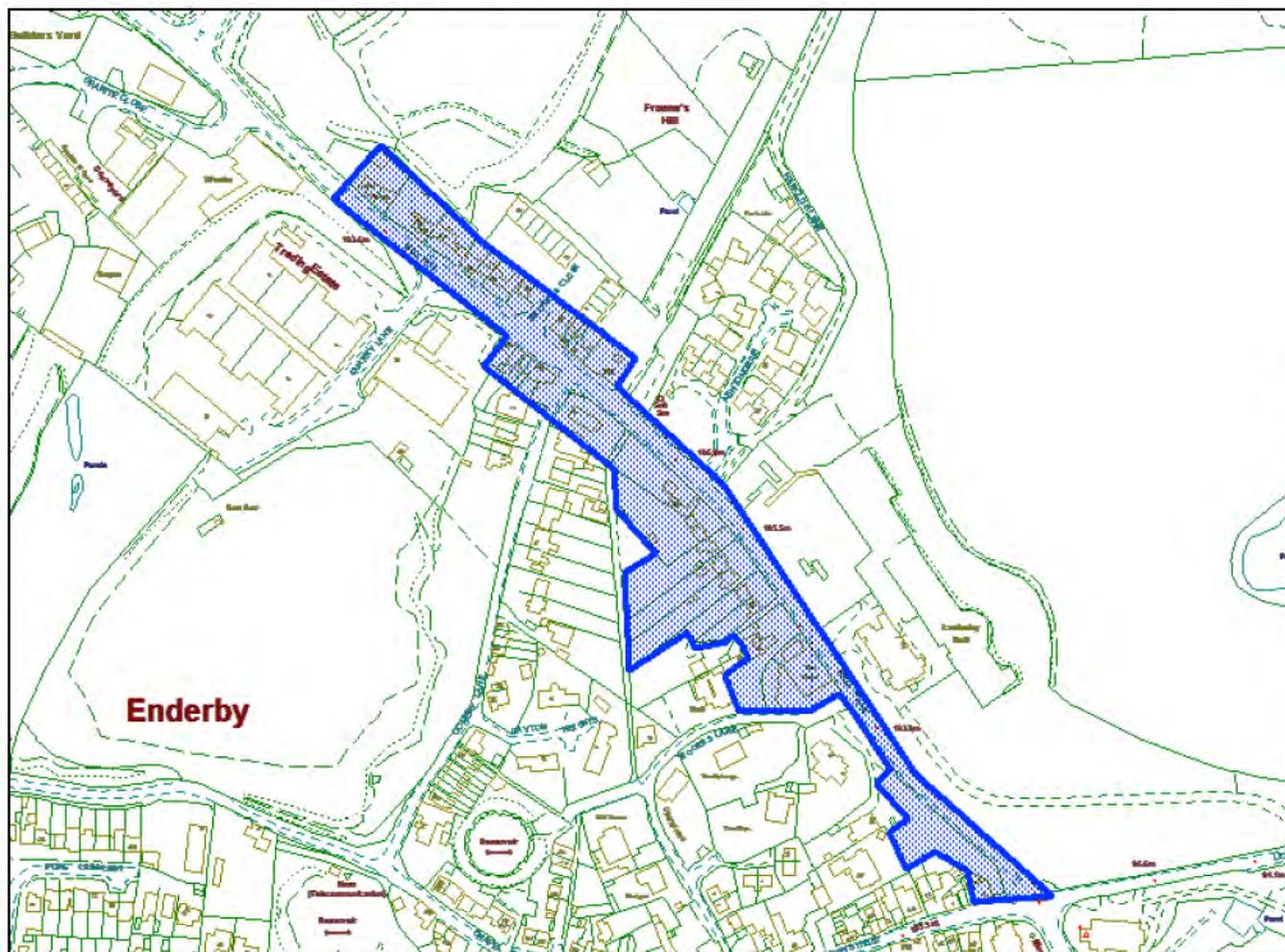


Figure 5 - Map showing the boundary for AQMA6 along Mill Hill in Enderby. AQMA shown in blue. © Crown copyright. All rights reserved.

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
ASR	Annual Status Report
BDC	Blaby District Council
DEFRA	Department for Environment, Food and Rural Affairs
EU	European Union
LAQM	Local Air Quality Management
LCC	Leicestershire County Council
LLITM	Leicester and Leicestershire Integrated Transport Model
NO _x	Nitrogen Oxides
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less

DRAFT

Hazel Thomasson
Principal Officer
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Delivered by email to: HinckleySRFI@pins.gsi.gov.uk – 8th December 2020

Stephanie Newman
The Planning Inspectorate,
Temple Quay House,
Temple Quay,
Bristol,
BS1 6PN

Your Reference TR050007-000057

Dear Ms Newman,

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017(the EIA Regulations) – Regulations 10 and 11

Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order granting Development Consent for the Hinckley National Rail Freight Interchange (the Proposed Development)

Scoping consultation and notification of the Applicant's contact details and duty to make available information to the Applicant if requested

Thank you for your letter of 12 November 2020 asking that we inform the Planning Inspectorate of information we consider should be included within the Environment Statement (ES) to be provided by the applicant relating to the Proposed Development.

We note that the Applicant has updated its scoping request compared with the initial 2018 scoping request for the development. We are very concerned that the Applicant has provided less detail of the proposed works compared to those details provided in the 2018 version. The material changes being principally around the revised road works associated with the development, although almost no details have been provided with the scoping request. Whilst the Applicant has carried out a traffic consultation in late 2019, we have no details of how the schemes outlined in this consultation are intended to be taken forward or modified in the light of consultation feedback. This lack of outline detail makes it more difficult to truly assess the impacts which need to be considered in an Environmental Impact Assessment, particularly for landscape and traffic considerations.

It is considered essential that the ES is supported by a co-ordinated and consistent statement of the different operating models of the development, including types of tenant, target markets and locations and non-resident operating of the rail terminals.

The applicant has suggested the ES should consider several topics and we have listed the information we believe should be included under each heading;

ALTERNATIVES CONSIDERED

The applicant has stated that the ES shall include *“a description of the reasonable alternatives studied by the applicant, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment”*. Chapter 3 – As we commented for the last scoping opinion, the alternatives of their

report gives no details of serious consideration given to other locations in which a credible balance could be made against these options and those for the proposed site at Hinckley. We welcome the comments in the last opinion that the Inspectorate “*would expect to see a discrete section in the ES that provides details of the reasonable alternatives studied and the reasoning for the selection of the chosen option(s), including a comparison of the environmental effects.*”

ENVIRONMENTAL IMPACT ASSESSMENT

- Whilst the applicant has claimed there will be no impact to Health due to the processes employed at the site, we believe a wider review of the quality of life and impact upon health of the development should be undertaken. This review should specifically include the nearby residents in approximately 180 mobile homes who will be immediately dominated by the development.

The ES should assess the environmental and psychological issues of the residents being located so close to, and dominated by, the warehousing.

The ES should also assess the quality of life impacts in the residents of the surrounding villages of Burbage, Sapcote, Stoney Stanton & Elmesthorpe.

LAND USE AND SOCIO-ECONOMIC EFFECTS

- The applicant should clearly set-out the nature of the activities proposed at the Interchange and the interconnection between the Rail Connected buildings and other warehouses proposed on the site. The applicant in their earlier discussions with The Planning Inspectorate stated “The site is within approximately four hours drive time of 80% of the UK population”. This stated benefit for the site seems to be contrary to the aims of a rail interchange by moving products as close as possible by rail to the end destination.

The ES should include estimated travel flows and patterns to demonstrate substantial elements of the movements will be to local destinations and demonstrate the linkage of all warehouses planned for the site.

- Employment levels in South West Leicestershire are at a high percentage of the resident workforce. The workforce already in many of these areas at such levels that out of area workers have to migrate to the region on a daily basis. A further increase of jobs at the level of 8,400 is likely to completely outstrip the ability of the local workforce to meet these demands, leading to extensive numbers of workers having to travel daily into the area.

The ES should have a review of the potential local workforce and the environment impact of longer daily commutes for large numbers of the work force.

TRANSPORT AND TRAFFIC

- Whilst the applicant has suggested that all traffic will enter and leave the site via the M69, there will be significant impact upon the local roads. This has been acknowledged by the Applicant in this revised request by including new road schemes. Local traffic congestion remains of extreme concern.

The ES should consider how employee traffic has been considered in all traffic impacts.

The ES should include assessment of how any prohibition of traffic using certain routes will be enforced.

The ES should include a specific statement of how public traffic flows will be affected by the introduction of these new roads and if any prohibition will be in place for public traffic using the new roads proposed for the development.

- HGV vehicles heading towards the site or leaving the site are very likely to be at the end of journey times such that breaks or overnight stays are necessary.

The ES should include a full assessment of requirements for HGV to stay within the local area prior to completing journeys and will ensure all facilities for such stays are provided and mitigated.

- It is currently believed the A46 trunk route improvements promoted by Midland Connect will not include an A46 expressway leaving the M69 at junction 2 heading towards a new junction on the M1 (Junction 20a).

The ES should specifically state the assumptions built into the assessments for traffic and traffic flows, including assumptions made for the proposed A46 improvements

- The applicant has noted the access the site gives to the A5 in addition to the M69. This would significantly impact upon the A5/M69 junction south of Burbage. Full impact of this additional traffic should be made, which should take account of the planned introduction of the DPD depot and a second large warehouse on the same site on the A5.

The ES should include a full traffic assessment of the cumulative impact of all known developments in the area, together with the knock-on impacts on feeder roads.

The ES should include an assessment of larger and heavier trucks being authorised within the UK particularly for any non-resident warehouse operations which may occur.

The ES should consider the resilience of the major roads in the area of the development and how stoppages on these routes will impact the local area (particularly closure of the M69, A5 & A47).

The ES should include a review by the Traffic working group established with local authorities to take account of all known local developments and the working group should be extended to include Harborough Borough Council and Rugby Borough Council to ensure this is achieved.

- Public transport can provide a major contribution to the reduction of overall traffic impact. Bus services can play one part in these services, but rail services by means of a new station could provide considerable additional benefits. There are increased passenger services intended for the rail route between Leicester and Birmingham and new services between Leicester and Coventry.

The ES should include a review of all public transport services which can be provided as part of the development, including assessment that the development will not impact the new rail services currently proposed for the route between Leicester and Nuneaton.

AIR QUALITY

- During the development of LCC LTP3 transport in 2007, the levels of nitrous oxides and diesel particulates were both identified as being “Very High” and at levels that damage health. This situation will have markedly worsened in the last 11 years, and the development of this site with major volumes of HGV’s in continuous use will radically worsen pollution levels, which already exceed legally defined limits at the site location.

The ES should include a full study of the impact assessment of increased traffic on local air quality. The study should include the impact of traffic congestion upon air quality.

The ES should not base air quality assumptions upon the reduction of diesel and petrol vehicles which mitigates potential air quality reductions locally from the operation of this development. Local Air Quality should benefit from the increase in electric vehicles by a increase in air quality compared to current levels.

NOISE AND VIBRATION

- It is possible that soil conditions require the use of high noise techniques such as pile-driving.

The ES should specifically consider the impact of construction noise and mitigation to ensure no long term impact on local wildlife occurring whilst the site is under construction.

- It is likely there will be considerable noise generated by operations at the site, including but not limited to steady beeping of reversing vehicles.
- Consideration should be given to the stability of the ground for large structures and if this leading to pile driving activity which can cause extreme noise concerns.

The ES should include the results of a full study all such noise pollution (during construction and operation), which should specifically include the impact upon;

- **Immediate residents of the proposed development,**
- **Members of the public enjoying the amenity space of Burbage Common, woods and surrounding areas,**
- **All wildlife in the woods and common,**
- **The new crematorium being built near Leicester Road, Hinckley,**
- **Consider the impact on the above of night time operations.**

LANDSCAPE AND VISUAL EFFECTS

- The landform across the area is very gently rolling with localised topography influenced by small streams around settlements, which are often on localised plateaux. The land use is predominantly agricultural and primarily arable with relatively long-distance views. Buildings are low rise and blend into the landscape.
- The Applicant has listed Landscape Designations in the area which does not include Burbage Common. The Applicant states “no Registered Parks and Gardens lie within the 5km search area”. This clearly shows no consideration of Burbage Common has been made. This is an important asset to the local community and should have specific safeguarding references built into the ES.
Note: Burbage Common is Hinckley & Bosworth Borough Council’s largest countryside site and is located on the edge of Hinckley. Great for walkers, and dog lovers alike, a mix of semi-natural woodland and unspoilt grassland is 200 acres in size. In addition, the Common is well used for horses, along the trails and open landscape. There are also several paddocks and corrals along Burbage Common Road, and other livestock. The Common is immediately adjacent to the proposed site.

The ES should consider the impacts of light, noise and vista change upon the Common and surrounding areas and state the mitigation proposed on these impacts.

The ES should consider the impacts on horse riding in the immediate area around the proposed development.

The ES should ensure Burbage Parish Council is involved in the visual assessment process and determining appropriate viewpoints in addition to those listed in the Scoping Report.

- It is noted in the Scoping Document that the Applicant may propose diversion of footpaths and rights of way running across the development site. Some of these diversions may be via underpasses.

The ES should include an assessment of the impact on amenity value of footpath diversions, and will include provision for the assessment of risks to pedestrians using such routes.

ECOLOGY AND BIODIVERSITY

- It is noted that the Scoping Report has recognised the importance of the Burbage Wood and Aston Firs SSSI. This area of woodland is immediately adjacent to the proposed development and the development could pose a severe threat to the wellbeing of this area

The ES should assess the full impact of the development upon the SSSI including knock-on ecological impacts of removing such a large area of farming land immediately adjacent to the woodland. The ES should consider the potential for pollution of the local water courses, particularly during construction activities.

CULTURAL HERITAGE

- As noted above, the applicant has not acknowledged any Cultural significance to Burbage Common.

The ES should specifically consider the cultural heritage of the common and associated woods.

SURFACE WATER AND FLOOD RISK

- The site is known to be frequently waterlogged and has very poor natural drainage, particularly alongside the railway where sustained flooding/standing water is commonplace.

The ES should include assessments of the impact of increased flooding on local watercourses, with associated mitigations. This assessment should extend to all potential knock-on locations down-stream of the watercourses which are impacted by the development.

HYDROGEOLOGY

- No additional requirements above those listed by the applicant have been identified.

GEOLOGY, SOILS AND CONTAMINATED LAND

- No additional requirements above those listed by the applicant have been identified.

MATERIALS AND WASTE

- No additional requirements above those listed by the applicant have been identified.

ENERGY AND CLIMATE CHANGE

- It is likely there will be moves to electric vehicles during the period the development is constructed and beyond. It is essential that any design takes account of the need for on-site recharging of vehicles and the resulting energy load requirement for the site.

The ES should consider how the future energy needs of the users of the development will be met by low-carbon energy generation and provision.

CUMULATIVE AND TRANSBOUNDARY EFFECTS

- No additional requirements above those listed by the applicant have been identified.

CONSTRUCTION PHASE

- Specific full assessments should be made for the construction phase of the site.

The ES should include a specific chapter on Construction issues, timescales, mitigations and controls.

Yours sincerely,

Hazel Thomasson (digitally signed for and on behalf of Burbage Parish Council)

**Principal Officer
Burbage Parish Council**

Submitted via email to: HinckleySRFI@pins.gsi.gov.uk



Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order granting Development Consent for the Hinckley National Rail Freight Interchange (the Proposed Development) – Scoping Consultation

I refer to your recent consultation regarding the above proposed DCO. Cadent has reviewed the project plans provided and wishes to make the following comments:

In respect of existing Cadent infrastructure, Cadent will require appropriate protection for retained apparatus including compliance with relevant standards for works proposed within close proximity of its apparatus,

Cadent Infrastructure within or in close proximity to the development

Cadent has identified the following apparatus within the vicinity of the proposed works:

- Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are also gas services and associated apparatus in the vicinity, these are not shown on plans but their presence should be anticipated)

Note: No liability of any kind whatsoever is accepted by Cadent Gas Limited or their agents, servants or contractors for any error or omission.

Diversions:

Where diversions of apparatus are required to facilitate the scheme, Cadent will require adequate notice and discussions should be started at the earliest opportunity.

Where diversions of apparatus are required to facilitate the scheme, Cadent will require the party requesting the diversion works to obtain any necessary planning permissions and other consents to enable the diversion works to be carried out. Details of these consents should be agreed in writing with Cadent before any applications are made. Cadent would ordinarily require a minimum of C4/Conceptual Design study to have been carried out to establish an appropriate diversion route ahead of any application being made.

Where diversions sit outside the highway boundary the party requesting the diversion will be responsible for obtaining at their cost and granting to Cadent the necessary land rights, on Cadent's standard terms, to allow the construction, maintenance and access of the diverted apparatus. As such adequate land rights must be granted to Cadent (e.g. following the exercise of compulsory powers to acquire such rights included within the DCO) to enable works to proceed, to Cadent's satisfaction. Cadent's approval to the land rights powers included in the DCO prior to submission is strongly recommended to avoid later substantive objection to the DCO. Land rights will be required to be obtained prior to construction and commissioning of any diverted apparatus, in order to avoid any delays to the project's timescales. A diversion agreement may be required addressing responsibility for works, timescales, expenses and indemnity.

Protection/Protective Provisions:



Where the Promoter intends to acquire land, extinguish rights, or interfere with any of Cadent's apparatus, Cadent will require appropriate protection for retained apparatus and further discussion on the impact to its apparatus and rights including adequate Protective Provisions. Operations within Cadent's existing easement strips are not permitted without approval and will necessitate a Deed of Consent or Crossing Agreement being put in place. Any proposals for work in the vicinity for Cadent's existing apparatus will require approval by Plant Protection under the Protective Provisions/Asset Protection Agreement and early discussions are advised.

Key Considerations:

- Cadent has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings/structures, change to existing ground levels or storage of materials etc within the easement strip.
- Please be aware that written permission is required before any works commence within the Cadent easement strip and a Crossing Agreement may be required if any apparatus needs to cross the Cadent easement strip
- The below guidance is not exhaustive and all works in the vicinity of Cadent's asset shall be subject to review and approval from Cadent's plant protection team in advance of commencement of works on site.

General Notes on Pipeline Safety:

- You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and Cadent's specification for Safe Working in the Vicinity of Cadent High Pressure gas pipelines and associated installations - requirements for third parties GD/SP/SSW22. Digsafe leaflet Excavating Safely - Avoiding injury when working near gas pipes. There will be additional requirements dictated by Cadent's plant protection team.
- Cadent will also need to ensure that our pipelines remain accessible throughout and after completion of the works .
- The actual depth and position must be confirmed on site by trial hole investigation under the supervision of a Cadent representative. Ground cover above our pipelines should not be reduced or increased.
- If any excavations are planned within 3 metres of Cadent High Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must be established on site in the presence of a Cadent representative. A safe working method agreed prior to any work taking place in order to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.
- Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore consultation with Cadent's Plant Protection team is essential:
 - Demolition
 - Blasting
 - Piling and boring
 - Deep mining
 - Surface mineral extraction
 - Landfilling
 - Trenchless Techniques (e.g. HDD, pipe splitting, tunnelling etc.)
 - Wind turbine installation

- 
- Solar farm installation
 - Tree planting schemes

Pipeline Crossings:

- Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations.
- The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required.
- The type of raft shall be agreed with Cadent prior to installation.
- No protective measures including the installation of concrete slab protection shall be installed over or near to the Cadent pipeline without the prior permission of Cadent.
- Cadent will need to agree the material, the dimensions and method of installation of the proposed protective measure.
- The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to Cadent.
- A Cadent representative shall monitor any works within close proximity to the pipeline.

New Service Crossing:

- New services may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees.
- Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres.
- A new service should not be laid parallel within an easement strip
- A Cadent representative shall approve and supervise any new service crossing of a pipeline.
- An exposed pipeline should be suitable supported and removed prior to backfilling
- An exposed pipeline should be protected by matting and suitable timber cladding
- For pipe construction involving deep excavation (<1.5m) in the vicinity of grey iron mains, the model consultative procedure will apply therefore an integrity assessment must be conducted to confirm if diversion is required

Yours Faithfully



Consents Officer

Capital Delivery

Vicky.Cashman@cadentgas.com; 



Guidance

To download a copy of the HSE Guidance HS(G)47, please use the following link:

<http://www.hse.gov.uk/pubns/books/hsg47.htm>

Dial Before You Dig Pipelines Guidance:

<https://cadentgas.com/Digging-safely/Dial-before-you-dig>

Essential Guidance document:

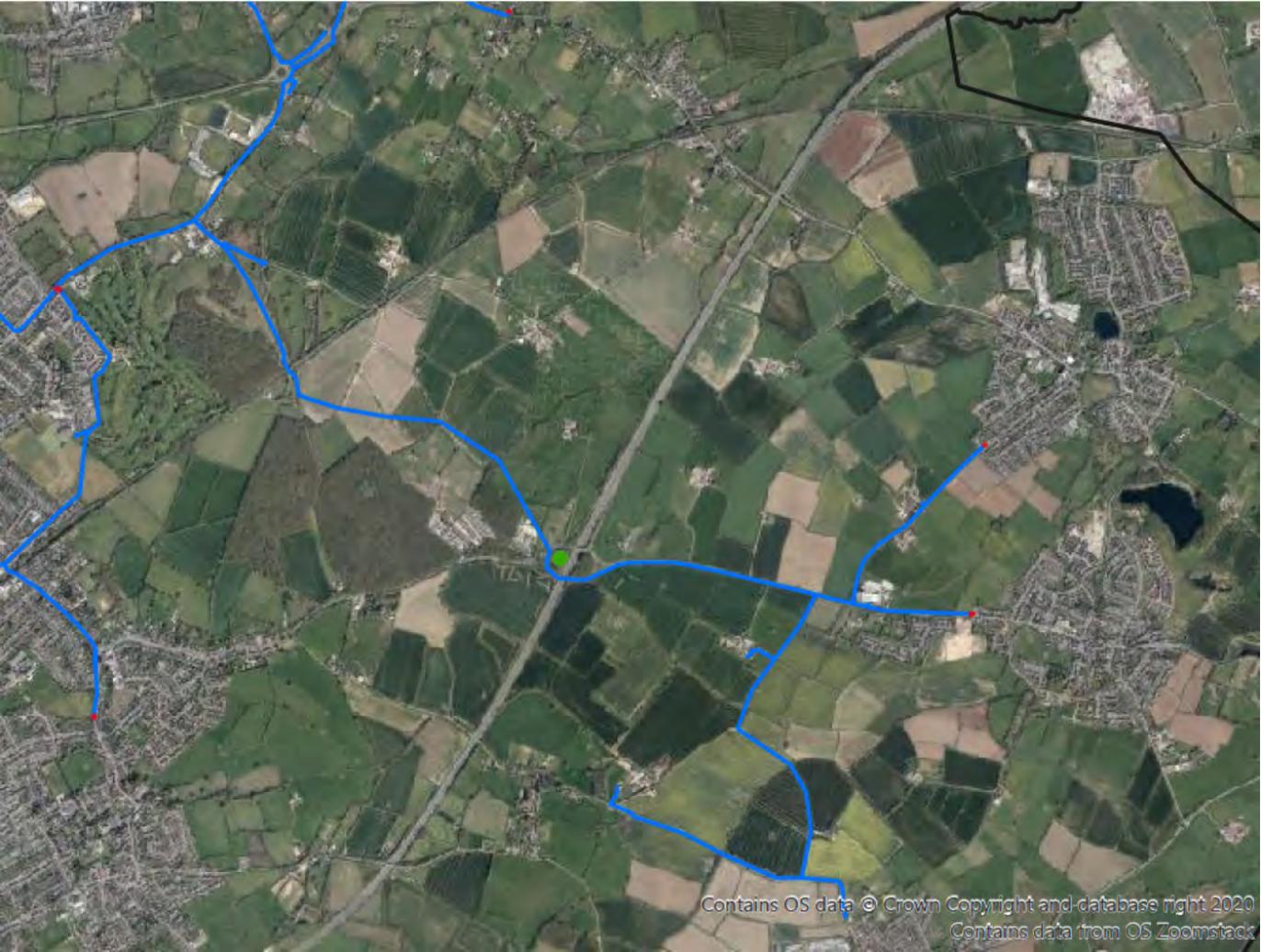
https://cadentgas.com/getattachment/digging-safely/Promo-work-safely-library/Essential_Guidance.pdf

Excavating Safely in the vicinity of gas pipes guidance (Credit card):

https://cadentgas.com/getattachment/digging-safely/Promo-work-safely-library/Excavating_Safely_Leaflet_Gas-1.pdf

Copies of all the Guidance Documents can also be downloaded from the Cadent website:

<https://cadentgas.com/Digging-safely/Work-safely-library>





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***The Planning Inspectorate,
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Central Operations,
Temple Quay House,
2, The Square,
BRISTOL, BS1 6PN

Our Ref: ESTC/FC/Chair
Your Ref: TRO50007-000057
Dated: 12 November 2020

09 December 2020

Dear Sir/Madam,

Earl Shilton Town Council (ESTC) Response To –

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017(the EIA Regulations) – Regulations 10 and 11.

Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order granting Development Consent for the Hinckley National Rail Freight Interchange (HNRFI) - the Proposed Development.

Scoping consultation and notification of the Applicant's contact details and duty to make available information to the Applicant if requested.

Background.

1. Thank you for the opportunity to comment on the Applicant's EIA.
2. Earl Shilton is a Town of approximately 12, 200 all souls and 8,100 registered electors. The Town lies just NNW of the village of Elmesthorpe, the latter being key to this application. The only strip of land that materially separates Earl Shilton and Elmesthorpe is the A47 *Clickers Way* bypass East to West as the main trunk road from Leicester City to Hinckley Town. Earl Shilton itself sits entirely within Hinckley and Bosworth Borough Council (HBBC) as its main Local Planning Authority (LPA) intermediate to Leicestershire County Council. There are however 2 instances of Blaby District Council's 'parrots beaks' land that cross Clickers Way and are bound into the fabric of the Town and its environs.
3. If you will forgive the expression that the subject of the HNRFI has been 'a long train running' you should note that the Planning Committee of ESTC sat in formal session on the evening of Monday 30 November 2020 to consider Applicant's Scoping Report submission and

decide the Town Council's reasoned stance on whether or not to object, be neutral or support the EIA and tacitly therefore the proposal as a whole.

ESTC's Position Statement

4. ESTC's stance is that they wholly object to the Applicant's basis for this EIA and as a consequence the proposed HNRFI with reasons set out below.

Reasoned Objections.

5. RFI over capacity already regionally exists, viz., in the form of:

- Daventry International Rail Freight Terminal 16 miles away South.
- Birch Coppice RFI 13 miles away West.
- SEGRO Logistic Park Castle Donington 29 miles away North.

Evidence suggests that these 3 sites are operating at well below optimum capacity. QED you already have your well sited 'Golden Triangle' provision for the East and West Midlands served with road and rail links e.g. A5, M1, A42/M42 and M1. Rail links from Derby, Birmingham, Nottingham and Leicester all exist too without the need to choke at bottlenecks such as the Narborough station road level crossing. In addition to the 3 RFIs above mentioned there is the significant main rail siding at Toton, Notts that could be re-purposed as a supplementary RFI with good existing links to the A52 Expressway and the nearby Junction 25 of the widened M1. Toton has a long and rich rail freight history albeit somewhat reduced and or moribund so why build on green field sites? Castle Donington also links with the major air freight hub of East Midlands Airport.

Warehousing. Page 46, paragraph 2.31 states that the greater part of the HNRFI site will be dedicated to high bay storage and logistic sheds. The opinion of this Consultee is that is the last thing a green field area needs when the local lay Councillor can see that warehousing capacity of all types within a 10/15 mile basis, either exists or is planned such as:

- Optimus Point Glenfield M1 Junction 21A.
- Magna Park Lutterworth which is expanding all the time.
- Drummond plans to build in Enderby St Johns Blaby District M1 Junction 21.
- Also there are countless new smaller warehousing sites serving the area such as the new addition to the Sir Frank Whittle Estate, Whetstone in Blaby District.

6. Earl Shilton Sustainable Urban Extension (ES-SUE). Tritax Symmetry (Hinckley) state that they have bought a 60% stake in Barwood Land who are about to re-boot their option to build the ES-SUE of 1200 to 1600 dwellings in Earl Shilton right up to the edge of Clickers Way (A47) bypass. See paragraph 2 above.

7. Local Plans in Leicester City and affected Districts of Leicestershire. The Tritax Symmetry Scoping Report makes many and varied references to Local Plans. These are in the past tense. Leicester City Council and Blaby District Council have just launched public consultations for their latest iterations of their respective Local Plans. Hinckley & Bosworth

Borough Council are not far behind in their revised Local Plan process either. The point is the HNRFI Scoping Report timing is wrong and out of kilter with these 3 key Local Plans.

Recommendation.

8. As a strategic national decision the application based on future projections of 'pull' demand is the truly strategic way to assess a sensitive and sustainable '*economic good*' need for this project. Using the analogy of provision of electricity power where the national strategy needs to be ahead of demand the converse for RFIs, currently and in the medium term, is not proven to be an economic necessity or good and certainly not sensitive or sustainable.

9. This strongly perceived lack of demand for another RFI in the geographical heart of an established Midlands 'triangle; cynically perceived by some as a developer's way of avoiding Local Planning Authority consequential add-on planning permission for major housing development; can have a postponed lead time in order to:

- a. Have a forward looking economic forecast of real regional demand post Brexit taking into account national need also.
- b. Be aligned to the future Local Plans of Leicester City Council, Blaby District Council and Hinckley & Bosworth Borough Council.
- c. Points 9a and 9b above will provide a truly holistic appraisal of the project as a whole.
- d. Container ports (Liverpool, Hull/Immingham, Southampton and Felixstowe), of entry now have to up their game. For many years now they have enjoyed all the benefits of container shipping without the cost of sorting the cargo that arrives there. Even in the 19th century suppliers of goods could send by rail into the heart of major cities – their main markets fresh fish from the North and flowers from the South West. It is about time the UK re-discovered this craft and it should commence at the port of entry with the help of importers and exporters who pack the containers with goods.

Conclusion.

10. We are sure that other Consultee Scoping Opinions will raise points such as:

- Increased air, noise and light pollution due to the 24/7 operation of the HNRFI, (Scoping Report page 44, paragraph 2.21), with HGV traffic and concerns about 'ghost' railway access never really used.
- Landscape and visual impacts to existing settlements.
- Loss of countryside and wildlife habitat.
- Whilst not top grade agricultural land it is productive and will be lost forever.

That said by others, the main and overwhelming conclusion for Earl Shilton Town Council is that there is no clear and demonstrable case of economic good in this Scoping Report for the immediate and medium term futures.

Secondly, any amended Scoping Report or progression of this application should be aligned integrally and take into account the emerging Local Plans from the City of Leicester, Blaby District Council, Hinckley & Bosworth Borough Council and of Course Leicestershire County Highways.

The advice of the Planning Inspectorate will always be most welcome.

Yours sincerely,



CM Coe (Mrs)
Chairman & Town Mayor
for Council

*** denotes sent by email only



ELMESTHORPE PARISH COUNCIL

The Village Hall, Wilkinson Lane, Elmesthorpe LE9 7SP

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Stephanie Newman
EIA and Land Rights Advisor
The Planning Inspectorate
Environmental Services
Central Operations
Temple Quay House
2 The Square
Bristol
BS1 6PN

Your Ref: TR050007-000057

9 December 2020

Dear Ms Newman

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order granting Development Consent for the Hinckley National Rail Freight Interchange Proposed Development (the Proposed Development)

Scoping consultation & notification of the Applicant's contact details and duty to make available information to the Applicant if requested

Thank you for your letter of 12 November 2020 offering Elmesthorpe Parish Council the opportunity to comment on the information which it considers should be included in the Environmental Statement for the above proposed development.

By way of background, Elmesthorpe is a small village extending back from the B581. The majority of the land involved in this proposed development, excluding off site highways works, falls within Elmesthorpe Parish. The western link road also falls primarily within Elmesthorpe Parish.

We confirm that the principal areas of concern remain the same and these matters should be included in the Environmental Statement:

- the impact of the 24 hour noise from the development on the amenity of residents and the operation of businesses
- the impact of the 24 hour high level lighting at the development on the amenity of residents and the operation of businesses

- the increase in traffic on the local road networks arising from the anticipated 8,400 employees at the development site, site deliveries, and also the substantial construction traffic
- the impact of the road freight on roads in the area
- the impact on the landscape of the buildings and in particular, the visual impact on residents' enjoyment of the current open landscape
- the impact on the air quality for residents and businesses within the village
- the impact on those properties closest to the proposed development, especially on Burbage Common Road which is a mix of residential properties, and equine and agricultural businesses
- the impact on the local environment, and Elmesthorpe Plantation which is within the Parish and is part of Aston Firs.

Having reviewed the Applicant's Environmental Impact Assessment Scoping Report dated November 2020, we consider that it broadly addresses the areas of concern. However, we would also wish the following to also be included in the Environmental Statement:

1. Land Use & Socio Economic Effects

With reference to paragraph 6.15 – impact on existing agricultural businesses – the Applicant refers to the proposed development resulting in the cessation of current agricultural activities on the land.

However, the proposed change in land use of the development site from agricultural use to a National Rail Freight Interchange will have socio economic effect on a far wider spread of businesses than those contained within the development site, due to the noise and lighting emanating from the site once it is operational. Alterations to the rights of way may also impact on the equine businesses, of which there are several on Burbage Common Road, and a number elsewhere in Elmesthorpe.

The proposed assessment of agricultural businesses within the development site only is insufficient, and the Environmental Statement should include an assessment of businesses within a much wider area.

We would also ask that the socio economic effects on residential properties where the occupiers will either be able to hear the noise from the development site, or see the high level lighting, should also be assessed in the Environmental Statement.

2. Transport & Traffic

The Parish Council notes that the Applicant concurs with its view that the B581/Station Road should not be used as a means of access to the site for the work force, and a link road to the A47 is now proposed. We would ask that impact assessments include the impact of this new link road where it is appropriate to do so, and specifically to include the impact of lighting installed and noise from the link road on the amenity of the residents and businesses in Elmesthorpe.

The Applicant states "The B581 and B4668, which are located at either end of Burbage Common Road, both have footways running alongside their carriageways."

The footway alongside the B581 Station Road through Elmesthorpe is very narrow and it is not on both sides of the road. The Parish Council has received numerous complaints from residents regarding the inadequacy of the width of the footway in comparison to the speed of vehicles using Station Road, as it is not possible in places to walk two abreast, or for two people to pass each other without one stepping into the road. In the circumstances, we would like the Environmental Assessment to include any proposed improvements to the width of the footways alongside the B581 or other road safety measures proposed by the Applicant.

3. Air Quality

The Parish Council notes that since the original Scoping Report, the NO₂ data from a diffusion tube on Station Road Elmesthorpe is to be taken into account. However the construction dust assessment appears to be proposed for properties within 350m of the site only, and bearing in mind the size of the development this seems inadequate, and we would wish to see the detailed justification for assessment of such a small area, or preferably that the area being assessed should be extended in the Environmental Statement.

At paragraph 8.76, the Applicant states that a detailed assessment of plant emissions are proposed to be scoped out of the assessment as “they are not considered to be likely to give rise to significant effects.” The Parish Council does not agree and would wish to see a detailed assessment in the Environmental Statement.

4. Noise & Vibration

The Applicant states that the study area will be defined and agreed with the Local Authority and relevant stakeholders, however there is no definition of “relevant stakeholders”. This is a cause of concern as the Applicant previously suggested a study area which the Parish Council considered to be inappropriate. The Environmental Statement should include an assessment of all areas that are likely to be affected.

5. Landscape & Visual Effects

We refer to the content of paragraph 10.52 which sets out where the Applicant believes there to be open views of the site. The Parish Council has demonstrated that this is incorrect by showing one of the Applicant’s advisers the open view from property on Station Road Elmesthorpe. In these circumstances, the Parish Council considers that the viewpoint locations for Elmesthorpe are insufficient and should include a further viewpoint located on Station Road in addition to the one proposed at St Marys Church.

6. Cultural Heritage

The study area for designated heritage assets has been set at 5km and the study area for non-designated heritage assets has been set at 1km. The Applicant refers to the Grade 2 listed St Marys Church in Elmesthorpe, however it does not refer to The Wentworth Arms public house, Home Farmhouse or Wortley Cottages, all of which are either listed buildings or of heritage importance within Elmesthorpe, though they do appear on Figure 12.2.

The Parish Council wishes the impact of the proposed development on all four properties to be considered in the Environmental Statement, as The Wentworth Arms and Home Farmhouse are in close proximity to the railway line and therefore may be

impacted by additional freight trains, and Wortley Cottages are on B581 Station Road and may be impacted by any increase in traffic through Elmesthorpe.

7. Surface Water & Flood Risk

There has been surface water flooding within the development site in 2019/20, and also flooding of an area of Burbage Common Road adjacent to the boundary of the site. This is in addition to the surface flooding over the winter of 2017/18. The Parish Council is concerned that any increase in surface water attributable to the development will result in flooding of adjoining land currently in use for horsiculture and agriculture. Looking at the wider environment, there are concerns that by virtue of the use of Thurslaston Brook and its tributaries as the main means of disposal of surface water, there will also be flooding elsewhere.

The study area is described as to "include areas within and immediately adjacent to the site, including the western link road and Eastern Villages bypass." We would ask that the Environmental Statement specifically covers the impact of the development in terms of flood risk, surface water quantity and surface water quality on the Thurlaston Brook, its tributaries and the land surrounding the development site, not simply the development site.

8. Geology, Soils & Contaminated Land

Under paragraph 15.43, the survey boundary is described as "a zone extending to 250m from the site boundary." The Parish Council considers that this is inadequate due to the uses of adjoining land and the zone to be reviewed should be larger. Whilst we note the use of professional judgment to make such a determination, the Applicant has not provided a detailed justification to support the 250m from the site boundary as being appropriate.

9. Materials & Waste

The Parish Council is concerned about how the Applicant intends to dispose of waste generated during construction, especially any excavated material which will not be used for bunding. The Parish Council would like the Environmental Statement to include the highways routes that the Applicant intends to use to transport the construction waste off site. The roads through Elmesthorpe are unsuitable for this purpose due to the sharp bend in the B581/Station Road railway bridge making it impossible for HGVs travelling in opposite directions to pass over the bridge at the same time.

Please do not hesitate to let us know if you would like any further explanation of the points that we have raised.

Yours sincerely



Julie Gent
Parish Clerk

Planning Inspectorate
National Infrastructure Planning
Temple Quay House (2 The Square)
Temple Quay
Bristol
Avon
BS1 6PN

Our ref: LT/2020/125717/01-L01
Your ref: TR050007-000004
Date: 09 December 2020

Dear Sir/Madam

**PLANNING ACT 2008 (AS AMENDED) AND THE INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 (THE EIA REGULATIONS) – REGULATIONS 10 AND 11
APPLICATION BY TRITAX SYMMETRY (HINCKLEY) LIMITED (THE APPLICANT) FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE (THE PROPOSED DEVELOPMENT) SCOPING CONSULTATION AND NOTIFICATION OF THE APPLICANT'S CONTACT DETAILS AND DUTY TO MAKE AVAILABLE INFORMATION TO THE APPLICANT IF REQUESTED
LAND 3KM NE OF HINCKLEY AND TO THE NORTH WEST OF J2 M69.**

Thank you for referring the above scoping consultation to the Environment Agency and which was received on 12 November 2020.

We have reviewed the submitted report with respect to the information which the Environment Agency would expect to be included within the Environmental Statement, with particular regards to those aspects which fall within our remit.

Our comments are as follows:

Chapter 11 Ecology and Biodiversity

We are satisfied with the proposed scope of the assessment with regards to Ecology and Biodiversity.

Chapter 13 Surface water and flood risk

The report has highlighted that all elements of flood risk will be covered within the associated standalone detailed Flood Risk Assessment (FRA) for both construction and

Environment Agency
Trentside Offices Scarrington Road, West Bridgford, Nottingham, NG2 5FA.
Customer services line: 03708 506 506
www.gov.uk/environment-agency

Cont/d..

operational phases.

As stated within paragraph 102 of the NPPF, the detailed FRA should demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Water quality and water quantity implications are to be assessed within a standalone Surface and Foul Water Drainage Strategy. This strategy must consider the impacts and mitigation methods from both construction and operational phases on the quality and quantity of surface water runoff. Surface water runoff should not cause a deterioration in water quality or Water Framework Directive (WFD) status of downstream watercourses. Therefore, whilst the identification of SuDS as a mitigation method is welcomed, in addition to the Approaches and Methodologies suggested for the Preliminary Assessment of the potential effects of the proposal on surface water, we recommend that a Preliminary Water Framework Directive (WFD) assessment is also undertaken. This will ensure that impacts on WFD waterbodies are suitably assessed for compliance with regards to water quality (physico-chemical) requirements, but also for biological, hydromorphological and chemical requirements.

Consultation with the sewerage undertaker, Severn Trent Limited, is required to ensure there is sufficient wastewater (including sewage treatment capacity) and water supply infrastructure available to ensure there is no detrimental impact on the water quality of the receiving watercourses.

Chapter 16 Materials and waste

It is confirmed that both the construction and operational effects of the development will be assessed. We welcome paragraph 16.8 which reads:

“Consultation will be undertaken primarily with the Environment Agency (EA) to confirm the previously agreed approach for reuse of excavated material and other materials resulting from construction is applicable to the Development, for example, in scheme-wide landscaping works such as construction of noise and landscape bunds.”

Chapters 14 Hydrogeology and Chapter 15 Geology, Soils and Contaminated Land

We are content with the proposed with regards to how the issue of land contamination and the associated risk to controlled waters will be assessed as part of the Environmental Statement. A detailed conceptual understanding of the hydrogeology and contaminative status of the site will enable risks to both groundwater and surface water to be ascertained and any risks managed appropriately.

Yours faithfully

Mr Nick Wakefield
Planning Specialist


Direct e-mail nick.wakefield@environment-agency.gov.uk

Forest Services
East and East Midlands
Santon Downham
Brandon
Suffolk IP27 0TJ

Dec 08 2020

By EMAIL ONLY

Tel [REDACTED]
Fax 01842 813932
eandem@forestrycommission.gov.uk

Area Director: Steve Scott

Ref: TR050007-000057

To Whom it may concern,

Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order granting Development Consent for the Hinckley National Rail Freight Interchange (the Proposed Development).

Scoping Consultation.

Thank you for consulting the Forestry Commission on this Scoping consultation, the Forestry Commission are the Government advisors on forestry.

Our main considerations were covered in our previous response dated 27th March 2018 concerning the impact on the adjacent ancient woodlands; Burbage Wood, Aston Firs, Freeholt Wood and Sheepy Wood.

We note the comments made by the Inspector concerning our points regarding assessment of the impact on the woods using the Standing Advice and the note that this would be done, we wait to see the assessment.

There are some very positive advantages for a much larger percentage of tree planting at this site especially if the outcome will be to buffer the ancient woodlands, the larger the woodland area the more resilient to climate change for all species as well as enabling greater carbon sequestration.

We have not found any assessment of carbon emissions within the scoping document or any mitigation proposals for such. Other development proposals are doing this and considering how they may offset these emissions including through tree planting and using home grown timber in construction.

One area remains which was raised in our original submission that has not been addressed; This relates to the issue of Biosecurity. Whilst there isn't currently applicable legislation it is essential given the proximity of not just ancient woodlands but footpaths to this site, that the issue of biosecurity risks are taken seriously and assessed. An assessment may alter where elements of the proposed development are located.

The Forestry Commission encourages every organisation involved in transportation of goods to take on a biosecurity management plan. Particularly with a view to understanding the pathways which transport pests and diseases from one site to another. A risk-based approach can then be taken to allocate resources to monitoring/mitigating any high-risk pathways. To enable this the Forestry Commission provide free biosecurity e-learning modules via:

<https://www.forestrylearning.org.uk/course/index.php?categoryid=19>

We also highly recommend the biosecurity e-learning program offered by Plant Healthy, which covers the changing legislation for importers/exporters of wood packaging materials (WPM) and plant products

<https://planthealthy.org.uk/resource-topics/e-learning-modules>

General guidance on new import / export legislation can be found on the .gov website at:

[Government Guidance on import and export of plants and plant products.](#)

Yours sincerely,



Corinne Meakins



Local Partnership Advisor

Forestry Commission East and East Midlands Area Team

From: [Joanna Ellershaw](#)
To: [Hinckley SRFI](#)
Cc: [Tess Nelson](#); [Mark Patterson](#); [Rachel Danemann](#)
Subject: TR050007 Application by Tritax Symmetry (Hinckley) Limited - Scoping Consultation
Date: 10 December 2020 12:54:57

FAQ: Stephanie Newman (EIA Advisor)

Dear Ms Newman,

Thank you for your notification letter dated 12 November 2020, advising us of the proposed Hinckley SRFI development and requesting a consultation response regarding the Environmental Statement Scoping Report 2020. We have reviewed the Scoping Report and are broadly in agreement with the range of topics and information proposed to be provided in the Environmental Statement. However, we wish to make a number of observations (previously made about the 2018 Scoping Report) which remain relevant to the preparation of the ES, as follows;

Alternatives

- Chapter 3 (particularly para 3.27) remains limited and, in the context of EIA Regulations, does not appear to fully describe the reasonable alternative locations / sites considered or provide a comparison of their environmental effects and the main reasons for selecting the chosen option.
- the inclusion and discussion of alternative development options and different layouts for assessment (including the location and configuration of; the rail port / sidings, container storage areas, the location /size and scale of buildings, access / road configuration, landscaping / parking & yard areas, and the proportion of rail accessible units) and the provision of a comparison of their environmental impacts would be beneficial.

Socio-economic Impact

- the methodology for and choice of study area for this element should be fully justified and have regard to the Leicester & Leicestershire Functional Economic Market Area / Housing Market Area (ref. HEDNA, 2017), adjoining FEMA and Census based commuting data. Drawing on case examples (e.g. DIRFT, Magna Park) could supplement the use of transport and census data to define the zone of influence.
- contextual comparison to the Midlands (encompassing East & West Midlands) and National, is supported given the scale of the proposed project.
- The proposed development has the potential to accommodate a mix of RDC / NDC functions. The calculation of employment impacts (and related trip generation) should acknowledge the range of job densities for these functions (i.e. 77-95sq.m per worker). Consideration of occupations / skills levels of employment created would also be beneficial.

Transport & traffic

- Use of the Pan-Regional Transport Model (PRTM) a development of LLITM (maintained by LCC) to assess strategic level effects is supported, given the location of the proposed site on the boundary of 2 Highway Authority areas and 2 regions.
- Detail provided on offsite highway works is noted which includes junctions within Harborough District. The ES / TA should clearly state the criteria and methodology used to define the extent of road network / junctions affected, and assess the significance of effects for each junction.

- Rail freight trip generation affects resultant HGV trips, and could usefully be assessed for scheme layouts involving different proportions of rail accessible buildings and rail take-up over time, with a comparison of environmental effects and reasons for selecting the chosen option. Given that the development is proposed as a SFRI maximising modal shift to rail would be beneficial.

Cumulative & Transboundary

- Zone of Influence (ZOI) for socio-economic effects should to extend into the adjoining W. Midlands region (e.g. Warwickshire, Coventry etc.) and potentially beyond
- Consideration of other existing / or approved development in the assessment is supported, see below for details of relevant consented or allocated schemes in Harborough district.
 - 15/00865/OUT DB Symmetry [88.67ha / 278,709sq.m warehousing (subsequent Reserved Matter 19/01273/REM)
 - 15/01531/OUT IDI Gazeley [318,956sq.m additional warehousing]
 - 19/00250/OUT East of Lutterworth Strategic Development Area (Harborough Local Plan 2011-2031, Policy L1) – 2750dw / 23ha business & employment uses

Further information pertaining to these applications is available to view on the Council's website or can be provided on request.

Kind regards,

Joanna Ellershaw BA (Hons) MIED
Senior Planning Officer - Strategic Planning Team

Mobile: [REDACTED]
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Website: <https://www.harborough.gov.uk/>

Please note: My working hours are Monday – Thursday inclusive.

Due to Covid-19 we are receiving a higher than normal number of emails and we are working to respond to your email as soon as possible. There are currently long wait times on our telephones and our face-to-face service is not available. Please check our website - www.harborough.gov.uk - from where you can make some payments and applications

If you need support or feel a vulnerable relative or neighbour could do with some help, please visit the Harborough district community hub:
www.harborough.gov.uk/hd-community-hub.

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HSE email: NSIP.applications@hse.gov.uk

FAO Stephanie Newman
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN
By email only

Dear Ms Newman,

25 November 2020

**PROPOSED HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE (the project)
PROPOSAL BY TRITAX SYMMETRY (HINCKLEY) LIMITED (the applicant)
INFRASTRUCTURE PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 (as
amended) REGULATIONS 10 and 11**

Thank you for your letter of the 12 November 2020 regarding the information to be provided in an environmental statement relating to the above project. HSE does not comment on EIA Scoping Reports but the following information is likely to be useful to the applicant.

HSE's land use planning advice

Will the proposed development fall within any of HSE's consultation distances?

According to HSE's records there are no major accident sites and no major accident hazard pipelines within the indicated red line boundary for this nationally significant infrastructure project; as illustrated in **TR050007-000062-HRFI - Scoping Report**.

HSE's Land Use Planning advice would be dependent on the location of areas where people may be present. When we are consulted by the Applicant with further information under Section 42 of the Planning Act 2008, we can provide full advice.

Hazardous Substance Consent

The presence of hazardous substances on, over or under land at or above set threshold quantities (Controlled Quantities) will probably require Hazardous Substances Consent (HSC) under the Planning (Hazardous Substances) Act 1990 as amended.

The substances, alone or when aggregated with others for which HSC is required, and the associated Controlled Quantities, are set out in The Planning (Hazardous Substances) Regulations 2015 as amended.

HSC would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the Controlled Quantities set out in Schedule 1 of these Regulations.

Further information on HSC should be sought from the relevant Hazardous Substances Authority.

Consideration of risk assessments

Regulation 5(4) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 requires the assessment of significant effects to include, where relevant, the expected significant effects arising from the proposed development's vulnerability to major accidents. HSE's role on NSIPs is summarised in the following Advice Note 11 An Annex on the Planning Inspectorate's website - [Annex G – The Health and Safety Executive](#). This document includes consideration of risk assessments on page 3.

Explosives sites

HSE has no comment to make as there are no licensed explosives sites in the vicinity.

Electrical Safety

No comment from a planning perspective.

During lockdown, please send any further communication on this project directly to the HSE's designated e-mail account for NSIP applications at nsip.applications@hse.gov.uk. We are currently unable to accept hard copies, as our offices have limited access.

Yours sincerely,

Monica

Monica Langton
CEMHD4 NSIP Consultation Team

Our Ref:
Your ref: TR050007-000057

Stephanie Newman
The Planning Inspectorate
Environmental Services
Central Operations
Temple Quay House
2 The Square
Bristol, BS1 6PN

Via Email: HinckleySRFI@pins.gsi.gov.uk

Eri Wong

Highways England
Stirling House
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Direct Line: 0300 470 0842

www.highwaysengland.co.uk

10 December 2020

Dear Stephanie,

Hinckley National Rail Freight Interchange, application for Development Consent Order (DCO) – Environmental Impact Assessment (EIA) Scoping Opinion

Thank you for inviting Highways England on 12 November 2020 to provide comments on the scope of an Environmental Impact Assessment prepared by Tritax Symmetry (Hinckley) Limited ('Tritax Symmetry') in support of an application for an Order granting Development Consent for the Hinckley National Rail Freight Interchange (NRFI) to the northwest of M69 Junction 2, Hinckley, Leicestershire.

HIGHWAYS ENGLAND ("we") has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

The applicant's previous transport consultants, Hydrock, first consulted us in December 2015 regarding this site. Since then, we have been in ongoing discussions with Hydrock, providing comments on the assessment work that is being undertaken in support of the proposal.

In March 2018, we have been consulted on a previous version of the EIA Scoping Report prepared by DB Symmetry (Hinckley) Limited, who has now changed their name to Tritax Symmetry (Hinckley) Limited. We have provided our comments in April 2018. A Scoping Opinion incorporating our comments has been issued by the Planning Inspectorate in April 2018.

Following the previous consultation, we understand that the applicant has changed their transport consultant from Hydrock to BWB Consulting Ltd ('BWB'). A Transport Working Group (TWG) has been established to continue discussion on transport related matters; we are an active participant of this group.

Having reviewed the updated EIA Scoping Report, we have set out below both the general and specific areas of interest that we require to be considered as part of an Environmental Statement (ES). The comments relate specifically to matters arising from our responsibilities to manage and maintain the Strategic Road Network (SRN) in England.

Comments relating to the local road network should be sought from the appropriate local highway authorities.

General aspects to be addressed in all cases include:

- An assessment of transport related impacts of the proposal should be carried out and reported as described in the Department for Transport (DfT) *Guidance on Transport Assessment* and *Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development*. It is noted that the *Guidance on Transport Assessment* has been archived, however still provides a good practice guide in preparing a Transport Assessment. In addition, the Ministry of Housing, Communities and Local Government (MHCLG) also provides guidance on preparing Transport Assessments (TA).
- Environmental impact arising from any disruption during construction, traffic volume, composition or routing change and transport infrastructure modification should be fully assessed and reported.
- Adverse change to noise and air quality should be particularly considered, including in relation to compliance with the European air quality limit values and/or in any local authority designated Air Quality Management Areas (AQMAs).
- In terms of the preparation of the Environmental Statement, attention should be given to the advice provided in DfT Circular 02/2013 paragraphs 45 to 48.
- Advice and standards for environmental assessment of development affecting trunk roads can also be found in the Design Manual for Roads and Bridges (DMRB).

Site-specific considerations:

Policy context

- Table 7.1 of the Scoping Report mentions Strategic Rail Freight Interchange Policy Guidance (November 2011). This document was withdrawn on 27 March 2018 and has been superseded by National Policy Statements for National Networks, which has been referred to in Table 7.1.
- The Second Road Investment Strategy (RIS2) set out the Department for Transport's long-term strategic vision for the SRN. Within the general geographical area of the site this features:

Committed for RIS2 delivery

- A5 Dodwells to Longshoot
- A46 Coventry Junction

RIS3 Pipeline

- M1 North Leicestershire extra capacity
- M1 Leicester Western Access
- A5 Hinckley to Tamworth

In addition, the applicant should note the A5 Dordon to Atherstone Housing Investment Grant (HIG) scheme, with a potential Highways England delivery on behalf of MHCLG and Warwickshire County Council.

Transport impacts

- The nearest point of impact of development traffic on the SRN will be Junction 2 of the M69 Motorway, which is located to the southeast of the proposed site.
- In addition to M69 Junction 2, other SRN junctions and sections that Hinckley NRFI is likely to have an impact on will be require assessment. At present, we consider that this should include the following corridors:
 - M69, along its entire length
 - M1, between Lutterworth (J20) and Leicester (J21)
 - A5, between Gibbet Hill (A426) and Tamworth (M42)
 - M6, at Coventry (between J2 and J3)
 - A46, at Coventry (between M6 to A444)
- The precise extents, locations of impact and, where necessary, mitigation will be subject to the outcomes of further modelling and discussion.

Transport Assessment and modelling methodology

- It has been agreed with BWB that the impact of the development is to be assessed using the Pan Regional Transport Model (PRTM). The outputs from this modelling work should therefore be used to inform the TA. Table 18.1 states that the Leicester and Leicestershire Integrated Transport Model (LLITM) will be used for an initial transport assessment. We would like to clarify that LLITM has been further developed to PRTM for a wider area and PRTM has been agreed for the basis of the transport assessment. Furthermore, detailed assessment (for example, in VISSIM and Paramics) will also be required at specific locations. All modelling methodologies will need to be agreed with us and the relevant highway authorities.
- The affected SRN junctions and sections should be assessed for the opening year scenario in line with Circular 02/2013.
- Section 7.41 of the Scoping Report states that the following years will be assessed:
 - base year (2018)
 - anticipated first year of occupation (2025)
 - ten years post-occupation (2036)
- We understand that PTRM does not have a 2025 assessment year, but every five years from 2021 instead. Assessment years will need to be clarified and agreed, as well as methodologies for assessment years not coinciding with those available in PRTM and Paramics.
- Committed developments and highway schemes identified in Sections 7.71 and 7.72 of the Scoping Report will require review at the point of assessment to ensure that they are appropriately represented. We concur with the approach presented in Section 7.73 for continuous discussion on this matter.
- Regarding the use of 2017 and 2018 traffic counts mentioned in Section 7.81 of the Scoping Report, we are in agreement with the proposed approach. However, this must be kept under review as the work progresses to understand any potential change factors, such as delays to submission.
- Junction capacity assessments and merge/diverge assessments (where appropriate) must be carried out for the following scenarios:
 - Opening Year Reference Scenario (the year in which the development is expected to be opened);
 - Opening Year Reference plus Committed Development Scenario; and
 - Opening Year Development Scenario – Opening Year plus Committed Development plus the proposed development, which will determine whether any mitigation is required for the SRN.

- The impact of the development should also be assessed for ten years after the year the application is registered or the end of the relevant Local Plan whichever is the greater. Please note that all committed developments and infrastructure on the surroundings of the site should be included in the opening year scenario assessment.

Highway design considerations

- The proposed site incorporates and shares a common boundary with the M1 and M69 Motorways. Any boundary treatments, anticipated changes to the boundary, and works abutting and within the SRN boundary, particularly regarding structural, geotechnical and surface water drainage, must be agreed with us.
- In terms of developing mitigation proposals, the applicant and appointed consultants should engage as early as possible to allow for early identification of any issues.
- In the Scoping Report, there are repeated references to DMRB Volume 11 which was withdrawn in July 2019. The applicant should refer to the current versions of these documents.
- The applicant will be required to ensure that their proposals comply in all respects with design standards. As stated in Paragraph 11 of the DfT Circular 02/2013, where there would be physical changes to the network, schemes must be submitted to road safety, environmental and non-motorise user audit procedures as well as any other assessment appropriate to the proposed development.
- Any proposals affecting the SRN must be supported by a Stage 1 Road Safety Audit. The findings of the audits and designer's response, as agreed with the relevant highway authority, should be reported either in the TA or ES.
- The needs of non-motorised users must be considered as part of the proposals, particularly where new desire lines will be created and where works to the SRN are proposed. This will include the assessment and review process for walking, cycling and horse-riding.
- The applicant will need to undertake sufficient design work to demonstrate suitability of proposals on the SRN and compliance with the DMRB. Given the nature of the proposals to alter grade separated junctions, this will include the consideration of 3D design elements to demonstrate that the slip roads can be constructed to the required standards and the areas of earthworks and ancillary features such as drainage ponds are identified.

Given the considerable lapse of time since previous discussions, we would like to highlight that despite of some documents being signed off or agreed in the past, we consider further reviews are required to ensure that they remain acceptable.

These comments imply no pre-determined view as to the acceptability of the proposed development in traffic, environmental or highway terms. Should the applicant wish to discuss the merits of the proposal in terms of the likely impact on the SRN they may contact me directly.

Yours sincerely,



Eri Wong
Spatial Planning Manager
Midland Operations Directorate
Email: Eri.Wong@highwaysengland.co.uk

Bill Cullen MBA (ISM), BA(Hons) MRTPI
Chief Executive

Please Ask For: Rhiannon Hill
Direct Dial/Ext: 01455 255656
Email: rhiannon.hill@hinckley-bosworth.gov.uk
Your Ref: TR050007-000057
Our Ref: 20/10174/NAC
Date: 8 December 2020



Hinckley & Bosworth
Borough Council

Stephanie Newman | EIA and Land Rights Advisor
Environmental Services
Central Operations
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2 The Square
Bristol, BS1 6PN

To: HinckleySRFI@pins.gsi.gov.uk.

Dear Ms. Newman,

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017(the EIA Regulations)

Our Reference: 20/10174/NAC
Your Reference: TR050007-000057
Proposal: Development Consent Order for the Hinckley National Rail Freight Interchange- Scoping consultation
Location: Land east of Hinckley, within Blaby District

The Applicant has asked the Planning Inspectorate on behalf of the Secretary of State for its opinion (a Scoping Opinion) as to the information to be provided in an Environmental Statement (ES) relating to the Proposed Development. Below are the comments from HBBC in response to the consultation on this matter, as to the information that should be provided in the ES that is not already covered in the Scoping Opinion Report submitted to the Planning Inspectorate.

In general the Council considers the scope of the technical assessments that will be undertaken to be appropriate. The Council has consulted internally and has some additional points to add (see below) and trusts that all other relevant consultees have been given opportunity to comment. It is noted that the 'red line boundary; now falls within HBBC administrative area.

Chapter 1 – Introduction

1.10 – Off-site highway works – It is noted that this does not include discussion of traffic management required within the Hinckley and Bosworth Council area. It is also noted that the Link road through the site from the M69 Junction 2 to the B4668 appears to be subject to 'agreement with Leicestershire County Council' the Council seeks confirmation as to whether this is a firm proposal as part of the DCO scheme, as seems to be implied by section 2.23.

Figures 1.1 and 1.3 indicate draft locations for off-site junction improvements and traffic management, and it is noted that as a council we have not made comment on these yet but will seek to do so through the Transport Assessment process. We reserve the right to request additional locations to be considered.

Chapter 2 – The Project

Whilst the Local Plans of the relevant Local Planning Authorities are referred to throughout the Scoping Report (SR), paragraph 2.18 should also include reference to the Local Plans, strategies and evidence base studies of the Borough Council and Blaby District Council.

2.32 – The council would appreciate confirmation of proposals for any retention/diversion/replacement of existing rights of way (pedestrian, cyclist, horses) through the site.

The ES should consider how impact on the road network around the site will impact on Burbage Common visitor access (off Leicester Road or Burbage Common Road). Pg 46 talks about the stopping up of sections of Burbage Common Road “gated access”. In light of this potential loss of a direct route to Burbage Common from Stoney Stanton, and this resulting in added pressure to the sole remaining entrance point off Leicester Rd, that narrows in places to single track. The ES should address what measures are proposed to address this within the Highway impact assessment.

Chapter 3 – Alternatives

The Council have not been provided with supporting evidence showing the alternative sites that have been reviewed and the way they have been appraised. The general area of search appears relatively ‘narrow’ as described in S14. More information should be available on the search for sites and the appraisal that resulted in this location.

The ‘Site Search Criteria’ may include some elements that are very similar (e.g. proximity to the main railway lines, ability to gain ready access to rail lines’), nor is it clear why some have been included (e.g. land largely free of built development). It is also not clear why only sites in only one area of the Leicester and Leicestershire Enterprise Partnership’s Strategic Economic Plan (LLEP’s SEP) appear to have been reviewed. Further information will be required before the council can be satisfied that all other alternatives were considered and objectively appraised.

Design and technology

The council would appreciate more information on the following aspects in further work/reports:

- How the site will be capable of handling over four trains per day.
- The nature, location and capacity of the ‘intermodal terminal’ and how this will operate and from which stage of development
- The details of the rail connected or rail accessible buildings
- How use of the rail facilities by businesses not resident on the site has been assessed
- Confirmation that the DCO is supported by Network Rail and that the rail facilities will be appropriate

When considering the above points the ES should explore a number of different scenarios assessing the impact of varying degrees of servicing by rail (number of trains).

Para 3.29 describe the proposed western link road, but further information is required on the way that this road will ‘prevent’ traffic principally from Barwell and Earl Shilton to the north from travelling to and from the upgraded M69 junction 2 via existing roads through Hinckley, Burbage, Elmesthorpe and Stoney Stanton (as stated in Para 3.30)

Chapter 4- Consultation

The council may want to comment on being part of the Transport Working Group in future. Section 7.2 implies they are on this group. The Council should be contacted if further Transport Working Group meetings are arranged.

Chapter 6- Land Use and Socio Economic Effects

Paragraph 6.7 refers to baseline information will be drawn from Strategic Housing Market Assessments (SHMA) for housing markets within the study area and paragraph 6.14 states, “The degree to which the new jobs in the proposed development have been accounted for in the economic growth forecasts that informed the strategic housing market assessments by local councils will be assessed, as will the plans for future housing delivery in the study area”. Consideration of future housing delivery and employment in the assessment is welcomed. The

applicant should be aware that the Housing and Economic Needs Assessment that informed the preparation of the Leicester and Leicestershire Strategic Growth Plan is being reviewed. Furthermore, the Borough Council is presently undertaking a review of its Local Plan for the period 2020-2039. This will be essential to not only inform the socio-economic impacts of the proposal but other topics of the ES, including highways implications discussed below.

6.13 – clarification is sought to whether this is new or displaced employment and how employee numbers have been co-ordinated with any transport assessment.

Chapter 7 – Transport and Traffic

The SR identifies the relevant policy and legislation relating to Transport, however Policy DM17: Highways and Transportation of the Site Allocations and Development Management Policies DPD (SADM) has not been referenced and should be included and considered. The proposal and the STA should also be prepared in the context of the Government's 'Decarbonisation of Transport' report and how it will contribute towards the strategic priorities, including maximising opportunities for cycling and walking.

As referred to above, the Borough Council is undertaking a review of the Local Plan for the period 2020-2039 – which should be reflected in Table 7.3. The Borough Council has commissioned Leicestershire County Council to undertake a transport assessment to test the impacts on the highway network of five alternative spatial development scenarios to deliver the housing and employment need over this plan period. The study will also utilise PRTM, also to be used by the applicant (para.7.4). The Borough Council requests that to ensure a robust assessment of the impacts on the highway network, the Transport Assessment (TA) should include outputs from the Borough Council's highways modelling to inform the baseline and future core growth scenario against which the HRFI will be assessed. As noted in paragraph 7.74 of the SR, the proposed slip roads and new link road to the B4668 will result in significant change to travel patterns which will vary from those currently being tested by the Borough Council. The Borough Council's modelling is due to be completed in February 2021. It is noted in Table 7.5 that all methodology and approaches for the TA, including trip generation are to be fully agreed with the TWG (Transport Working Group). It is stated in paragraph 7.73 that the inclusion of any additional development within the assessment will be discussed and agreed with the Local Highway Authority as part of any scoping discussions associated with the preparation of both the TA and ES. The Council would also welcome the opportunity to discuss the baseline requirements, including trip generation through this forum to seek agreement on the baseline assumptions, including the core growth scenario.

It is noted that a detailed review of pedestrian and cycle path facilities will be included in the TA (SR paras 7.29-7.30). In accordance with national policy and guidance, the Borough Council recommends that the Travel Plan identifies and maximises opportunities to connect with the existing footpath and cycle network to the nearest settlements of Burbage and Hinckley and Burbage at Woods and Aston Firs SSSI, including proposed improvements to these connections. The ES should also consider how workers will access the site using public transport and the pedestrian and cycle links to the Burbage and Hinckley and the bus and train stations in Hinckley.

7.7 some aspects of the DMRB environmental assessment advice has been updated from the 2008 version mentioned in this paragraph and seek confirmation that the latest guidance will be used.,

Table 7.1 –Network Rail is not identified as a 'Network Provider' and recommend that they be included given the rail justification for the proposal. We note the setting out of the national transport policy objectives, particularly in the Strategic Rail Freight Interchange Policy Guidance (November 2011) and would appreciate confirmation that the TA and ES will show how these will be achieved by the proposal.

Table 7.5 should address the following

- Item 7.21 –the methodology will need to include appropriate WebTAG/DMRB elements as well as IEMA.

- Item 7.23 confirmation that any 'non-site resident' rail-related traffic will also be included in the assessment.
- Item 7.30 –confirmation that road safety will be considered on all affected roads, not just those highlighted by Sapcote and Stoney Station councils.
- Item 7.35 – confirmation sought that peak hour flows (not just daily averages) will also be considered in the traffic and environmental assessment. We note that the IEMA guidelines refer to peak environmental impact not just at 'peak hour' times, which may well be the case for locations such as this with different shift patterns, and seek confirmation that this will be considered.

7.35 – the council would appreciate information of which junctions are modelled as detailed junctions rather than speed flow curves in PRTM.

7.38 – The council would appreciate being a consultee on the selection of junctions and locations of interest for highway and related environmental assessment.

7.40 – The last sentence of the paragraph implies that only IEA guidelines will be used, please confirm that relevant WebTAG/DMRB assessments will also be undertaken.

7.41 – Please could you confirm what proportion of development has been issued by 2036, is this full development?

7.42 – Trip generation should also use where possible any actual data from similar sites, not past estimates alone.

7.43- The council does not believe it has fully agreed to this methodology yet and would appreciate more information on this.

7.44 The council would appreciate further information on this aspect.

Table 7.6- please clarify how these aspects relate to the aspects noted in (DMRB guidance) LA 104?

7.58 The council would like to be involved in the determination of links which are of different sensitivities.

7.74 Will any induced traffic issues be considered in line with DMRB?

Table 7.9 The ES should clarify where the average hourly 18-hour traffic flows thresholds have been derived from? Is this proposed as an additional or alternate threshold to the percentage increase threshold? The IEMA guidelines also refer to increases in HGV traffic, but these are not mentioned or part of any proposed assessment in Table 7.9. 3.19 of the IEMA Guidelines notes that where there are major changes in the composition of traffic flow (for example HGV's) a lower threshold may be appropriate.

While the council appreciate that the matters set out in Table 7.9 may be some indicators for some of these issues (although we note above that HGV flows also need to be considered) we note that the IEMA guidelines refer to specific assessments of particular issues such as pedestrian delays, rather than just application of numerical 'thresholds' (most of which are based on research of some thirty years ago) and the council would like to work with the applicant in agreeing specific criteria to ensure that all local issues are covered in sufficient detail.

Exact boundary of the site needs confirming – boundary map on page 88 seems to show a couple of areas in the corners of Burbage Common extension land being within the development boundary? Will this land be returned to HBBC once the development is completed?

Chapter 8- Air Quality

The methodology appears sound.

The SR identifies the relevant policy and legislation relating to air quality. Paragraph 8.12 states there are no relevant policies relating to air quality in the HBBC Core Strategy, however Spatial Objective 12: Climate Change and Resource Efficiency is relevant.

Para 8.14 refers to the Highways England Design Manual for Roads and Bridges (DMRB) LA105 Air Quality guidance for assessing air quality by comparing the 'do-nothing' scenario (without the scheme) to the 'do-something' scenario (with the scheme) for the opening year and any future assessment years. To inform the assessment on air quality, the Borough Council's emerging transport modelling will undertake an assessment of emissions including NO_x, CO₂, PM₁₀ and PM_{2.5}. As referred to above, it is requested that the 'do-nothing' scenario incorporates the emerging Local Plan growth anticipated to 2039 including the environmental outputs of the modelling.

Chapter 9- Noise and Vibration

The methodology appears sound.

Construction Phase- Dependant upon the timescales for site preparation section E5 of BS 5228-1:2009+A1:2014 should be considered within the ES.

Chapter 10- Landscape and Visual Effects

Although lighting is mentioned in the landscape and visual effects section of the report no detail is provided of how this will be assessed for the operational use. A methodology for the assessment of lighting should be submitted and agreed. Lighting during the construction may be controlled under a Construction Environmental Management Plan (CEMP).

The SR identifies the relevant policy and legislation relating to landscape and visual effects. Policy 20 of the HBBC Core Strategy provides the overarching strategy for the provision and enhancement of green infrastructure in the borough. The application site partially lies within the Southern Green Infrastructure Zone. The Borough Council has published an updated Green Infrastructure Strategy (May 2020) which will inform the preparation of the new Local Plan. The Strategy includes a range of interventions and opportunities for GI provision within the Southern GI Zone which could contribute towards enhancement and mitigation opportunities including enhancing the Southern Green Wedge, delivering a more resilient Burbage Common and Woods SSSI and increased woodland planting.

The Scoping Report has regard to the relevant policies of the HBBC Local Plan and Landscape Character Assessment, however regard should also be given to relevant spatial objectives of the Core Strategy including SO7 Healthier Active Communities, SO10 Natural Environment and Cultural Assets and SO12 Climate Change and Resource Efficiency. To inform the landscape assessment and proposed mitigation, regard should also be given to the following studies:

- Hinckley/Barwell/Earl Shilton/Burbage Green Wedge Review April 2020
- Landscape Sensitivity Assessment 2017

Chapter 11 – Ecology and biodiversity

The SR identifies the relevant Policy and legislation relating to ecology and biodiversity.

11.1 references an Ecological impact assessment (EclA) for the development site, will one of these be undertaken for Burbage Common and Woods, as the site is of National importance's in terms of their ecology, habitats and species, and also, with its location being directly adjacent to the development? Paragraph 11.1 notes that EDP will consult with a number of stakeholders on the scope of surveys and recommended mitigation. HBBC don't seem to be included in the list of consultees within this section and The Borough Council requests to be added to the list of consultees. More details are required on how wildlife corridors will be maintained throughout the development site to ensure links to Burbage Common and woods and the surrounding countryside. Burbage Common needs to be included within the EclA in order to establish baseline data, so to assess the short and long term environmental impact to this sensitive site.

Chapter 11 refers to completing a Phase 1 Habitat Study, including desk based assessment. The Borough Council has recently prepared a Phase 1 study to inform the emerging Local Plan (May 2020). The study will provide valuable evidence regarding the quality of existing habitats within the borough and makes a number of recommendations for mitigation and habitat creation and enhancements, particularly at Burbage at Woods and Aston Firs SSSI and Burbage Common LWS. The study informed the GI Strategy and both studies should be used to inform the ecological impact assessment and package of mitigation/enhancements which will contribute towards delivering and, where possible, maximise opportunities for biodiversity enhancement and net gain, referred to in paragraph 11.41 of the SR.

Para.11.3 states *“In addition, the potential for cumulative impacts to arise from the in-combination effects with other development proposals will be assessed”*. It is requested the baseline for this assessment is discussed with the Borough Council to understand and inform which development proposals will be included in this assessment.

Chapter 12- Cultural Heritage

The section ‘Other Planning Policy’ correctly identifies the HBBC Local Plan but doesn’t specify the relevant policies and spatial objective, which include the following:

- Policy DM11: Protecting and Enhancing the Historic Environment
- Policy DM12 Heritage Assets
- Policy DM13 Preserving the Borough’s Archaeology
- Core Strategy Spatial Objective 10: Natural Environment and Cultural Assets
- Core Strategy Spatial Objective 11: Built Environment and Townscape Character

Chapter 13- Surface Water and Flood Risk

The SR identifies the relevant Policy and legislation relating to surface water and flood risk.

The Borough Council welcomes the opportunity to be consulted on the Flood Risk Assessment, Sustainable Drainage Statement and Surface and Foul Water Drainage Strategy (paragraph 13.36 of the SR).

The scoping report and proposed methodology satisfactorily covers the legislative, planning policy and technical requirements in relation to the assessment of flood risk and surface water quality, and the provision of SuDS to mitigate the impacts of the proposed development.

The Environmental Statement should also consider the impacts on flood risk and pollution of sensitive receptors during the construction phases of development, and include a preliminary surface water management plan to identify and mitigate the potential impacts. The EIA should also include consideration of the on-going management of the surface water scheme throughout the operational lifetime of the development, with particular regard to responsibilities for the long-term maintenance of SuDS features.

Chapter 14 Hydrogeology

Paragraph 14.9 of the SR notes that the relevant policies that will be considered in the hydrogeological assessment – Policy DM7: Preventing Pollution and Flooding of the SADM is also relevant.

Para. 14.11 identifies the list of consultees for the hydrogeological assessment, the Borough Council requests to be added to this list.

Chapter 15 Geology, Soils and Contaminated Land

Paragraph 15.10 lists the policies against which the respective assessment will be prepared. Whilst it notes the list of policies is not exhaustive, HBBC SADM Policy DM7: Preventing Pollution and Flooding should also be considered. The Borough Council welcomes the opportunity to be consulted on the assessment (paragraph 15.12).

Chapter 17- Energy and Climate Change

This chapter of the ES and the assessment of climate change impact and adaptation will be informed by various assessments including the FRA, transport modelling and proposed package of measures to contribute towards climate change mitigation and adaptation, including green infrastructure and sustainable drainage systems. As referred to above, it is requested that proposals which seek to mitigate against the impact of climate change are informed by the opportunities set out in the Borough Council Green Infrastructure Strategy, Phase 1 Habitat study, Strategic Flood Risk Assessment and emerging strategic transport modelling.

Under 'Relevant Law, Policy and Guidance' consideration should also be given to the Borough Council's declaration of a climate change emergency in July 2019 and the recent publication of its Climate Change Strategy 2020-2021 whereby Councillors pledged to take local action to contribute to national carbon neutral targets through the development of practices and policies, with an aim to being carbon neutral in the borough of Hinckley and Bosworth by 2030. The Council would expect the ES to include details of the Carbon footprint of the proposal over a meaningful timespan.

Chapter 18- Cumulative and Transboundary Effects

Para.18.11 onwards identifies 'other development' to be considered in the Cumulative Effect Assessment, including information sources to inform the desk based assessment. A search of the Borough Council's Planning Register, a review of the HBBC Local Plan and the Strategic Growth Plan have been listed, however as referred to under Chapter 7 Transport and Traffic, the scenario testing to inform the baseline transport modelling, the emerging spatial development strategy and quantum of residential and employment development should be factored in to this assessment.

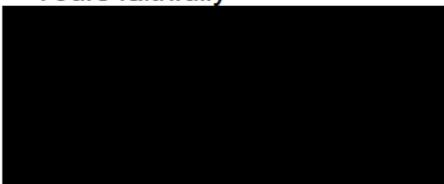
Furthermore the Council would draw attention to the permitted Crematorium, application number 18/00751/DEEM, and ask that the visual, noise and traffic impacts on this community facility are considered.

Additionally the Council is aware of issues associated with lorries in the local area seeking to park for extended periods of time, often overnight, on local employment estates and laybys in close proximity to residential areas. It considers that the proposal is likely to lead to an increase in lorries seeking to park, particularly overnight, and requests that these environmental impacts are considered.

Paragraph 18.18 notes that the development to be included within the assessment will be discussed and agreed with the relevant local planning authorities – the Borough Council would welcome the opportunity to input into this process, HBBC request to be kept informed at all stages and consulted as appropriate.

If you have any queries on the above information please do not hesitate to contact me.

Yours faithfully



Nicola Smith
Planning Manager
Development Management



Historic England

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Telephone: 0121 625 6888
Direct Dial: 0121 625 6860

Our Ref: PL00725542

10th December 2020

Dear Ms Newman

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017(the EIA Regulations) - Regulations 10 and 11

Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order granting Development Consent for the Hinckley National Rail Freight Interchange (the Proposed Development)

**ENVIRONMENTAL IMPACT ASSESSMENT SCOPING CONSULTATION
REF: TR050007-000057**

Thank you for your letter of 12th November requesting a scoping opinion from Historic England on proposals for the proposed development of the Hinckley National Rail Freight Interchange.

Historic England has provided previous advice on the NSIP in an EIA Scoping response dated 10th April 2018 (Our ref: PL00345802). A copy of this letter is attached.

Historic England Advice

In the first instance we would reiterate and refer the applicant back to our previous advice in regards to the need for and scope of the cultural heritage assessment. We would highlight our comments on the thoroughness and detail required, the cross-referencing between subjects, and the framing of the assessment within the policy context and wording of the NPPF (and the NPPF Practice Guide)

We would stress the importance of ensuring that the EIA provides a sound basis on which to fully assess the impacts of the proposed scheme upon the historic environment.

It is also important that the EIA fully assess what opportunities there would be for this development - which would impact upon the settings of multiple designated heritage assets - to better reveal and enhance their significance. A better appreciation of the



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historic environment and improved management, condition, preservation and conservation of heritage assets could be important public benefits of any scheme.

Our 2018 advice made several recommendations, and we note that these have been acknowledged and addressed in the current scoping report. This includes the study area (changed from 2k to 5km); an assessment methodology beyond just tables and matrices (being addressed in the ES and technical appendices); and the need to appropriately assess archaeological potential and levels of past impacts (programmes of survey and evaluation agreed with LCC Archaeologist). We welcome these additions.

We note that the Draft DCO Order Limits (Page 36) are different and larger than the area previously consulted on as part of the 2018 Scoping Report. It is important the cultural heritage assessments relate to this current scheme, with the 5km study area based on this redline (or the most up-to-date at the time of the assessment). The same approach should apply to the proposals at M1 Junction 21. New searches of the Historic Environment Record and the National Heritage List for England may be required to ensure the most up-to-date and accurate data on the historic environment informs the EIA.

For example, the current redlines suggest more consideration may now need to be given to the settings of the Sapcote Castle and Lubbesthorpe medieval settlement scheduled monuments. Cumulative impact may be an important consideration at Lubbesthorpe. Similarly, the historic landscape, inter-visibility and interconnection between the historic settlements (and heritage assets) at Sapcote, Aston Flamville and Sharnford may need more thought than would have been needed with the DCO Order Limits noted in the 2018 scoping report.

As well as up-to-date baseline evidence, we would urge the applicant to ensure the EIA is undertaken in line with and with reference to the most up-to-date standards and guidance produced since the 2018 scoping report. This includes (but is not limited to) *Historic England Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets* (October 2019), *The Foundation for Success - Modern Infrastructure and the Historic Environment* (November 2019); *Piling and Archaeology Guidance and Good Practice* (March 2019) and parts of our *Preserving Archaeological Remains* guidance (first published in November 2016).

Recommendation

Historic England welcomes the current scoping report and the additions in response to our previous consultation in 2018.

We would recommend the comments outlined above (and in our 2018 scoping response) are fully considered and addressed as part of the forthcoming EIA. This will help ensure it provides a sound basis upon which to fully assess the



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effect on of the proposed scheme on the significance of the designated and non-designated historic environment.

This will inform how best to identify, avoid, minimise and / or mitigate what could be substantial direct and indirect impacts on assets of local, regional and national importance. It will inform how the scheme might better reveal or enhance significance.

If you have any queries about any of the above, or would like to discuss anything further, please contact me.

Yours sincerely,

NICK CARTER

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cc: Richard Clark, Principal Archaeologist, Leicestershire County Council.



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Ms Helen Lancaster
The Planning Inspectorate
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2 The Square
Bristol
BS1 6PN

Direct Dial: 01604 735460

Our ref: PL00345802

10 April 2018

Dear Ms Lancaster

Thank you for your letter of 15 March 2018 requesting a scoping opinion from Historic England on proposals for the proposed development of the Hinckley National Rail Freight Interchange.

Advice

Historic England has reviewed the information submitted in the scoping report from the applicant and our own records for the proposed development area. In our view, this development is likely to have an impact upon a number of designated heritage assets and their settings in the area around the site. In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Impact Assessment (EIA) documentation to contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets. In this way it should be possible to identify (and where possible avoid, minimise or if appropriate mitigate) what may be substantial direct and indirect impacts on assets of local, regional and national importance.

In general terms, Historic England advises that a number of considerations will need to be taken into account when proposals of this nature are being assessed. In order for your authority to understand the potential impacts of the proposals on the significance of both designated and non-designated heritage assets of all types, we would recommend that you ensure that the Environmental Impact Assessment (EIA) conducted takes the following issues into account. This includes consideration of the impact of ancillary infrastructure:

- The potential impact upon the landscape, especially if a site falls within an area of historic landscape;
- Direct impacts on historic/archaeological fabric (buildings, sites or areas), whether statutorily protected or not;
- Other impacts, particularly the setting of listed buildings, scheduled monuments, registered parks and gardens, conservation areas etc., including long views and any specific designed views and vistas within historic designed landscapes. All



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grades of listed buildings should be identified. In some cases, inter-visibility between historic sites may be a significant issue;

- The potential for buried archaeological remains;
- Effects on landscape amenity from public and private land;
- Cumulative impacts.

The level of carefully considered information required under the EIA process will need to be proportional to the severity of the potential issues which may arise from any proposed scheme, and directly related to the need to assess the overall sustainability of the development proposals.

Our initial assessment shows that the following numbers of designated heritage assets are located within c. 5km of the proposed development:

- **6 Scheduled Monuments;**
- **98 Listed Buildings (8 Grade I and II*); and,**
- **9 Conservation Areas.**

These assets include:

- Aston Flamville Conservation Area
- Manor House, Aston Flamville - grade II
- Church of St Michael, Stoney Stanton - grade II*
- Wentworth Arms and adjoining stables, Elmesthorpe - grade II
- Home Farmhouse, Elmesthorpe - grade II
- Wortley cottages, Elmesthorpe - grade II
- Church of St Mary, Elmesthorpe - grade II
- Outwood House, Burbage - grade II
- Burbage Hall, Burbage - grade II
- Church of St Catherine, Burbage - grade II*

It is important that the EIA process identifies all of the heritage assets potentially affected by the development on the basis of an appropriately defined study area. We would expect one key assessment tool in defining this study area appropriately to be the production of a Zone of Theoretical Visibility as part of the Landscape and Visual Impact Assessment.

We advise that your authority must ensure that the EIA process provides a complete understanding of the significance of all the heritage assets potentially affected both individually and as part of the development of the wider historic landscape. The EIA must provide a clear understanding of any e.g. historic and spatial relationships between assets, whether designated or non-designated, as well as the specific contribution which the development site makes to the significance of any designated assets affected.



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It is essential that the EIA then provides your authority with a robust assessment of the specific impact of all elements of the proposed development on the significance of all the affected designated heritage assets, with emphasis on the significance they derive from their settings. Sufficient information will therefore need to be provided on the type, scale and massing of the proposed development. It must also take into consideration the impact that the change in landscape character resulting from development would have on an asset's significance.

In general we recommend that there should be a close relationship between the Landscape and Visual Impact Assessment and the Cultural Heritage Assessments. Your authority must ensure that the EIA will provide you with a robust assessment of the impact of development on the setting of designated heritage assets including, but not limited to visual impacts. Heritage Assets are key visual receptors and any impact upon them would need to be considered in depth with appropriate selection of viewpoints relevant to the significance of the assets in question and the likely impacts. We would recommend the inclusion of long views and any specific designed or historically relevant views and vistas within the surrounding landscape.

We would also expect the EIA to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. We advise that your authority should be guided in detail by the advice of your specialist archaeological advisor at Leicestershire County Council regarding the level of information sufficient to provide a clear understanding of, for example, the archaeological potential and the likely significance of the archaeological resource across the development site, to adequately inform the EIA process.

We have the following specific comments to make regarding the current proposed content of the Scoping Report 'Cultural Heritage' chapter:

Baseline Assessment

The baseline only considers designated heritage assets within 2km of the proposed development (page 135, section 12.5). Historic England considers this insufficient to fully characterise the impact of the proposed development on the historic environment and to assess the level of harm to the significance of designated heritage assets. Given the proposed building height of 23 metres, we would consider a 5km assessment zone to be more appropriate for a development of this size and mass. We recommend that this is remedied to enable your authority to determine the application.

The report correctly states that the comparatively small number of undesignated heritage assets and archaeological events recorded within the Leicestershire Historic Environment Record for the proposed development site and surrounding area is



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probably a function of the dearth of systematic investigation, and that hitherto unknown archaeological remains are almost certainly present. However, Historic England questions the assumption that any such remains will have been damaged by later agricultural activity and land-use (see page 136, section 12.16). The degree of truncation and level of information loss will only become apparent once trial excavation has been undertaken on suspected archaeological features.

Assessment Methodology

A detailed description of the assessment methodology which will be applied has not been included in the scoping document. We advise your authority that you must ensure that the assessment methodology for heritage assets (both designated and non-designated) is agreed in detail as part of the scoping exercise with specific reference to all relevant published guidance and advice.

With reference to the proposed generic assessment framework for heritage assets (see pages 137-139, sections 12.18-12.25, Tables 12.1-12.3), Historic England would take this opportunity to advise that this will need to engage with the nature of the significance of the assets and their relationships with each other, the surrounding topographic landscape, and their shared historic and archaeological landscape context. We consider that approaches adopting tabular and matrices based assessment provide little useful contribution to the assessment of heritage impacts and tend to confuse concepts of the significance, sensitivity and magnitude of impact whilst atomising complex relationships between features and apparent impacts. We recommend that the approach takes its cue from the sensitivity of individual assets and/or groups of assets to the specific types of change associated with the proposed development and their capacity to absorb the effects of such change within their settings rather than the relative value of individual assets. We consider that an approach of this nature provides a more meaningful context for discussion.

Historic England therefore recommends that an approach to the significance of designated heritage assets is reflective of the assessment criteria for the designation process, can be easily understood within the language of the NPPF regarding the significance of heritage assets and the impact of proposals on that significance, and takes full account of the most recent published advice (see below).

Potential Environmental Effects

Historic England welcomes the intention to cross-reference the 'Cultural Heritage' and 'Landscape and Visual Effects' chapters (see page 140, section 12.30). The assessment should also take account of the potential impact which associated activities such as construction, noise and increased traffic might have upon perceptions, understanding and appreciation of the heritage assets in the area. We recommend that heritage assets are considered as sensitive receptors in relation to other areas of the EIA such as 'Transport and Traffic', 'Noise and Vibration', 'Hydrogeology' and 'Geology, Soils and Contaminated Land'. It is important that the



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assessment is designed to ensure that all impacts are fully understood. We recommend that cultural heritage receptors are included under all relevant factors to be assessed under the EIA process.

Proposed Scope of Assessment

The report states that the study area for the assessment of setting will be 2km from the proposed development site boundary (see page 141, section 12.35). As outlined above, Historic England considers this insufficient to fully characterise the impact of the proposed development on the historic environment and to assess the level of harm to the significance of designated heritage assets.

We welcome the reference to the 'Historic Environment Good Practice Advice in Planning Notes 3: The Setting of Heritage Assets' (see page 142, section 12.41), which provides supporting information on good practice, particularly looking at the principles of how national policy and guidance can be put into practice. 'Historic Environment Good Practice Advice in Planning Note 2: Managing Significance in Decision-Taking in the Historic Environment' (<https://historicengland.org.uk/images-books/publications/gpa2-managing-significance-in-decision-taking/>) should also be referred to, as should 'Conservation Principles, Policies and Guidance' (<https://historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/>).

We have the following specific comments to make regarding the Scoping Report 'Landscape and Visual Effects' chapter:

Historic England considers it essential that heritage considerations are included in the proposed scope of the 'Landscape and Visual Effects' chapter to ensure that the results can be integrated with those of the 'Cultural Heritage' chapter. We recommend that indicative wireframes / photomontages are produced for key viewpoints where significant heritage assets are affected which should include: any views towards heritage assets in which development would be visible; views from designated heritage assets; and views between contemporaneous or otherwise associated heritage assets in which both assets and any proposed development would be visible. Viewpoints should not, in our opinion, be limited to areas and routes with public access. We recommend that any proposed list of viewpoints is reviewed with these considerations in mind.

Recommendation

Historic England urges your authority to address the issues set out above with the applicant to ensure that the EIA will provide a sound basis on which to assess the significance of any heritage assets affected and the effect on significance of the impacts of the proposed scheme. A sound EIA report is the basis on which to identify (and where possible avoid, minimise or mitigate) what may be substantial direct and indirect impacts on assets of local, regional and national importance.



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If you have any queries about any of the above, or would like to discuss anything further, please contact me.

Yours sincerely,



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cc: Emilie Carr, Historic Environment Planning Adviser, Historic England.
Richard Clark, Principal Archaeologist, Leicestershire County Council.



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Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

Stephanie Newman
EIA and Land Rights Advisor
The Planning Inspectorate
Temple Quay House
2 The Square
Bristol, BS1 6PN

Date: 10th December 2020
My ref: LCC EIA Scoping Opinion Response_F
Your ref:
Contact: Luke Raddon Jackson
Phone: 0116 3051230
Email: Luke.raddon-jackson@leics.gov.uk

Dear Ms Newman,

**Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11
Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order granting Development Consent for the Hinckley National Rail Freight Interchange (the Proposed Development)**

Thank you for your letter dated 12 November 2020 consulting Leicestershire County Council on the information it considers should be included in the environmental statement for the above proposed development.

In general, the Scoping Application Report produced by Tritax Symmetry (Hinckley) Ltd (TSH) is comprehensive in identifying the significant environmental impacts which the Council considers need to be addressed by an Environmental Impact Assessment.

More specific comments are provided below under the subject areas covered in the Scoping Report.

TRANSPORT AND TRAFFIC

Leicestershire County Council as Local Highway Authority (LHA) welcome the preparation of a Transport Assessment (TA) and Travel Plan (TP). The applicant has invited the LHA onto the Transport Working Group for the project. It is unfortunate that the Group had not met for a period of 12 months prior to a meeting held in November 2020. Consequently, it is currently unclear if the submission timetable as presented is achievable.

The Local Highway Authority emphasises the importance of both capturing the impacts of the development proposals, but also the impacts of the rerouting of existing traffic on the local highway network (which may be significant) as consequence of the proposed site access arrangements which include for the provision of south facing slip roads at the M69 Junction 2 and a link road from the site to the B4668 (A47). It should be noted that the provision of south facing slip roads at the M69 Junction 2 and a link road from the site to the B4668 have been identified in the application as access arrangements and should not therefore also be described as mitigation.

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The TA will form both the basis of the Transport chapter within the Environmental Impact Assessment and the evidence base upon which the planning proposals will be determined. This should be prepared with full regard to the National Planning Policy Framework (NPPF), and to paragraphs 108-111 in particular, as well as other relevant local policies and guidance. For the avoidance of doubt this local guidance includes the Leicestershire Highway Design Guide.

The development proposals should be tested using the Pan Regional Transport Model (PRTM) (formerly the Leicester and Leicestershire Integrated Transport Model (LLITM)) in the first instance to understand the wider impacts of the proposed access arrangements, followed by an assessment of the impact of the development proposals. The applicant should contact the relevant Local Planning Authorities to establish an up to date list of committed developments and contact the relevant Highway Authorities to establish the details of committed highway schemes.

This strategic modelling must then be followed by more localised detailed junction modelling, the parameters of which should be agreed by the appropriate Highway Authorities before commencing. A package of mitigation proposals should then be developed consistent with the NPPF.

The junctions identified within the application as requiring further analysis are not an exhaustive list and should not be considered as such. This list will be subject to the outcomes of the modelling exercises as detailed above, and the agreement of the appropriate Highway Authorities. Professional judgement will need to be applied when considering the magnitude of impact of increases in traffic flows based on percentages, and any junctions discounted for detailed assessment should be agreed with the relevant Highway Authorities. For example, a small percentage increase can have severe implications on an already congested network/rural route.

The assessment of the impact of the rail freight element of the proposals should not be limited to resultant HGV trips (para 7.44). For the avoidance of doubt the assessment should also include assessments of the impacts on rail capacity and of any increased duration and/or frequency of level crossing closures. These assessments should take account of Midlands Engine Rail proposals and other relevant priority rail projects been promoted by Midlands Connect and are critical to understanding the feasibility and capacity of the proposal to perform as a rail freight interchange in this location.

The impact of construction traffic should be considered in respect of number of movements, access arrangements, routeing and associated environmental impacts.

ECOLOGY AND BIODIVERSITY

An independent consultant should be commissioned to undertake an Ecological Assessment on the likely impact of the scheme in relation to the site and its environs.

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Desk Study

A data search should be requested from Leicestershire and Rutland Environmental Records Centre, to include as a minimum requirement:

- identification of all recognised statutory and non-statutory sites of nature conservation interest likely to be impacted by the proposed development
- All known records for protected species, UKBAP priority species, Local BAP priority species likely to be impacted by the proposed development
- All known records for any other species groups known to be particularly at risk from impact from the proposed development

If statutory sites are likely to be impacted by the development, information on the sites should also be requested from Natural England.

Surveys

The Assessment should include the following surveys. All habitat and species surveys should be conducted at the appropriate time(s) of year for the species concerned by a suitably trained and licensed individual. Methodologies, dates of survey, times of survey where appropriate, and survey personnel should be clearly stated.

- An extended Phase 1 Survey to JNCC 1993 methodology. Surveys must be carried out at an appropriate time of year for the habitat concerned; in particular, grasslands and early successional habitats must be surveyed between late Spring to early Autumn. Surveys carried out outside these times may be rejected.
- Significant habitats should be recorded to a standard consistent with assessment against the Local Wildlife Site criteria for Leicestershire and Rutland Records of incidental observations of fauna.
- Survey for all protected species and UK/Local BAP species possibly/likely to be impacted by the development proposal, stating the survey methodology used; to include as appropriate:
 - A Bat Survey in accordance with national guidelines to identify species, roosts, status of roosts (maternity, feeding, transient, etc), hibernation sites and feeding areas, foraging routes of bats on-site and those that may be impacted off-site
 - A Badger Survey in accordance with national guidelines to identify the location of any setts, status of setts (main, outlier, annexe, etc), tracks, feeding areas and territories on-site or off-site and likely to be impacted by the development proposal;
 - A field assessment of all water bodies on site and within 500m of the site boundary, if connected by suitable terrestrial habitat to the site, to ascertain suitability for great crested newts, in accordance with the standard Habitat Suitability Index assessment methodology
 - Surveys of all ponds assessed as HSI 'Lee Brady' score of 'Average' or above to be followed up with a suite of great crested newt surveys, to national guidelines.
 - Otter survey, if suitable habitat is present
 - Crayfish survey – native White-clawed Crayfish and other species - if suitable habitat is present.

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- A Water Vole Survey along all suitable water courses.
- Survey of any other protected or UK/Local BAP species possibly/likely to be impacted by the opposed development
- A Breeding Bird Survey to BTO CBC methodology
- A Hedgerow Evaluation and Grading System Survey to the Clements and Tofts 2007 methodology or to Leicester, Leicestershire and Rutland Local Wildlife Site criteria
- A Tree Survey to English Nature Veteran Tree Initiative methodology

Evaluation and Impact Assessment

The Ecological Assessment should:

- include an analysis of the importance of the recorded habitats and species in a local and national context (local context is provided by the Guidelines for the selection of Local Wildlife Sites in Leicester, Leicestershire and Rutland.
- set out the impact of the proposals on significant habitats, statutory and non-statutory sites, wildlife corridors, habitat connectivity and the wider ecological network, including impacts on habitats off-site – for example on nearby watercourses and adjacent habitats.
- Identify the potential impacts of a development on linkages between habitats, both current and potential, such as ecological connectivity between individual woodlands within the landscape.
- Identify impacts on significant populations of protected or UK/Local BAP priority species, including impacts on breeding sites, foraging areas, sheltering, refuge and hibernation sites, ‘commuting’ routes and dispersal habitats.
- Identify indirect effects, such as through increased road traffic, disturbance or lighting.

Avoidance, Mitigation and Compensation

The Ecological Assessment should:

- Describe avoidance, mitigation and compensation measures introduced in the site design to reduce ecological impact, bearing in mind the recognised hierarchy of avoidance first, then mitigation, with compensation as a last resort;
- Give details of proposed ecological enhancement measures including creation of habitats, restoration or translocation of existing sites and habitats, and provision of linking and stepping stone habitat to enhance habitat and species connectivity within the site and wider landscape;
- Include a broad outline of post development management arrangements for biodiversity areas.

Mitigation, compensation and enhancement proposals should reflect the aspirations of Local and National Biodiversity Action Plans.

Where damage/destruction of sites and habitats of ecological significance cannot be avoided or mitigated for, a larger area of created habitat than that which is removed must be provided within site design as compensation. Generally, this will be at least double the area of the lost habitat, and of demonstrably equivalent quality and significance.

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References

Guidelines for the selection of Local Wildlife Sites in Leicester, Leicestershire and Rutland (revised 2011).
Leicestershire County Council

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<https://www.leicestershire.gov.uk/environment-and-planning/planning/leicestershire-and-rutland-environment-records-centre-lrerc>

CULTURAL HERITAGE

Table 12.1, Point 3: The site boundary has been extended with the inclusion of the Off-Site Highways Works, it does not appear that the developer has attempted to update the heritage baseline data in respect of this extended area. We would expect this includes both designated and non-designated heritage assets, as well as other heritage assets, such as ridge and furrow earthworks and historic landscape character areas.

Table 12.1, Point 5: It is unclear how the concerns raised by the Planning Inspector, in respect of Historic England's comments (engaging with the significance of Heritage Assets) are to be addressed.

Para. 12.23: In respect of designated HAs, see above Table 12.1, Point 3.

Para. 12.31: As above.

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Para. 12.35: Two discrete areas of archaeological potential, comprising a ring ditch (and associated features/finds) immediately west of Hobbs Hays Farm and a separate Roman settlement site located to the north of Aston Firs/Elmesthorpe Plantation.

Para. 12.50: What criteria will be used to identify additional assets outside the 5km study area for designated heritage assets? The same/similar criteria should be used to include consideration of non-designated heritage assets outside the respective 1km study area.

Para. 12.65: As above (Table 12.1, Point 3).

Para 12.70: The assessment of the low sensitivity of heritage assets identified to date is premature. In the absence of submission of the results of the completed surveys, it would safer to assume that evaluation of the Main Site has revealed remains of low to medium sensitivity. It should also be recognised that this level of sensitivity cannot be assumed for the area as yet unevaluated, specifically those areas affected by the off-site highways works.

LANDSCAPE AND VISUAL EFFECTS

We can confirm that having studied the documents in detail, the Landscape and Visual Effects section adequately and thoroughly covers the Main site as referred to on page 15 of the document. Furthermore, we are pleased to see that this updated document includes assessment of additional viewpoints recommended by LCC in 2018.

We do however note that the DCO Order limits now appear to include an eastern and western arm to the development which was not previously identified in the 2018 documents; we understand that these areas are to be considered as part of this exercise and as such we would expect a full, further investigation of this wider site including the eastern and western arm and including an assessment of a number of additional viewpoints.

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SURFACE WATER AND FLOOD RISK

Unless the additional surface water volume generated on-site can be used or disposed of on-site, the proposed surface water strategy should seek to mitigate the impact of this by discharging at the QBar discharge rate.

Yours sincerely,



Luke Raddon Jackson
Growth Manager
Chief Executive's

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Date: 09 December 2020
Our ref: 333831
Your ref: TR050007



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EIA Advisor
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BY EMAIL ONLY

Dear Ms Newman

Scoping Opinion under Town and Country Planning (Environmental Impact Assessment) Regulations 2017: Scoping Opinion for the Hinckley National Rail Freight Interchange.

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in your consultation dated 13 November 2020 which we received on 14 November 2020.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Case law¹ and guidance² has stressed the need for a full set of environmental information to be available for consideration prior to a decision being taken on whether or not to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for this development.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact me on 02080 260676. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely

SANDRA CLOSE
Planning Adviser

¹ Harrison, J in *R. v. Cornwall County Council ex parte Hardy* (2001)

² *Note on Environmental Impact Assessment Directive for Local Planning Authorities* Office of the Deputy Prime Minister (April 2004) available from

<http://webarchive.nationalarchives.gov.uk/http://www.communities.gov.uk/planningandbuilding/planning/sustainability/environmental/environmentalimpactassessment/noteenvironmental/>

East Midland Team

Annex A – Advice related to EIA Scoping Requirements

1. General Principles

The Town & Country Planning (Environmental Impact Assessment) Regulations 2017 set out the necessary information to assess impacts on the natural environment to be included in an ES, specifically:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases.
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation, etc.) resulting from the operation of the proposed development.
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen.
- A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects. Effects should relate to the existence of the development, the use of natural resources and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment.
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.
- A non-technical summary of the information.
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information.

It will be important for any assessment to consider the potential cumulative effects of this proposal, including all supporting infrastructure, with other similar proposals and a thorough assessment of the 'in combination' effects of the proposed development with any existing developments and current applications. A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment.

2. Biodiversity and Geology

2.1 Ecological Aspects of an Environmental Statement

Natural England advises that the potential impact of the proposal upon features of nature conservation interest and opportunities for habitat creation/enhancement should be included within this assessment in accordance with appropriate guidance on such matters. Guidelines for Ecological Impact Assessment (EclA) have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM) and are available on their website.

EclA is the process of identifying, quantifying and evaluating the potential impacts of defined actions on ecosystems or their components. EclA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal.

The National Planning Policy Framework sets out guidance in S.118 on how to take account of biodiversity interests in planning decisions and the framework that local authorities should provide to assist developers.

2.2 Internationally and Nationally Designated Sites

The ES should thoroughly assess the potential for the proposal to affect designated sites. European sites (e.g. designated Special Areas of Conservation and Special Protection Areas) fall within the scope of the Conservation of Habitats and Species Regulations 2017. In addition

paragraph 118 of the National Planning Policy Framework requires that potential Special Protection Areas, possible Special Areas of Conservation, listed or proposed Ramsar sites, and any site identified as being necessary to compensate for adverse impacts on classified, potential or possible SPAs, SACs and Ramsar sites be treated in the same way as classified sites.

Under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 an appropriate assessment needs to be undertaken in respect of any plan or project which is (a) likely to have a significant effect on a European site (either alone or in combination with other plans or projects) and (b) not directly connected with or necessary to the management of the site.

Should a Likely Significant Effect on a European/Internationally designated site be identified or be uncertain, the competent authority (in this case the Local Planning Authority) may need to prepare an Appropriate Assessment, in addition to consideration of impacts through the EIA process.

Sites of Special Scientific Interest (SSSIs) and sites of European or international importance (Special Areas of Conservation, Special Protection Areas and Ramsar sites)

The development site is in close proximity to the following designated nature conservation site:

- Burbage Wood and Aston Firs Site of Special Scientific Interest (SSSI)

Further information on the SSSI and its special interest features can be found at www.magic.gov. The Environmental Statement should include a full assessment of the direct and indirect effects of the development on the features of special interest within this site and should identify such mitigation measures as may be required in order to avoid, minimise or reduce any adverse significant effects.

Natura 2000 network site conservation objectives are available on our internet site <http://publications.naturalengland.org.uk/category/6490068894089216>

2.3 Regionally and Locally Important Sites

The EIA will need to consider any impacts upon local wildlife and geological sites. Local Sites are identified by the local wildlife trust, geoconservation group or a local forum established for the purposes of identifying and selecting local sites. They are of county importance for wildlife or geodiversity. The Environmental Statement should therefore include an assessment of the likely impacts on the wildlife and geodiversity interests of such sites. The assessment should include proposals for mitigation of any impacts and if appropriate, compensation measures. Contact the local wildlife trust, geoconservation group or local sites body in this area for further information.

Leicestershire and Rutland Wildlife Trust
Leicester Office
The Old Mill
9 Soar Lane,
Leicester
LE3 5DE

Tel: 0116 262 9968

2.4 Protected Species - Species protected by the Wildlife and Countryside Act 1981 (as amended) and by the Conservation of Habitats and Species Regulations 2017

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law, but advises on the procedures and legislation relevant to such species. Records of protected species should be sought from appropriate local biological record centres, nature conservation organisations, groups and individuals; and consideration should be given to the wider context of the site for example in

terms of habitat linkages and protected species populations in the wider area, to assist in the impact assessment.

The conservation of species protected by law is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*. The area likely to be affected by the proposal should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES.

In order to provide this information there may be a requirement for a survey at a particular time of year. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and where necessary, licensed, consultants. Natural England has adopted [standing advice](#) for protected species which includes links to guidance on survey and mitigation.

2.5 Habitats and Species of Principal Importance

The ES should thoroughly assess the impact of the proposals on habitats and/or species listed as 'Habitats and Species of Principal Importance' within the England Biodiversity List, published under the requirements of S41 of the Natural Environment and Rural Communities (NERC) Act 2006. Section 40 of the NERC Act 2006 places a general duty on all public authorities, including local planning authorities, to conserve and enhance biodiversity. Further information on this duty is available in the Defra publication '[Guidance for Local Authorities on Implementing the Biodiversity Duty](#)'.

Government Circular 06/2005 states that Biodiversity Action Plan (BAP) species and habitats, 'are capable of being a material consideration...in the making of planning decisions'. Natural England therefore advises that survey, impact assessment and mitigation proposals for Habitats and Species of Principal Importance should be included in the ES. Consideration should also be given to those species and habitats included in the relevant Local BAP.

Natural England advises that a habitat survey (equivalent to Phase 2) is carried out on the site, in order to identify any important habitats present. In addition, ornithological, botanical and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present. The Environmental Statement should include details of:

- Any historical data for the site affected by the proposal (eg from previous surveys);
- Additional surveys carried out as part of this proposal;
- The habitats and species present;
- The status of these habitats and species (eg whether priority species or habitat);
- The direct and indirect effects of the development upon those habitats and species;
- Full details of any mitigation or compensation that might be required.

The development should seek if possible to avoid adverse impact on sensitive areas for wildlife within the site, and if possible provide opportunities for overall wildlife gain.

The record centre for the relevant Local Authorities should be able to provide the relevant information on the location and type of priority habitat for the area under consideration.

2.6 Contacts for Local Records

Natural England does not hold local information on local sites, local landscape character and local or national biodiversity priority habitats and species. We recommend that you seek further information from the appropriate bodies (which may include the local records centre, the local wildlife trust, local geoconservation group or other recording society and a local landscape characterisation document).

Leicestershire and Rutland Environmental Records Centre (LRERC)

County Hall
Glenfield
LE3 8RA

Tel: 0116 3054108

[Email: lrc@leics.gov.uk](mailto:lrc@leics.gov.uk)

3. Designated Landscapes and Landscape Character

Landscape and visual impacts

Natural England would wish to see details of local landscape character areas mapped at a scale appropriate to the development site as well as any relevant management plans or strategies pertaining to the area. The EIA should include assessments of visual effects on the surrounding area and landscape together with any physical effects of the development, such as changes in topography. The European Landscape Convention places a duty on Local Planning Authorities to consider the impacts of landscape when exercising their functions.

The EIA should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character, as detailed proposals are developed.

Natural England supports the publication *Guidelines for Landscape and Visual Impact Assessment*, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition). The methodology set out is almost universally used for landscape and visual impact assessment.

In order to foster high quality development that respects, maintains, or enhances, local landscape character and distinctiveness, Natural England encourages all new development to consider the character and distinctiveness of the area, with the siting and design of the proposed development reflecting local design characteristics and, wherever possible, using local materials. The Environmental Impact Assessment process should detail the measures to be taken to ensure the building design will be of a high standard, as well as detail of layout alternatives together with justification of the selected option in terms of landscape impact and benefit.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. In this context Natural England advises that the cumulative impact assessment should include other proposals currently at Scoping stage. Due to the overlapping timescale of their progress through the planning system, cumulative impact of the proposed development with those proposals currently at Scoping stage would be likely to be a material consideration at the time of determination of the planning application.

The assessment should refer to the relevant [National Character Areas](#) which can be found on our website. Links for Landscape Character Assessment at a local level are also available on the same page.

4. Access and Recreation

Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other

green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

Rights of Way, Access land, Coastal access and National Trails

The EIA should consider potential impacts on access land, public open land, rights of way and coastal access routes in the vicinity of the development. Appropriate mitigation measures should be incorporated for any adverse impacts. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

5. Soil and Agricultural Land Quality

Impacts from the development should be considered in light of the Government's policy for the protection of the best and most versatile (BMV) agricultural land as set out in paragraph 112 of the NPPF. We also recommend that soils should be considered under a more general heading of sustainable use of land and the ecosystem services they provide as a natural resource in line with paragraph 109 of the NPPF.

Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society, for example as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected and used sustainably.

The applicant should consider the following issues as part of the Environmental Statement:

1. The degree to which soils are going to be disturbed/harmed as part of this development and whether 'best and most versatile' agricultural land is involved.

This may require a detailed survey if one is not already available. For further information on the availability of existing agricultural land classification (ALC) information see www.magic.gov.uk. Natural England Technical Information Note 049 - [Agricultural Land Classification: protecting the best and most versatile agricultural land](#) also contains useful background information.

2. If required, an agricultural land classification and soil survey of the land should be undertaken. This should normally be at a detailed level, eg one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, ie 1.2 metres.
3. The Environmental Statement should provide details of how any adverse impacts on soils can be minimised. Further guidance is contained in the [Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites](#).

As identified in the NPPF new sites or extensions to new sites for peat extraction should not be granted permission by Local Planning Authorities or proposed in development plans.

6. Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue; for example over 97% of sensitive habitat area in England is predicted to exceed the critical loads for ecosystem protection from atmospheric nitrogen deposition ([England Biodiversity Strategy](#), Defra 2011). A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The assessment should

take account of the risks of air pollution and how these can be managed or reduced. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk). Further information on air pollution modelling and assessment can be found on the Environment Agency website.

7. Climate Change Adaptation

The [England Biodiversity Strategy](#) published by Defra establishes principles for the consideration of biodiversity and the effects of climate change. The ES should reflect these principles and identify how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. The NPPF requires that the planning system should contribute to the enhancement of the natural environment 'by establishing coherent ecological networks that are more resilient to current and future pressures' ([NPPF](#) Para 109), which should be demonstrated through the ES.

8. Cumulative and in-combination effects

A full consideration of the implications of the whole scheme should be included in the ES. All supporting infrastructure should be included within the assessment.

The ES should include an impact assessment to identify, describe and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment, (subject to available information):

- a. existing completed projects;
- b. approved but uncompleted projects;
- c. ongoing activities;
- d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
- e. plans and projects which are reasonably foreseeable, ie projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

9. Contribution to local environmental initiatives and priorities

Net Gain

Biodiversity net gain is a demonstrable gain in biodiversity assets as a result of a development project that may or may not cause biodiversity loss, but where the final output is an overall net gain. Net gain outcomes can be achieved both on and/or off the development site and should be embedded into the development process at the earliest stages.

The government has recently announced that it will mandate net gains for biodiversity on new developments in England to deliver an overall increase in biodiversity. Furthermore, net gain is referenced in the new NPPF, and is included within the government's 25 year plan "*A Green Future*". Natural England therefore recommends that the applicants follow the net gain approach and take the opportunity within this proposal to be an exemplar development which can demonstrate a net gain in biodiversity.

Metrics exist for calculating the amount of biodiversity required to achieve net gain. The most commonly used are variants of the DEFRA metric which calculates the biodiversity units required to achieve biodiversity net gain. The advantage of using a recognised metric to deliver net gain is that it provides a clear, transparent and evidence-based approach to assessing a project's biodiversity impacts that can assist with "de-risking" a development through the planning process and contribute to wider place-making.

Natural England would be happy to advise further on this approach and there is further information available on the DEFRA website:

<http://publications.naturalengland.org.uk/publication/5850908674228224>

10. Green Infrastructure

Natural England would encourage the incorporation of green infrastructure (GI) into this development. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. GI can be designed to maximise the benefits needed for this development. GI can be used to promote opportunities for recreation, improve links between communities and enhance flood-water management to protect surrounding homes and businesses. Additional evidence and case studies on green infrastructure, including the economic benefits of GI can be found on the Natural England Green Infrastructure web pages.

<https://www.gov.uk/guidance/natural-environment>

From: [Nina Wilson](#)
To: [Hinckley SRF1](#)
Subject: Hinckley SRF1
Date: 19 November 2020 08:44:14

Thank you for consulting NCC on the above project, we have no comments to make at this stage.

Regards

Nina Wilson
Principal Planner (Policy)



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From: [Claire Hill](#)
To: [Hinckley SRF1](#)
Subject: TR050007-000057
Date: 19 November 2020 12:08:55

**Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017(the EIA Regulations) – Regulations 10 and 11
Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order granting Development Consent for the Hinckley National Rail Freight Interchange (the Proposed Development)**

In relation to the above, Nuneaton and Bedworth Borough Council does not wish to make any comments.

Regards

Claire Hill BSc (Hons) DipTP MRTPI

Principal Planning Officer


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Your Ref: TR050007

Our Ref: 55434

Ms Stephanie Newman
EIA Advisor
Environmental Services Team
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol BS1 6PN

9th December 2020

Dear Ms Newman

**Nationally Significant Infrastructure Project
Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order
granting Development Consent for the Hinckley National Rail Freight Interchange
Scoping Consultation Stage**

Thank you for including Public Health England (PHE) in the scoping consultation phase of the above application. Advice offered by PHE is impartial and independent.

PHE exists to protect and improve the nation's health and wellbeing and reduce health inequalities; these two organisational aims are reflected in the way we review and respond to Nationally Significant Infrastructure Project (NSIP) applications.

The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up, to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people. Although assessing impacts on health beyond direct effects from for example emissions to air or road traffic incidents is complex, there is a need to ensure a proportionate assessment focused on an application's significant effects.

Having considered the submitted scoping report, we wish to make the following specific comments and recommendations:

Environmental Public Health

We understand that the promoter will wish to avoid unnecessary duplication and that many issues including air quality, emissions to water, waste, contaminated land etc. will be covered elsewhere in the Environmental Statement (ES). We believe the summation of relevant issues into a specific section of the report provides a focus which ensures that public health is given adequate

consideration. The section should summarise key information, risk assessments, proposed mitigation measures, conclusions and residual impacts, relating to human health. Compliance with the requirements of National Policy Statements and relevant guidance and standards should also be highlighted.

In terms of the level of detail to be included in an ES, we recognise that the differing nature of projects is such that their impacts will vary. The attached appendices summarise our requirements and recommendations regarding the content of and methodology used in preparing the ES. Please note that where impacts relating to health and/or further assessments are scoped out, promoters should fully explain and justify this within the submitted documentation.

Recommendation

Our position is that pollutants associated with road traffic, particularly particulate matter and oxides of nitrogen are non-threshold; i.e., an exposed population is likely to be subject to potential harm at any level and that reducing public exposures of non-threshold pollutants (such as particulate matter and nitrogen dioxide) below air quality standards will have potential public health benefits. We support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure), maximise co-benefits (such as physical exercise). We encourage their consideration during development design, environmental and health impact assessment, and development consent.

Recommendation

The current proposal does not consider possible health impacts of Electric and Magnetic Fields (EMF), as was requested in our reply to the 2018 scoping request. Therefore, we request that the applicant confirms either that the proposed development does not include any sources of EMF that have a potential human health impact; or ensures that an adequate assessment of the possible EMF impact is included in the ES.

Noise and Health

As the application is for a road-rail interchange development, we have included guidance on the effects of noise on public health and wellbeing in Appendix 2. Our guidance pertaining to noise is informed by the recommendations in the 2018 Environmental Noise Guidelines for the European Union published by the World Health Organization (WHO) and high-quality systematic reviews of the scientific evidence.

Human Health and Wellbeing

This section of our scoping response, identifies the wider determinants of health and wellbeing we expect the ES to address, to demonstrate whether they are likely to give rise to significant effects. We have focused our approach on scoping determinants of health and wellbeing under four themes, which have been derived from an analysis of the wider determinants of health mentioned in the National Policy Statements.

The four themes are:

- Access
- Traffic and Transport
- Socioeconomic
- Land Use

Having considered the submitted scoping report we wish to make the following specific comments and recommendations:

Population and human health

The scoping report does not identify any aspects to be scoped out of the assessment for population and human health. The list of wider determinants to be scoped into the ES, by the applicant, are very broad descriptions and each will contain an important range of potential impacts on health and wellbeing.

Table 1 lists the wider determinants, as a minimum, that should be scoped into an assessment of effects on population and human health under the broad descriptions identified within the scoping report.

Table 1 – Health and wellbeing wider determinants

Health and wellbeing themes			
Access	Traffic and Transport	Socioeconomic	Land Use
Wider determinants of health and wellbeing			
Access to : local public and key services and facilities. Good quality affordable housing. Healthy affordable food. The natural environment. The natural environment within the urban environment. Leisure, recreation and physical activities within the urban and natural environments.	Accessibility. Access to/by public transport. Opportunities for access by cycling and walking. Links between communities. Community severance. Connections to jobs. Connections to services, facilities and leisure opportunities.	Employment opportunities, including training opportunities. Local business activity. Regeneration. Tourism and leisure industries. Community/social cohesions and access to social networks. Community engagement.	Land use in urban and/or /rural settings. Quality of Urban and natural environments

The scoping report proposes not to have a separate human health chapter within the ES, but refers to embedding health within air quality, noise and vibration, flood risk, hydrogeology and contamination. These are focused on environmental hazards and does not reflect the wider determinants of health contained within Table 1 above.

The nature, size and duration of this scheme has potential for significant negative and beneficial effects for local communities, demonstrated by the very little being scoped out from any future assessments. Impacts on population and human health will be implicit across the majority of

chapters, all of which will affect local communities. It is essential that a separate population and human health chapter is contained within the ES in order to bring together these separate assessments into a coherent and comprehensive view of the significant findings.

The resultant findings from this separate chapter will inform an assessment of the cumulative effects of the scheme on the local population and allow local communities to have a concise and meaningful understanding of the potential impacts.

Recommendations

Should the applicant wish to scope out any of the determinants within Table 1, the ES must provide adequate justification in accordance with the Planning Inspectorate Advice Note Seven (Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements).

A separate chapter bringing together all aspects of population and human health must be contained within the ES. This should identify impacts separately across the different communities to be affected.

Temporal scope and reporting

The scale and nature of the proposed development results in the need for very clear reporting on the temporal impacts and effects on the local population. In this context “temporary” impacts can extend over long periods. The scoping report identifies short term as up to 5 years, which we believe is not sufficiently granular, particularly for population and human health. It may not provide local communities with sufficient detail to fully understand potential impacts.

Recommendation

The reporting in the ES should provide further segmentation of short term impacts to ensure a consistent, transparent and accurate approach to the reporting of effects.

In combination & Cumulative effects reporting

The local community will experience impacts from a range of factors due to this and other local developments over an extended period. The range of impacts over such a long period may result in minor effects gaining increased significance to local communities and the vulnerable population within.

Recommendation

The ES should report effects at community level in order to assist the identification of the overall potential effects across a range of impacts. These community level reports will also aid local communities to engage with consultations by providing relevant, meaningful and accessible information.

Mental health

The scoping report does not define health, but it should accept the broad definition of health proposed by the WHO. We would expect specific reference to mental health. Mental well-being is fundamental to achieving a healthy, resilient and thriving population. It underpins healthy lifestyles, physical health, educational attainment, employment and productivity, relationships, community safety and cohesion and quality of life. A scheme of this scale and nature has impacts on the over-arching protective factors, which are:

- Enhancing control
- Increasing resilience and community assets

- Facilitating participation and promoting inclusion.

Recommendation

There should be parity between mental and physical health, and any assessment of health impact should include the appreciation of both. A systematic approach to the assessment of the effects on mental health, including suicide, is required.

The ES should reference the methodology used to complete assessments for the effects on mental health and wellbeing. The **Mental Well-being Impact Assessment (MWIA) Tool**, could be used as a methodology. The assessment should identify vulnerable populations and provide clear mitigation strategies that are adequately linked to any local services or assets

Vulnerable populations and health inequality

An approach to the identification of vulnerable populations has been provided, although limited to levels of deprivation and demographics. It does not make links to the list of protected characteristics within an Equality Impact Assessment (EqIA) or other vulnerable population groups. The impacts on health and wellbeing and health inequalities of the scheme may have particular effect on vulnerable or disadvantaged populations, including those that fall within the list of protected characteristics. The ES and any Equalities Impact Assessment should not be completely separated.

Recommendation

The assessments and findings of the ES and any Equalities Impact Assessment should be crossed reference between the two documents, particularly to ensure the comprehensive assessment of potential impacts for health and inequalities and where resulting mitigation measures are mutually supportive.

We expect vulnerable populations and health inequalities to be considered in greater detail, given the potential scale of negative and beneficial impacts across a range of local communities.

Physical activity and active travel / access to open space

The scoping report identifies how non-motorised users (NMU) and walkers, cyclists and horse riders (WCH) will be impacted through the loss or change in formal Public Rights of Way (PRoW), open space and the existing road network. Active travel and physical activity forms an important part in helping to promote healthy weight environments and as such it is important that any changes have a positive long term impact where possible. Changes to routes have the potential to impact on usage, create displacement to other routes and potentially lead to increased road traffic collisions.

A scheme of this scale and nature can also provide opportunities to enhance the existing infrastructure that supports active travel. PHE notes the proposed improvements to the local active travel network, but it is essential that the position and design is agreed with the local authority and local communities.

We note the proposed use of the IEMA GEART and Highways England DMRB guidance and the outline proposals for the traffic assessment. The proposed zone of influence for the traffic and transport section is outlined, but does not specifically identify boundaries for walking and cycling. We note the inclusion of a tranquillity assessment, but it is not clear if this was to cover both the construction and operation phase of the scheme. It is important to ensure that any impact on tranquillity in open spaces is considered across the life of the scheme.

Recommendations

The overall risk to NMU and impact on active travel should be considered on a case-by-case basis, taking into account, the number and type of users and the effect that the temporary traffic management system will have on their journey and safety.

The assessment boundary for NMU must be defined and justified within the ES and be agreed with the local authority.

Any traffic counts and assessment should also, as far as reasonably practicable, identify informal routes used by NMU or potential routes used due to displacement.

The final ES should identify the temporary traffic management system design principles or standards that will be maintained with specific reference to NMU. This may be incorporated within the Code of Construction Practice.

In relation to PRow adequate assessments must be made of usage. This may be through a blend of counts, visual inspection of routes, fitness tracking apps and consultation with the Local authority and local communities.

The scheme should continue to identify any additional opportunities to contribute to improved infrastructure provision for active travel and physical activity.

Socio-economic impacts

Accommodation demands

The scoping report identifies the presence of significant numbers of workers during the operational phase, which could foreseeably have an impact on the local availability of housing accommodation. The report does not appear to comment on the scale of the construction workforce and any subsequent impacts. The scoping report does not detail the specific assessment methodology to identify the nature of the workforce and the impact on accommodation demand. Any assessment must differentiate between construction and operational phases as the nature of accommodation demand will differ.

The assessment should recognise that a construction workforce will typically require short term rented accommodation for the non-home based element of the workforce. This would be met by hotel, private rented, tourist accommodation and caravan provision.

Increased demand on the private rented sector, particularly that of short term tenancies, can have a disproportionate effect for certain vulnerable communities, with the least capacity to respond to change. For example, where there may be an overlap between construction workers seeking accommodation in the private rented sector, and people in receipt of housing benefit seeking the same lower-cost accommodation.

Recommendation

The ES should identify the methodology used to assess the nature and scale of the workforce at both construction and operation phases, e.g. Gravity Model. It should identify the split for home and non-home based workers within the travel to work area for the scheme.

Demand for temporary accommodation by the construction and operational work force should be identified and an assessment made regarding the impact on local accommodation supply and affordability. The current assessment of vacancy within the private rented sector should not be reliant on national average rates, which may not mirror the situation within the study area. An assessment should recognise loss of availability through frictional loss (normal turnover of

occupiers), those unsuitable for occupation or those outside of the price range of the non home based workers. An accurate assessment of spare capacity within the private rented sector is required.

Given the potential of other large developments the cumulative effect on accommodation provision should be included.

Community resilience and cohesion

The scoping report does not consider the potential for impacts on the local community from significant numbers of construction and operational workforce. This could include increased demand on the local health care system, schools and effect community cohesion. This aspect was identified within the SoS's Scoping Opinion from 2018 (Para 4.1 ID 4), but does not seem to have been addressed within this latest scoping report.

Recommendation

The ES should assess the current and future demand on local services, including health care services and the subsequent assessment of significance as a result of the DCO. The ES should report on the results of engagement with the local healthcare system and any proposed embedded or additional mitigation.

Monitoring

The scoping report does not address the need for monitoring which may be required in relation to any significant negative effects caused by the DCO Project. It is acknowledged that the need for and type of monitoring will evolve but a rational, robust and transparent monitoring strategy is required within the ES, given the scale and length of the scheme.

Recommendations

We expect an ES to include consideration of the need for monitoring and the ES should clearly state the principles on which the monitoring strategy has been established, including monitoring in response to unforeseen impacts or effects.

It may be appropriate to undertake monitoring where:

- Critical assumptions have been made in the absence of supporting evidence or data
- There is uncertainty about whether significant negative effects are likely to occur and it would be appropriate to include planned monitoring measures to track their presence, scale and nature.
- There is uncertainty about the potential success of mitigation measures
- It is necessary to track the nature of the impact or effect and provide useful and timely feedback that would allow action to be taken should negative effects occur

The monitoring strategy should form part of the embedded mitigation measures within the DCO and form part of the reporting mechanism to local communities.

Yours sincerely,

For and on behalf of Public Health England
nsipconsultations@phe.gov.uk

Please mark any correspondence for the attention of National Infrastructure Planning Administration.

Appendix 1: PHE recommendations regarding the scoping document

Introduction

The Planning Inspectorate's Advice Note 11: Working with Public Bodies covers many of the generic points of interaction relevant to the Planning Inspectorate and Public Health England (PHE). The purpose of this Annex is to help applicants understand the issues that PHE expect to see addressed by applicants preparing an Environmental Statement (ES) as part of their Nationally Significant Infrastructure Planning (NSIP) submission.

We have included a comprehensive outline of the type of issues we would expect to be considered as part of an NSIP which falls under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). PHE encourages applicants to contact us as early in the process as possible if they wish to discuss or clarify any matters relating to chemical, poison, radiation or wider public health.

General Information on Public Health England

PHE was established on 1 April 2013 to bring together public health specialists from more than 70 organisations into a single public health service. We are an executive agency of the Department of Health and are a distinct delivery organisation with operational autonomy to advise and support government, local authorities and the National Health Service (NHS) in a professionally independent manner.

We operate from 8 local centres, plus an integrated region and centre for London, and 4 regions (North of England, South of England, Midlands and East of England, and London). We work closely with public health professionals in Wales, Scotland and Northern Ireland, and internationally.¹ We have specialist teams advising on specific issues such as the potential impacts of chemicals, air quality, ionising and non-ionising radiation and other factors which may have an impact on public health, as well as on broader issues such as the wider determinants of health, health improvement and health inequalities.

PHE's NSIP related roles and responsibilities and geographical extent

PHE is a statutory consultee in the NSIP process for any applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and are likely to affect significantly public health.² PHE will consider the potential significant effects (direct and indirect) of a proposed development on population and human health and the impacts from chemicals, radiation and environmental hazards.

Under certain circumstances PHE may provide comments on ionising radiation to/on behalf of the Scottish Parliament. If a proposer is submitting a planning application in Scotland which may require advice on radiation you are recommended to contact the appropriate Scottish Planning Authority for advice on how to proceed.

In the case of applications in Wales, PHE remains a statutory consultee but the regime applies to a more limited range of development types. For NSIP applications likely to affect land in Wales, an applicant should still consult PHE but, additionally will be required to consult the Welsh Ministers.

Role of Public Health England and NSIP with respect to Environmental Impact Assessments

PHE has a statutory role as a consultation body under the EIA Regulations. Where an applicant has requested a scoping opinion from the Planning Inspectorate³ in relation to a proposed NSIP, PHE

¹ <https://www.gov.uk/government/organisations/public-health-england/about#priorities>

² The Infrastructure Planning (Interested Parties and Miscellaneous Prescribed Provisions) Regulations 2015

³ The scoping process is administered and undertaken by the Planning Inspectorate on behalf of the Secretary of State

will be consulted by the Planning Inspectorate about the scope, and level of detail, of the information to be provided in the ES and will be under a duty to make information available to the applicant. PHE's standard recommendations in response to EIA scoping consultations are below.

PHE also encourages applicants to discuss with them the scope of the ES at an early stage to explore, for example, whether careful site selection or other design issues could minimise or eliminate public health impacts or to outline the requirement for, scope and methodology of any assessments related to public health.

PHE's recommendations to applicants regarding Environmental Impact Assessments General approach

Applicants are reminded that Section 5(2)(a) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 specifically includes a requirement that the EIA must identify, describe and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of the proposed development on population and human health.

PHE is of the opinion that this requirement encompasses the wider determinants of public health, as well as chemicals, poisons and radiation. Further information on PHE's recommendations and requirements is included below.

It is the role of the applicant to prepare the ES. PHE provides advice relating to EIA within this document and during the NSIP consultation stages.

When preparing an ES the applicant should give consideration to best practice guidance such as the Government's Handbook for scoping projects: environmental impact assessment⁴, IEMA Guide to Delivering Quality Developments⁵, and Guidance: on Environmental Impact Assessment⁶

The Planning Inspectorate's Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements also provide guidance to applicants and other persons with interest in the EIA process as it relates to NSIPs.

It is important that the submitted ES identifies and assesses the potential public health impacts of the activities at, and emissions from, the development.

PHE understands that there may be separate sections of the ES covering the assessment of impacts on air, land, water and so on, but expects an ES to include a specific section summarising potential impacts on population and health. This section should bring together and interpret the information from other assessments as necessary. The health and population impacts section should address the following steps.

1. Screening: Identify and significant effects.
 - a. Summarise the methodologies used to identify health impacts, assess significance and sources of information
 - b. Evaluate any reference standards used in carrying out the assessment and in evaluating health impacts (e.g., environmental quality standards)
 - c. Where the applicant proposes the 'scoping out' of any effects a clear rationale and justification should be provided along with any supporting evidence.

⁴ <https://www.gov.uk/government/publications/handbook-for-scoping-projects-environmental-impact-assessment>

⁵ <https://www.iema.net/assets/newbuild/documents/Delivering%20Quality%20Development.pdf>

⁶ <https://www.gov.uk/guidance/environmental-impact-assessment#the-purpose-of-environmental-impact-assessment>

2. Baseline Survey:
 - a. Identify information needed and available, Evaluate quality and applicability of available information
 - b. Undertake assessment
3. Alternatives:
 - a. Identify and evaluate any realistic alternative locations, routes, technology etc.
4. Design and assess possible mitigation
 - a. Consider and propose suitable corrective actions should mitigation measures not perform as effectively predicted.
5. Impact Prediction: Quantify and Assess Impacts:
 - a. Evaluate and assess the extent of any positive and negative effects of the development. Effects should be assessed in terms of likely health outcomes, including those relating to the wider determinants of health such as socio-economic outcomes, in addition to health outcomes resulting from exposure to environmental hazards. Mental health effects should be included and given equivalent weighting to physical effects.
 - b. Clearly identify any omissions, uncertainties and dependencies (e.g., air quality assessments being dependant on the accuracy of traffic predictions)
 - c. Evaluate short-term impacts associated with the construction and development phase
 - d. Evaluate long-term impacts associated with the operation of the development
 - e. Evaluate any impacts associated with decommissioning
 - f. Evaluate any potential cumulative impacts as a result of the development, currently approved developments which have yet to be constructed, and proposed developments which do not currently have development consent
6. Monitoring and Audit (not a statutory requirement)
 - a. Identify key modelling predictions and mitigation impacts and consider implementing monitoring and audit to assess their accuracy / effectiveness.

Any assessments undertaken to inform the ES should be proportionate to the potential impacts of the proposal, therefore we accept that, in some circumstances particular assessments may not be relevant to an application, or that an assessment may be adequately completed using a qualitative rather than quantitative methodology. In cases where this decision is made, the applicant should fully explain and justify their rationale in the submitted documentation.

Consideration of alternatives (including alternative sites, choice of process, and the phasing of construction) is widely regarded as good practice. Ideally, the EIA process should start at the stage of site selection, so that the environmental merits of practicable alternatives can be properly considered. Where this is undertaken, the main alternatives considered should be outlined in the ES⁷.

Human and environmental receptors

The applicant should clearly identify the development's location and the location and distance from the development of off-site human receptors that may be affected by emissions from, or activities at, the development. Off-site human receptors may include people living in residential premises; people working in commercial, and industrial premises and people using transport infrastructure (such as roads and railways), recreational areas, and publicly-accessible land.

Identify and consider impacts on residential areas and sensitive receptors (such as schools, nursing homes and healthcare facilities, as well as other vulnerable population groups such as those who

⁷ DCLG guidance, 1999 <http://www.communities.gov.uk/documents/planningandbuilding/pdf/155958.pdf>

are young, older, with disabilities or long-term conditions, or on low incomes) in the area(s) which may be affected by emissions, this should include consideration of any new receptors arising from future development

Consideration should also be given to environmental receptors such as the surrounding land, watercourses, surface and groundwater, and drinking water supplies such as wells, boreholes and water abstraction points.

Impacts arising from construction and decommissioning

Any assessment of impacts arising from emissions or activities due to construction and decommissioning should consider potential impacts on all receptors and describe monitoring and mitigation during these phases. Construction and decommissioning will be associated with vehicle movements and cumulative impacts should be accounted for.

We would expect the applicant to follow best practice guidance during all phases from construction to decommissioning to ensure appropriate measures are in place to mitigate any potential negative impact on health from emissions (point source, fugitive and traffic-related) and activities. An effective Construction Environmental Management Plan (CEMP) (and Decommissioning Environmental Management Plan (DEMP)) will help provide reassurance that activities are well managed. The applicant should ensure that there are robust mechanisms in place to respond to any complaints made during construction, operation, and decommissioning of the facility.

Emissions to air and water

Significant impacts are unlikely to arise from industrial installations which employ Best Available Techniques (BAT) and which meet regulatory requirements concerning emission limits and design parameters. However, PHE has a number of comments regarding the assessment of emissions from any type of development in order that the ES provides a comprehensive assessment of potential impacts.

When considering a baseline (of existing environmental quality) and in the assessment and future monitoring of impacts these should:

- include appropriate screening assessments and detailed dispersion modelling where this is screened as necessary
- encompass the combined impacts of all pollutants which may be emitted by the development with all pollutants arising from associated development and transport, considered in a single holistic assessment (ie, of overall impacts)
- include Chemical Abstract Service (CAS) numbers alongside chemical names, where referenced in the ES
- consider the construction, operational, and decommissioning phases
- consider the typical operational emissions and emissions from start-up, shut-down, abnormal operation and accidents when assessing potential impacts and include an assessment of worst-case impacts
- fully account for fugitive emissions
- include appropriate estimates of background levels
 - when assessing the human health risk of a chemical emitted from a facility or operation, background exposure to the chemical from other sources should be taken into account
- identify cumulative and incremental impacts (ie, assess cumulative impacts from multiple sources), including those arising from associated development, other existing and proposed development in the local area, and new vehicle movements associated with the proposed development; associated transport emissions should include consideration of non-road impacts (ie, rail, sea, and air)
- include consideration of local authority, Environment Agency, Natural Resources Wales, Defra national network, and any other local site-specific sources of monitoring data
- compare predicted environmental concentrations to the applicable standard or guideline value for the affected medium. Where available, the most recent UK standards for the appropriate

media (ie, air, water, and/or soil) and health-based guideline values should be used when quantifying the risk to human health from chemical pollutants

- where UK standards or guideline values are not available, use those recommended by the European Union or World Health Organization:
 - If no standard or guideline value exists, the predicted exposure to humans should be estimated and compared to an appropriate health-based value (eg, a Tolerable Daily Intake or equivalent)
 - This should consider all applicable routes of exposure (eg, include consideration of aspects such as the deposition of chemicals emitted to air and their uptake via ingestion)
- when quantitatively assessing the health risk of genotoxic and carcinogenic chemical pollutants, PHE does not favour the use of mathematical models to extrapolate from high dose levels used in animal carcinogenicity studies to well below the observed region of a dose-response relationship. When only animal data are available, we recommend that the 'Margin of Exposure' (MOE) approach¹ is used
- identify and consider impacts on residential areas and sensitive receptors (such as schools, nursing homes and healthcare facilities) in the area(s) which may be affected by emissions. This should include consideration of any new receptors arising from future development

Whilst screening of impacts using qualitative methodologies is common practice (eg, for impacts arising from fugitive emissions such as dust), where it is possible to undertake a quantitative assessment of impacts then this should be undertaken.

PHE's view is that the applicant should appraise and describe the measures that will be used to control both point source and fugitive emissions and demonstrate that standards, guideline values or health-based values will not be exceeded due to emissions from the installation, as described above. This should include consideration of any emitted pollutants for which there are no set emission limits. When assessing the potential impact of a proposed installation on environmental quality, predicted environmental concentrations should be compared to the permitted concentrations in the affected media; this should include both standards for short and long-term exposure. Further to assessments of compliance with limit values, for non-threshold pollutants (ie, those that have no threshold below which health effects do not occur) the **benefits** of development options which reduce population exposure should be evaluated.

Additional points specific to emissions to air

When considering baseline conditions (of existing air quality) and the assessment and future monitoring of impacts, these should include:

- consideration of impacts on existing areas of poor air quality e.g. existing or proposed local authority Air Quality Management Areas (AQMAs)
- modelling using appropriate meteorological data (i.e. come from the nearest suitable meteorological station and include a range of years and worst-case conditions)
- modelling taking into account local topography, congestion and acceleration
- evaluation of the public health **benefits** of development options which reduce air pollution – even below limit values – as pollutants such as nitrogen dioxide and particulate matter show no threshold below which health effects do not occur

Additional points specific to emissions to water

When considering baseline conditions (of existing water quality) and the assessment and future monitoring of impacts, these should:

- include assessment of potential impacts on human health and not focus solely on ecological impacts
- identify and consider all routes by which emissions may lead to population exposure (e.g., surface watercourses, recreational waters, sewers, geological routes etc.)
- assess the potential off-site effects of emissions to groundwater (eg, on aquifers used for drinking water) and surface water (used for drinking water abstraction) in terms of the potential for population exposure

- include consideration of potential impacts on recreational users (eg, from fishing, canoeing etc.) alongside assessment of potential exposure via drinking water

Land quality

We would expect the applicant to provide details of any hazardous contamination present on site (including ground gas) as part of a site condition report.

Emissions to and from the ground should be considered in terms of the previous history of the site and the potential of the site, once operational, to give rise to issues. Public health impacts associated with ground contamination and/or the migration of material off-site should be assessed⁸ and the potential impact on nearby receptors and control and mitigation measures should be outlined.

Relevant areas outlined in the Government's Good Practice Guide for EIA include:

- effects associated with ground contamination that may already exist
- effects associated with the potential for polluting substances that are used (during construction / operation) to cause new ground contamination issues on a site, for example introducing / changing the source of contamination
- impacts associated with re-use of soils and waste soils, for example, re-use of site-sourced materials on-site or offsite, disposal of site-sourced materials offsite, importation of materials to the site, etc.

Waste

The applicant should demonstrate compliance with the waste hierarchy (e.g. with respect to re-use, recycling or recovery and disposal).

For wastes arising from the development the ES should assess:

- the implications and wider environmental and public health impacts of different waste disposal options
- disposal route(s) and transport method(s) and how potential impacts on public health will be mitigated

If the development includes wastes delivered to the installation:

- Consider issues associated with waste delivery and acceptance procedures (including delivery of prohibited wastes) and should assess potential off-site impacts and describe their mitigation

Other aspects

Within the ES, PHE would expect to see information about how the applicant would respond to accidents with potential off-site emissions (e.g., flooding or fires, spills, leaks or releases off-site). Assessment of accidents should: identify all potential hazards in relation to construction, operation and decommissioning; include an assessment of the risks posed; and identify risk management measures and contingency actions that will be employed in the event of an accident in order to mitigate off-site effects.

PHE would expect the applicant to consider the COMAH Regulations (Control of Major Accident Hazards) and the Major Accident Off-Site Emergency Plan (Management of Waste from Extractive Industries) (England and Wales) Regulations: both in terms of their applicability to the development itself, and the development's potential to impact on, or be impacted by, any nearby installations themselves subject to these Regulations.

There is evidence that, in some cases, perception of risk may have a greater impact on health than the hazard itself. A 2009 report⁹, jointly published by Liverpool John Moores University and the Health Protection Agency (HPA), examined health risk perception and environmental problems

⁸ Following the approach outlined in the section above dealing with emissions to air and water i.e. comparing predicted environmental concentrations to the applicable standard or guideline value for the affected medium (such as Soil Guideline Values)

⁹ Available from: <http://www.cph.org.uk/wp-content/uploads/2012/08/health-risk-perception-and-environmental-problems--summary-report.pdf>

using a number of case studies. As a point to consider, the report suggested: “*Estimation of community anxiety and stress should be included as part of every risk or impact assessment of proposed plans that involve a potential environmental hazard. This is true even when the physical health risks may be negligible.*” PHE supports the inclusion of this information within ES’ as good practice.

Electromagnetic fields (EMF)

This advice relates to electrical installations such as substations and connecting underground cables or overhead lines. PHE advice on the health effects of power frequency electric and magnetic fields is available on the Gov.UK website.¹⁰

There is a potential health impact associated with the electric and magnetic fields around substations, overhead power lines and underground cables. The field strengths tend to reduce with distance from such equipment.

The following information provides a framework for considering the health impact associated with the electric and magnetic fields produced by the proposed development, including the direct and indirect effects of the electric and magnetic fields as indicated above.

Policy Measures for the Electricity Industry

A voluntary code of practice is published which sets out key principles for complying with the ICNIRP guidelines.¹¹

Companion codes of practice dealing with optimum phasing of high voltage power lines and aspects of the guidelines that relate to indirect effects are also available.^{12,13}

Exposure Guidelines

PHE recommends the adoption in the UK of the EMF exposure guidelines published by the International Commission on Non-ionizing Radiation Protection (ICNIRP). Formal advice to this effect, based on an accompanying comprehensive review of the scientific evidence, was published in 2004 by the National Radiological Protection Board (NRPB), one of PHE’s predecessor organisations¹⁴

Updates to the ICNIRP guidelines for static fields have been issued in 2009 and for low frequency fields in 2010. However, Government policy is that the ICNIRP guidelines are implemented as expressed in the 1999 EU Council Recommendation on limiting exposure of the general public (1999/519/EC):¹⁵

Static magnetic fields

For static magnetic fields, the ICNIRP guidelines published in 2009 recommend that acute exposure of the general public should not exceed 400 mT (millitesla), for any part of the body, although the previously recommended value of 40 mT is the value used in the Council Recommendation. However, because of potential indirect adverse effects, ICNIRP recognises that practical policies need to be implemented to prevent inadvertent harmful exposure of people with implanted electronic medical devices and implants containing

¹⁰ <https://www.gov.uk/government/collections/electromagnetic-fields#low-frequency-electric-and-magnetic-fields>

¹¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/37447/1256-code-practice-emf-public-exp-guidelines.pdf

¹² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48309/1255-code-practice-optimum-phasing-power-lines.pdf

¹³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/224766/powerlines_vcop_microshocks.pdf

¹⁴ <http://webarchive.nationalarchives.gov.uk/20140629102627/http://www.hpa.org.uk/Publications/Radiation/NPRBArchive/DocumentsOfTheNRPB/Absd1502/>

¹⁵ http://webarchive.nationalarchives.gov.uk/+www.dh.gov.uk/en/PublicHealth/Healthprotection/DH_4089500

ferromagnetic materials, and injuries due to flying ferromagnetic objects, and these considerations can lead to much lower restrictions, such as 0.5 mT.

Power frequency electric and magnetic fields

At 50 Hz, the known direct effects include those of induced currents in the body on the central nervous system (CNS) and indirect effects include the risk of painful spark discharge on contact with metal objects exposed to electric fields. The ICNIRP guidelines published in 1998 give reference levels for public exposure to 50 Hz electric and magnetic fields, and these are respectively 5 kV m⁻¹ (kilovolts per metre) and 100 µT (microtesla). The reference level for magnetic fields changes to 200 µT in the revised (ICNIRP 2010) guidelines because of new basic restrictions based on induced electric fields inside the body, rather than induced current density. If people are not exposed to field strengths above these levels, direct effects on the CNS should be avoided and indirect effects such as the risk of painful spark discharge will be small. The reference levels are not in themselves limits but provide guidance for assessing compliance with underlying basic restrictions and reducing the risk of indirect effects.

Long term effects

There is concern about the possible effects of long-term exposure to electromagnetic fields, including possible carcinogenic effects at levels much lower than those given in the ICNIRP guidelines. In the NRPB advice issued in 2004, it was concluded that the studies that suggest health effects, including those concerning childhood leukaemia, could not be used to derive quantitative guidance on restricting exposure. However, the results of these studies represented uncertainty in the underlying evidence base, and taken together with people's concerns, provided a basis for providing an additional recommendation for Government to consider the need for further precautionary measures, particularly with respect to the exposure of children to power frequency magnetic fields.

The Stakeholder Advisory Group on ELF EMFs (SAGE)

The Stakeholders Advisory Group on ELF EMF's (SAGE) was set up to explore the implications for a precautionary approach to extremely low frequency electric and magnetic fields (ELF EMFs), and to make practical recommendations to Government:¹⁶

Relevant here is SAGE's 2007 First Interim Assessment, which makes several recommendations concerning high voltage power lines. Government supported the implementation of low cost options such as optimal phasing to reduce exposure; however it did not support the option of creating corridors around power lines in which development would be restricted on health grounds, which was considered to be a disproportionate measure given the evidence base on the potential long term health risks arising from exposure. The Government response to SAGE's First Interim Assessment is available on the national archive website.¹⁷

The Government also supported calls for providing more information on power frequency electric and magnetic fields, which is available on the PHE web pages.

Ionising radiation

Particular considerations apply when an application involves the possibility of exposure to ionising radiation. In such cases it is important that the basic principles of radiation protection recommended by the International Commission on Radiological Protection¹⁸ (ICRP) are followed. PHE provides advice on the application of these recommendations in the UK. The ICRP recommendations are

¹⁶ <http://www.emfs.info/policy/sage/>

¹⁷

http://webarchive.nationalarchives.gov.uk/20130107105354/http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_107124

¹⁸ These recommendations are given in publications of the ICRP notably publications 90 and 103 see the website at <http://www.icrp.org/>

implemented in the Euratom Basic Safety Standards¹⁹ (BSS) and these form the basis for UK legislation, including the Ionising Radiation Regulations 1999, the Radioactive Substances Act 1993, and the Environmental Permitting Regulations 2016.

As part of the EIA process PHE expects applicants to carry out the necessary radiological impact assessments to demonstrate compliance with UK legislation and the principles of radiation protection. This should be set out clearly in a separate section or report and should not require any further analysis by PHE. In particular, the important principles of justification, optimisation and radiation dose limitation should be addressed. In addition compliance with the Euratom BSS and UK legislation should be clear.

When considering the radiological impact of routine discharges of radionuclides to the environment PHE would, as part of the EIA process, expect to see a full radiation dose assessment considering both individual and collective (population) doses for the public and, where necessary, workers. For individual doses, consideration should be given to those members of the public who are likely to receive the highest exposures (referred to as the representative person, which is equivalent to the previous term, critical group).

Different age groups should be considered as appropriate and should normally include adults, 1 year old and 10 year old children. In particular situations doses to the fetus should also be calculated²⁰.

The estimated doses to the representative person should be compared to the appropriate radiation dose criteria (dose constraints and dose limits), taking account of other releases of radionuclides from nearby locations as appropriate. Collective doses should also be considered for the UK, European and world populations where appropriate.

The methods for assessing individual and collective radiation doses should follow the guidance given in 'Principles for the Assessment of Prospective Public Doses arising from Authorised Discharges of Radioactive Waste to the Environment August 2012'²¹

It is important that the methods used in any radiological dose assessment are clear and that key parameter values and assumptions are given (for example, the location of the representative persons, habit data and models used in the assessment).

Any radiological impact assessment, undertaken as part of the EIA, should also consider the possibility of short-term planned releases and the potential for accidental releases of radionuclides to the environment. This can be done by referring to compliance with the Ionising Radiation Regulations and other relevant legislation and guidance.

The radiological impact of any solid waste storage and disposal should also be addressed in the assessment to ensure that this complies with UK practice and legislation; information should be

¹⁹ Council Directive 96/29/EURATOM laying down basic safety standards for the protection of the health of workers and the general public against the dangers arising from ionising radiation.

²⁰ HPA (2008) Guidance on the application of dose coefficients for the embryo, fetus and breastfed infant in dose assessments for members of the public. Doc HPA, RCE-5, 1-78, available at <https://www.gov.uk/government/publications/embryo-fetus-and-breastfed-infant-application-of-dose-coefficients>

²¹ The Environment Agency (EA), Scottish Environment Protection Agency (SEPA), Northern Ireland Environment Agency, Health Protection Agency and the Food Standards Agency (FSA).

Principles for the Assessment of Prospective Public Doses arising from Authorised Discharges of Radioactive Waste to the Environment August 2012.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/296390/geho1202bklh-e-e.pdf

provided on the category of waste involved (e.g. very low level waste, VLLW). It is also important that the radiological impact associated with the decommissioning of the site is addressed.

Of relevance here is PHE advice on radiological criteria and assessments for land-based solid waste disposal facilities²². PHE advises that assessments of radiological impact during the operational phase should be performed in the same way as for any site authorised to discharge radioactive waste. PHE also advises that assessments of radiological impact during the post operational phase of the facility should consider long timescales (possibly in excess of 10,000 years) that are appropriate to the long-lived nature of the radionuclides in the waste, some of which may have half-lives of millions of years.

The radiological assessment should consider exposure of members of hypothetical representative groups for a number of scenarios including the expected migration of radionuclides from the facility, and inadvertent intrusion into the facility once institutional control has ceased.

For scenarios where the probability of occurrence can be estimated, both doses and health risks should be presented, where the health risk is the product of the probability that the scenario occurs, the dose if the scenario occurs and the health risk corresponding to unit dose.

For inadvertent intrusion, the dose if the intrusion occurs should be presented. It is recommended that the post-closure phase be considered as a series of timescales, with the approach changing from more quantitative to more qualitative as times further in the future are considered.

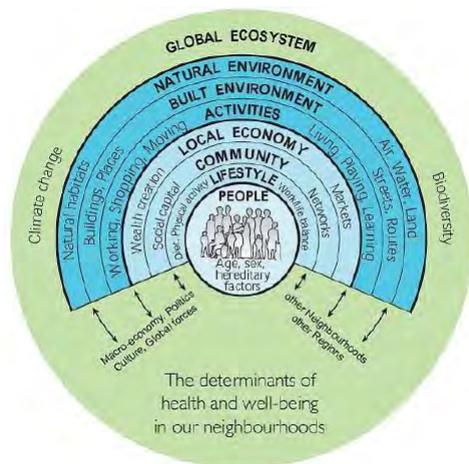
The level of detail and sophistication in the modelling should also reflect the level of hazard presented by the waste. The uncertainty due to the long timescales means that the concept of collective dose has very limited use, although estimates of collective dose from the 'expected' migration scenario can be used to compare the relatively early impacts from some disposal options if required.

Wider Determinants of Health

World Health Organization (WHO's) defines health as "a state of complete physical, mental and social well-being and not merely an absence of disease or infirmity" (WHO, 1948).

The health of an individual or a population is the result of a complex interaction of a wide range of different determinants of health, from an individual's genetic make-up, to lifestyles and behaviours, and the communities, local economy, built and natural environments to global ecosystem trends. All developments will have some effect on the determinants of health, which in turn will influence the health and wellbeing of the general population, vulnerable groups and individual people.

²² HPA RCE-8, Radiological Protection Objectives for the Land-based Disposal of Solid Radioactive Wastes, February 2009



Barton and Grant²³

PHE recognises that evaluating an NSIP's impacts on health through the wider determinants is more complex than assessing a project's direct impacts against clearly defined regulatory protections (e.g. protected species). However, this does not mean that their assessment should be side-lined; with the 2017 EIA Regulations clarifying that the likely significant effects of a development proposal on human health must be assessed.

We accept that the relevance of these topics and associated impacts will vary depending on the nature of the proposed development and in order to assist applicants PHE has focused its approach on scoping determinants of health and wellbeing under four themes, which have been derived from an analysis of the wider determinants of health mentioned in the National Policy Statements. PHE has developed a list of 21 determinants of health and wellbeing under four broad themes, which have been derived from an analysis of the wider determinants of health mentioned in the National Policy Statements (NPS). If the applicant proposes to scope any areas out of the assessment, they should provide clear reasoning and justification.

The four themes are:

- Access
- Traffic and Transport
- Socioeconomic
- Land Use

Methodology

PHE will expect assessments to set out the methodology used to assess each determinant included in the scope of the assessment. In some instances, the methodologies described may be established and refer to existing standards and/or guidance. In other instances, there may be no pre-defined methodology, which can often be the case for the wider determinants of health; as such there should be an application of a logical impact assessment method that:

- identifies effected populations vulnerable to impacts from the relevant determinant
- establishes the current baseline situation
- identifies the NSIP's potential direct and indirect impacts on each population
- if impacts are identified, evaluates whether the potential impact is significant in relation to the affected population
- identifies appropriate mitigation to minimise impacts or the subsequent effects on health
- identifies opportunities to achieve benefits from the scheme
- identifies appropriate monitoring programmes

²³ Barton H, Grant M. A health map for the local human habitat. The Journal of the Royal Society for the Promotion of Health 2006; 126(6): 252-3.

Currently there is no standard methodology for assessing the population and human health effects of infrastructure projects, but a number of guides exist, including:

- Institute of Environmental Management and Assessment, 2017: Health in Environmental Assessment, a primer for a proportionate approach;
- NHS London Healthy Urban Development Unit (HUDU), 2015. Healthy Urban Planning Checklist and Rapid Health Impact Assessment Tool;
- Wales Health Impact Assessment Unit, 2012: HIA a practical guide;
- National Mental Wellbeing Impact Assessment Development Unit 2011: Mental Wellbeing Impact Assessment Toolkit;

Determining significant effects

Neither the EIA regulations nor the National Policy Statements provide a definition of what constitutes a 'significant' effect, and so PHE have derived a list of factors which it will take into consideration in the assessment of significance of effects, as outlined below. These list of factors should be read in conjunction with guidance from the above guides.

1. Sensitivity:

Is the population exposed to the NSIP at particular risk from effects on this determinant due to pre-existing vulnerabilities or inequalities (for example, are there high numbers in the local population of people who are young, older, with disabilities or long-term conditions, or on a low income)? Will the NSIP widen existing inequalities or introduce new inequalities in relation to this determinant?

2. Magnitude:

How likely is the impact on this determinant to occur? If likely, will the impact affect a large number of people / Will the impact affect a large geographic extent? Will the effects be frequent or continuous? Will the effects be temporary or permanent and irreversible?

3. Cumulative effects:

Will the NSIP's impacts on this determinant combine with effects from other existing or proposed NSIPs or large-scale developments in the area, resulting in an overall cumulative effect different to that of the project alone?

What are the cumulative effects of the impacts of the scheme on communities or populations. Individual impacts individually may not be significant but in combination may produce an overall significant effect.

4. Importance:

Is there evidence for the NSIP's effect on this determinant on health? Is the impact on this determinant important in the context of national, regional or local policy?

5. Acceptability:

What is the local community's level of acceptance of the NSIP in relation to this determinant? Do the local community have confidence that the applicants will promote positive health impacts and mitigate against negative health effects?

6. Opportunity for mitigation:

If this determinant is included in the scope for the EIA is there an opportunity to enhance any positive health impacts and/or mitigate any negative health impacts?

Scoping

The scoping report may determine that some of the wider determinants considered under human and population health can be scoped out of the EIA. If that, should be the case, detailed rationale and supporting evidence for any such exclusions must be provided. PHE will expect an assessment to have considered all of the determinants listed in Table 1 of Appendix 1 as a minimum.

Vulnerable groups

Certain parts of the population may experience disproportionate negative health effects as a result of a development. Vulnerable populations can be identified through research literature, local population health data or from the identification of pre-existing health conditions that increase vulnerability.

The on health and wellbeing and health inequalities of the scheme will have particular effect on vulnerable or disadvantaged populations, including those that fall within the list of protected characteristics. Some protected groups are more likely to have elevated vulnerability associated with social and economic disadvantages. Consideration should be given to language or lifestyles that influence how certain populations are affected by impacts of the proposal, for example non-English speakers may face barriers to accessing information about the works or expressing their concerns.

Equality Impact Assessments (EqIA) are used to identify disproportionate effects on Protected Groups (defined by the Equality Act, 2010), including health effects. The assessments and findings of the Environmental Statement and the EqIA should be cross-referenced between the two documents, particularly to ensure the assessment of potential impacts for health and inequalities and that resulting mitigation measures are mutually supportive.

The Wales Health Impact Assessment Support Unit (WHIASU), provides a suggested list of vulnerable groups

Age related groups

- Children and young people
- Older people

Income related groups

- People on low income
- Economically inactive
- Unemployed/workless
- People who are unable to work due to ill health

Groups who suffer discrimination or other social disadvantage

- People with physical or learning disabilities/difficulties
- Refugee groups
- People seeking asylum
- Travellers
- Single parent families
- Lesbian and gay and transgender people
- Black and minority ethnic groups
- Religious groups

Geographical groups

- People living in areas known to exhibit poor economic and/or health indicators
- People living in isolated/over-populated areas

- People unable to access services and facilities

Mental health

PHE supports the use of the broad definition of health proposed by the WHO. Mental well-being is fundamental to achieving a healthy, resilient and thriving population. It underpins healthy lifestyles, physical health, educational attainment, employment and productivity, relationships, community safety and cohesion and quality of life. NSIP schemes can be of such scale and nature that will impact on the over-arching protective factors, which are:

- Enhancing control
- Increasing resilience and community assets
- Facilitating participation and promoting inclusion.

There should be parity between mental and physical health, and any assessment of health impact should include the appreciation of both. A systematic approach to the assessment of the impacts on mental health, including suicide, is required. The **Mental Well-being Impact Assessment (MWIA)** could be used as a methodology. The assessment should identify vulnerable populations and provide clear mitigation strategies that are adequately linked to any local services or assets

Perceptions about the proposed scheme may increase the risk of anxiety or health effects by perceived effects. "Estimation of community anxiety and stress should be included as part of every risk or impact assessment of proposed plans that involve a potential environmental hazard.

Evidence base and baseline data

An assessment should be evidence based, using published literature to identify determinants and likely health effects. The strength of evidence identifying health effects can vary, but where the evidence for an association is weak it should not automatically be discounted.

There will be a range of publicly available health data including:

- National datasets such as those from the Office of National Statistics,
- Public Health England (PHE), including the fingertips data sets,
- Non-governmental organisations,
- Local public health reports, such as the Joint Strategic Needs Assessment, Health and Wellbeing Strategies;
- Consultation with local authorities, including local authority public health teams;
- Information received through public consultations

Mitigation

If the assessment has identified that significant negative effects are likely to occur with respect to the wider determinants of health, the assessment should include a description of planned mitigation measures the applicant will implement to avoid or prevent effects on the population.

Mitigation and/or monitoring proposals should be logical, feasible and have a clear governance and accountability framework indicating who will be responsible for implementation and how this will be secured during the construction and/or operation of the NSIP.

Positive benefits from the scheme

The scale of many NSIP developments will generate the potential for positive impacts on health and wellbeing; however, delivering such positive health outcomes often requires specific enabling or enhancement measures. For example, the construction of a new road network to access an NSIP site may provide an opportunity to improve the active transport infrastructure for the local

community. PHE expects developments to consider and report on the opportunity and feasibility of positive impacts. These may be stand alone or be considered as part of the mitigation measures.

Monitoring

PHE expects an assessment to include consideration of the need for monitoring. It may be appropriate to undertake monitoring where:

- Critical assumptions have been made
- There is uncertainty about whether negative impacts are likely to occur as it may be appropriate to include planned monitoring measures to track whether impacts do occur.
- There is uncertainty about the potential success of mitigation measures
- It is necessary to track the nature of the impact and provide useful and timely feedback that would allow action to be taken should negative impacts occur

How to contact PHE

If you wish to contact us regarding an existing or potential NSIP application please email: nsipconsultations@phe.gov.uk

Appendix 2 -Health and wellbeing

Table 1 – Wider determinants of health and wellbeing

Health and wellbeing themes			
Access	Traffic and Transport	Socioeconomic	Land Use
Wider determinants of health and wellbeing			
Access to : local public and key services and facilities. Good quality affordable housing. Healthy affordable food. The natural environment. The natural environment within the urban environment. Leisure, recreation and physical activities within the urban and natural environments.	Accessibility. Access to/by public transport. Opportunities for access by cycling and walking. Links between communities. Community severance. Connections to jobs. Connections to services, facilities and leisure opportunities.	Employment opportunities, including training opportunities. Local business activity. Regeneration. Tourism and leisure industries. Community/social cohesions and access to social networks. Community engagement.	Land use in urban and/or /rural settings. Quality of Urban and natural environments

1) **Access**

a) Access to local, public and key services and facilities

Access to local facilities can increase mobility and social participation. Body mass index is significantly associated with access to facilities, including factors such as the mix and density of facilities in the area. The distance to facilities has no or only a small effect on walking and other physical activities. Access to recreational facilities can increase physical activity, especially walking for recreation, reduce body weight, reduce the risk of high blood pressure, and reduce the number of vehicle trips, the distances travelled and greenhouse gas emissions.

Local services include health and social care, education, employment, and leisure

and recreation. Local facilities include community centres, shops, banks/credit unions and Post Offices. Services and facilities can be operated by the public, private and/or voluntary sectors. Access to services and facilities is important to both physical and mental health and wellbeing. Access is affected by factors such as availability, proximity to people's place of residence, existence of transport services or active travel infrastructure to the location of services and facilities, and the quality of services and facilities.

The construction or operation of an NSIP can affect access adversely: it may increase demand and therefore reduce availability for the existing community; during construction, physical accessibility may be reduced due to increased traffic and/or the blockage of or changes to certain travel routes. It is also possible that some local services and facilities are lost due to the land-take needed for the NSIP.

Conversely if new routes are built or new services or facilities provided the NSIP may increase access. NSIPs relating to utilities such as energy and water can maintain, secure or increase access to those utilities, and thereby support health and wellbeing.

b) Access to good-quality affordable housing

Housing refurbishment can lead to an improvement in general health and reduce health inequalities. Housing improvements may also benefit mental health. The provision of diverse forms and types of housing is associated with increased physical activity. The provision of affordable housing is strongly associated with improved safety perceptions in the neighbourhood, particularly among people from low-income groups. For vulnerable groups, the provision of affordable housing can lead to improvements in social, behavioural and health related outcomes. For some people with long term conditions, the provision of secure and affordable housing can increase engagement with healthcare services, which can lead to improved health-related outcomes. The provision of secure and affordable housing can also reduce engagement in risky health-related behaviours. For people who are homeless, the provision of affordable housing increases engagement with healthcare services, improves quality of life and increases employment, and contributes to improving mental health.

Access to housing meets a basic human need, although housing of itself is not necessarily sufficient to support health and wellbeing: it is also important that the housing is of good quality and affordable. Factors affecting the quality of housing include energy efficiency (eg effective heating, insulation), sanitation and hygiene (eg toilet and bathroom), indoor air quality including ventilation and the presence of damp and/or mould, resilience to climate change, and overcrowding. The affordability of housing is important because for many people, especially people on a low income, housing will be the largest monthly expense; if the cost of housing is high, people may not be able to meet other needs such as the need for heating in winter or food. Some proposals for NSIPs include the provision of housing, which could be beneficial for the health and wellbeing of the local population. It is also possible that some housing will be subject to a compulsory purchase order due to the land-take needed for an NSIP.

c) Access to affordable healthy food

Access to healthy food is related to the provision of public and active transport infrastructure and the location and proximity of outlets selling healthier food such as fruit and vegetables. For the general population, increased access to healthy, affordable food through a variety of outlets (shops, supermarkets, farmers' markets and community gardens) is associated with improved dietary behaviours, including attitudes towards healthy eating and food purchasing behaviour, and improved adult weight. Increased access to unhealthier food retail outlets is associated with increased weight in the general population and increased obesity and unhealthy eating behaviours among children living in low-income areas. Urban agriculture can improve attitudes towards healthier food and increase fruit and vegetable consumption.

Factors affecting access to healthy affordable food include whether it is readily available from local shops, supermarkets, markets or delivery schemes and/or there are opportunities to grow food in local allotments or community gardens. People in environments where there is a high proportion of fast food outlets may not have easy access to healthy affordable food.

d) Access to the natural environment

Availability of and access to safe open green space is associated with increased physical activity across a variety of behaviours, social connectedness, childhood development, reduced risk of overweight and obesity and improved physical and mental health outcomes. While the quantity of green space in a neighbourhood helps to promote physical activity and is beneficial to physical health, eg lower rates of mortality from cardiovascular disease and respiratory disease in men, the availability of green environments is likely to contribute more to mental health than to physical health: the prevalence of some disease clusters, particularly anxiety and depression, is lower in living environments which have more green space within a 1-km radius.

The proximity, size, type, quality, distribution, density and context of green space are also important factors. Quality of green space may be a better predictor of health than quantity, and any type of green space in a neighbourhood does not necessarily act as a venue for, or will encourage, physical activity. 'Walkable' green environments are important for better health, and streetscape greenery is as strongly related to self-reported health as green areas. Residents in deprived areas are more likely to perceive access to green space as difficult, to report poorer safety, to visit the green space less frequently and to have lower levels of physical activity. The benefits to health and wellbeing of blue space include lower psychological distress.

The natural environment includes the landscape, waterscape and seascape. Factors affecting access include the proximity of the natural environment to people's place of residence, the existence of public transport services or active travel infrastructure to the natural environment, the quality of the natural environment and feelings of safety in the natural environment. The construction of an NSIP may be an opportunity to provide green and/or blue infrastructure in the local area. It is also possible that green or blue infrastructure will be lost due to the land-take needed for the NSIP.

e) Access to the natural environment within the urban environment

Public open spaces are key elements of the built environment. Ecosystem services through the provision of green infrastructure are as important as other types of urban infrastructure, supporting physical, psychological and social health, although the quality and accessibility of green space affects its use, C19, ethnicity and perceptions of safety. Safe parks may be particularly important for promoting physical activity among urban adolescents. Proximity to urban green space and an increased proportion of green space are associated with decreased treatment of anxiety/mood disorders, the benefits deriving from both participation in usable green space near to home and observable green space in the neighbourhood. Urban agriculture may increase opportunities for physical activity and social connections.

A view of 'greenery' or of the sea moderates the annoyance response to noise. Water is associated with positive perceptive experiences in urban environments, with benefits for health such as enhanced contemplation, emotional bonding, participation and physical activity. Increasing biodiversity in urban environments, however, may promote the introduction of vector or host organisms for infectious pathogens, eg green connectivity may potentiate the role of rats and ticks in the spread of disease, and bodies of water may provide habitats for mosquitoes. Owing to economic growth, population size and urban and industrial expansion in the EU, to maintain ecosystem services at 2010 levels, for every additional percentage increase in the proportion of 'artificial' land, there needs to be a 2.2% increase in green infrastructure.

The natural environment within the urban environment includes the provision of green space and blue space in towns and cities. Factors involved in access include the proximity of the green and/or blue space to people's place of residence, the existence of transport services or active travel infrastructure to the green and/or blue space, the quality of the green and/or blue space and feelings of safety when using the green and/or blue space. The construction of an NSIP may be an opportunity to provide green and/or blue infrastructure in the local urban environment. It is also possible that green or blue infrastructure in the urban environment will be lost due to the land-take needed for the NSIP.

f) Access to leisure, recreation and physical activity opportunities within the urban and natural environments.

Access to recreational opportunities, facilities and services is associated with risk factors for long-term disease; it can increase physical activity, especially walking for recreation, reduce body mass index and overweight and obesity, reduce the risk of high blood pressure, and reduce the number of vehicle trips, the distances travelled and greenhouse gas emissions. It can also enhance social connectedness. Children tend to play on light-traffic streets, whereas outdoor activities are less common on high-traffic streets. A perception of air pollution can be a barrier to participating in outdoor physical activity. There is a positive association between urban agriculture and increased opportunities for physical activity and social connectivity. Gardening in an allotment setting can result in many positive physical and mental health-related outcomes. Exercising in the natural environment can have a positive effect on mental wellbeing when compared with exercising indoors.

Leisure and recreation opportunities include opportunities that are both formal, such

as belonging to a sports club, and informal, such as walking in the local park or wood. Physical activity opportunities include routine activity as part of daily life, such as walking or cycling to work, and activity as part of leisure or recreation, such as playing football. The construction of an NSIP may enhance the opportunities available for leisure and recreation and physical activity through the provision of new or improved travel routes, community infrastructure and/or green or blue space. Conversely, construction may reduce access through the disruption of travel routes to leisure, recreation and physical activity opportunities.

2) **Traffic and Transport**

a) Accessibility

Walkability, regional accessibility, pavements and bike facilities are positively associated with physical activity and negatively related to body weight and high blood pressure, and reduce the number of vehicle trips, the distances travelled and greenhouse gas emissions. Body mass index is associated with street network accessibility and slope variability.

Accessibility in relation to transport and travel has several aspects including whether potential users can gain physical access to the infrastructure and access to the services the infrastructure provides. The design and operation of transport infrastructure and the associated services should take account of the travel needs of all potential users including people with limited mobility. People whose specific needs should be considered include pregnant women, older people, children and young people and people with a disability. Other aspects of transport infrastructure affecting accessibility include safety and affordability, both of which will affect people's ability to travel to places of employment and/or key local services and facilities and/or access their social networks.

b) Access to / by public transport

Provision of high-quality public transport is associated with higher levels of active travel among children and among people commuting to work, with a decrease in the use of private cars. Combining public transport with other forms of active travel can improve cardiovascular fitness. Innovative or new public transport interventions may need to be marketed and promoted differently to different groups of transport users, eg by emphasising novelty to car users while ensuring that the new system is seen by existing users as coherently integrated with existing services.

Transport facilitates access to other services, facilities and amenities important to health and wellbeing. Public transport is any transport open to members of the public including bus, rail and taxi services operated by the public, private or community sectors. For people who do not have access to private transport, access to public transport is important as the main agency of travel especially for journeys >1 mile. Access to public transport is not sufficient, however, and access by public transport needs to be taken into account: public transport services should link places where people live with the destinations they need or want to visit such as places of employment, education and healthcare, shops, banks and leisure facilities. Other aspects of access to public transport include affordability, safety, frequency and

reliability of services.

c) Opportunities for / access by cycling & walking

Walking and cycling infrastructure can enhance street connectivity, helping to reduce perceptions of long-distance trips and providing alternative routes for active travel. Prioritising pedestrians and cyclists through changes in physical infrastructure can have positive behavioural and health outcomes, such as physical activity, mobility and cardiovascular outcomes. The provision and proximity of active transport infrastructure is also related to other long-term disease risk factors, such as access to healthy food, social connectedness and air quality. The perception of air pollution, however, appears to be a barrier to participating in active travel.

Perceived or objective danger may also have an adverse effect on cycling and walking, both of which activities decrease with increasing traffic volume and speed, and cycling for leisure decreases as local traffic density increases. Health gains from active travel policies outweigh the adverse effects of road traffic incidents. New infrastructure to promote cycling, walking and the use of public transport can increase the time spent cycling on the commute to work, and the overall time spent commuting among the least-active people. Active travel to work or school can be associated with body mass index and weight, and may reduce cardiovascular risk factors and improve cardiovascular outcomes. The distance of services from cycle paths can have an adverse effect on cycling behaviour, whereas mixed land use, higher densities and reduced distances to non-residential destinations promote transportation walking.

d) Links between communities

Social connectedness can be enhanced by the provision of public and active transport infrastructure and the location of employment, amenities, facilities and services.

e) Community severance

In neighbourhoods with high volumes of traffic, the likelihood of people knowing and trusting neighbours is reduced.

f) Connections to jobs

The location of employment opportunities and the provision of public and active transportation infrastructure are associated with risk factors for long-term disease such as physical activity. Good pedestrian and cycling infrastructure can promote commuting physical activity. Improved transport infrastructure has the potential to shift the population distribution of physical activity in relation to commuting, although a prerequisite may be a supportive social environment. Mixed land use, higher densities and reduced distances to non-residential destinations promote transportation walking.

The ease of access to employment, shops and services including the provision of public and active transport are important considerations and schemes should take any opportunity to improve infrastructure to promote cycling, walking and the use of

public transport

g) Connections to services, facilities and leisure opportunities

Mixed land use, higher densities and reduced distances to non-residential destinations promote transportation walking. Access to recreational opportunities and the location of shops and services are associated with risk factors for long-term disease such as physical activity, access to healthy food and social connectedness. Increased distance of services from cycle paths can have an adverse effect on cycling behaviour.

3) **Socio Economic**

a) Employment opportunities including training opportunities

Employment is generally good for physical and mental health and well-being, and worklessness is associated with poorer physical and mental health and well-being. Work can be therapeutic and can reverse the adverse health effects of unemployment for healthy people of working age, many disabled people, most people with common health problems and social security beneficiaries. Account must be taken of the nature and quality of work and its social context and jobs should be safe and accommodating. Overall, the beneficial effects of work outweigh the risks of work and are greater than the harmful effects of long-term unemployment or prolonged sickness absence. Employment has a protective effect on depression and general mental health.

Transitions from unemployment to paid employment can reduce the risk of distress and improve mental health, whereas transitions into unemployment are psychologically distressing and detrimental to mental health. The mental health benefits of becoming employed are also dependent on the psychosocial quality of the job, including level of control, demands, complexity, job insecurity and level of pay: transition from unemployment to a high-quality job is good for mental health, whereas transition from unemployment to a low-quality job is worse for mental health than being unemployed. For people receiving social benefits, entry into paid employment can improve quality of life and self-rated health (physical, mental, social) within a short time-frame. For people receiving disability benefits, transition into employment can improve mental and physical health. For people with mental health needs, entry into employment reduces the use of mental health services.

For vocational rehabilitation of people with severe mental illness (SMI), Supported Employment is more effective than Pre-vocational Training in helping clients obtain competitive employment; moreover, clients in Supported Employment earn more and work more hours per month than those in Pre-vocational Training.

b) Local Business Activity

It is important to demonstrate how a proposed development will contribute to ensuring the vitality of town centres. Schemes should consider the impact on local employment, promote beneficial competition within and between town centres, and create attractive, diverse places where people want to live, visit and work

In rural areas the applicant should assess the impact of the proposals on a prosperous rural economy, demonstrate how they will support the sustainable growth and expansion of all types of business and enterprise in rural areas, promoting the development and diversification of agricultural and other land based rural businesses.

c) Regeneration

Following rebuilding and housing improvements in deprived neighbourhoods, better housing conditions are associated with better health behaviours; allowing people to remain in their neighbourhood during demolition and rebuilding is more likely to stimulate life-changing improvements in health behaviour than in people who are relocated. The partial demolition of neighbourhoods does not appear to affect residents' physical or mental health. Mega-events, such as the Olympic Games, often promoted on the basis of their potential legacy for regeneration, appear to have only a short-term impact on mental health.

d) Tourism and Leisure Industries

The applicant should assess the impact of the proposed development on retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres. In rural locations assessment and evaluation of potential impacts on sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors should be undertaken.

e) Community / social cohesion and access to social networks

The location of employment, shops and services, provision of public and active transport infrastructure and access to open space and recreational opportunities are associated with social connectedness. Access to local amenities can increase social participation. Neighbourhoods that are more walkable can increase social capital. Urban agriculture can increase opportunities for social connectivity. Infrastructure developments, however, can affect the quality of life of communities living in the vicinity, mediated by substantial community change, including feelings of threat and anxiety, which can lead to psychosocial stress and intra-community conflict.

f) Community engagement

Public participation can improve environmental impact assessments, thereby increasing the total welfare of different interest groups in the community. Infrastructure development may be more acceptable to communities if it involves substantial public participation.

4) **Land Use**

a) Land use in urban and / or rural settings

Land-use mix including infrastructure:

Land use affects health not only by shaping the built environment, but also through the balance of various types of infrastructure including transport. Vulnerable groups in the population are disproportionately affected by decisions about land use,

transport and the built environment. Land use and transport policies can result in negative health impacts due to low physical activity levels, sedentary behaviours, road traffic incidents, social isolation, air pollution, noise and heat. Mixed land use can increase both active travel and physical activity. Transportation walking is related to land-use mix, density and distance to non-residential destinations; recreational walking is related to density and mixed use. Using modelling, if land-use density and diversity are increased, there is a shift from motorised transport to cycling, walking and the use of public transport with consequent health gain from a reduction in long-term conditions including diabetes, cardiovascular disease and respiratory disease.

Proximity to infrastructure:

Energy resource activities relating to oil, gas and coal production and nuclear power can have a range of negative effects on children and young people. Residing in proximity to motorway infrastructure can reduce physical activity. For residents in proximity to rail infrastructure, annoyance is mediated by concern about damage to their property and future levels of vibration. Rural communities have concerns about competing with unconventional gas mining for land and water for both the local population and their livestock."

b) Quality of urban and natural environments

Long-term conditions such as cardiovascular disease, diabetes, obesity, asthma and depression can be moderated by the built environment. People in neighbourhoods characterised by high 'walkability' walk more than people in neighbourhoods with low 'walkability' irrespective of the land-use mix. In neighbourhoods associated with high 'walkability' there is an increase in physical activity and social capital, a reduction in overweight and blood pressure, and fewer reports of depression and of alcohol abuse. The presence of walkable land uses, rather than their equal mixture, relates to a healthy weight. Transportation walking is at its highest levels in neighbourhoods where the land-use mix includes residential, retail, office, health, welfare and community, and entertainment, culture and recreation land uses; recreational walking is at its highest levels when the land-use mix includes public open space, sporting infrastructure and primary and rural land uses. Reduced levels of pollution and street connectivity increase participation in physical activity.

Good-quality street lighting and traffic calming can increase pedestrian activity, while traffic calming reduces the risk of pedestrian injury. 20-mph zones and limits are effective at reducing the incidence of road traffic incidents and injuries, while good-quality street lighting may prevent them. Public open spaces within neighbourhoods encourage physical activity, although the physical activity is dependent on different aspects of open space, such as proximity, size and quality. Improving the quality of urban green spaces and parks can increase visitation and physical activity levels.

Living in a neighbourhood overlooking public areas can improve mental health, and residential greenness can reduce the risk of cardiovascular mortality. Crime and safety issues in a neighbourhood affect both health status and mental health. Despite the complexity of the relationship, the presence of green space has a positive effect on crime, and general environmental improvements may reduce the fear of crime. Trees can have a cooling effect on the environment – an urban park is cooler than a non-green site. Linking road infrastructure planning and green infrastructure planning

can produce improved outcomes for both, including meeting local communities' landscape sustainability objectives.

Appendix 3 – Noise and Health

Guiding principles

Public Health England's mission is to protect and improve the nation's health and wellbeing and reduce health inequalities. Environmental noise can cause stress and disturb sleep, which over the long term can lead to a number of adverse health outcomes [1, 2].

The Noise Policy Statement for England (NPSE) [3] sets out the government's overall policy on noise. Its aims are to:

- avoid significant adverse impacts on health and quality of life;
- mitigate and minimise adverse impacts on health and quality of life; and
- contribute to the improvement of health and quality of life.
- These aims should be applied within a broader context of sustainable development, where noise is considered alongside other economic, social and environmental factors. PHE expects such factors may include [4]:
- Ensuring healthy lives and promoting well-being for all at all ages;
- promoting sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all;
- building resilient infrastructure, promoting inclusive and sustainable industrialisation and fostering innovation;
- reducing inequality; and
- making cities and human settlements inclusive, safe, resilient and sustainable.

PHE's consideration of the effects of health and quality and life attributable to noise is guided by the recommendations in the 2018 Environmental Noise Guidelines for the European Region [1] published by the World Health Organization, and informed by high quality systematic reviews of the scientific evidence [2, 5, 6]. The scientific evidence on noise and health is rapidly developing, and PHE's recommendations are also informed by relevant studies that are judged to be scientifically robust and consistent with the overall body of evidence.

In line with its mission, PHE believes that Nationally Significant Infrastructure Projects (NSIP) should not only limit significant adverse effects, but also explore opportunities to improve the health and quality of life of local communities and reduce inequalities.

PHE also recognises the developing body of evidence showing that areas of tranquillity offer opportunities for health benefits through psychological restoration. NSIP applications need to demonstrate that they have given due consideration to the protection of the existing sound environment in these areas.

Significance of Impacts

Determining significance of impacts is an essential element of an Environmental Impact Assessment, and therefore significance needs to be clearly defined at the earliest opportunity by the Applicant. PHE recommends that the definition of significance is discussed and agreed with relevant stakeholders, including local authority environmental health and public health teams and local community representatives, through a documented consultation process. Any disagreement amongst stakeholders on the methodology for defining significance should be acknowledged in the planning application documentation, and could inform additional sensitivity analyses. PHE's preferred approach would be to base assessments of significance on the impacts of noise on health and quality of life, and not on noise exposure per se (in line with the NPSE).

To satisfy Noise Policy Statement for England (NPSE) and Planning Practice Guidance (PPG-N) requirements, it is anticipated that the scheme will propose values for Lowest Observable Adverse Effect Levels (LOAELs) and Significant Observable Adverse Effect Levels (SOAELs). PHE is not able to provide evidence-based general recommendations for LOAELs and SOAELs that can achieve the aims and objectives of the NPSE and PPG-N. With reference to the noise exposure hierarchy table in PPG-N [7], PHE is not aware of good quality scientific evidence that links specific noise levels to behavioural/attitudinal changes in the general population. Reactions to noise at an individual level are strongly confounded by personal, situational and environmental non-acoustic factors [8, 9], and large inter-personal variations are observed in the reaction of a population to a particular noise level [10-13]. Furthermore, the latest WHO Environmental Noise Guidelines (2018) do not define LOAELs for environmental noise sources, partly because the scientific evidence suggests that there is no clear threshold where adverse impacts on health and quality of life cease to occur in the general population.

Therefore, PHE recommends that when defining the project-specific LOAELs and SOAEL's, the Applicant gives careful consideration of the following:

- i. The existing noise exposure of affected communities – including consideration of any designated Noise Important Areas (for both road and railway noise) identified in proximity to the scheme;
- ii. The size of the population affected – for example an effect may be deemed significant if a large number of people are exposed to a relatively small noise change;
- iii. Any change in the number and type of rolling stock on a line – for example changes in the volume of freight movements, shift from diesel to electric (or vice-versa), or new high-speed rolling stock²⁴;
- iv. The likelihood of other sources of noise occurring frequently that would not be captured by conventional noise modelling, such as idling diesel engines on railway sidings, train horns, curve squeal, station PA announcements, etc;
- v. Risk of perceptible vibration due to railway movements at nearby noise-sensitive receptors¹;
- vi. Significant changes to road traffic composition on existing roads (e.g. a noticeable increase in number of HGV movements);
- vii. Changes in the temporal distribution of road/railway traffic during day/evening/night, or between weekdays and weekends;
- viii. Soundscape and tranquillity, in particular the value that communities put on the lack of environmental noise in their area, or conversely, on the availability of public areas within walking distance that are relatively free from environmental noise;
- ix. Opportunities for respite (predictable periods of relief from noise), either spatially or temporally;
- x. Cumulative exposure to other environmental risk factors, including other sources of noise and air pollution,
- xi. Local health needs, sensitivities and objectives.

Health Outcomes

PHE encourages the applicant to present noise exposure data in terms of the L_{den} metric (in addition to $L_{eq,0700-2300}$ and $L_{eq,2300-0700}$), to facilitate interpretation by a broad range of stakeholders. This is because most recent scientific evidence on the health effects of environmental noise is presented in terms of L_{den} [1, 5, 6]. PHE believes that quantifying the health impacts associated with noise

²⁴ Number and type of train (passenger vs freight), perceptible vibration and high speed rail are known modifiers of the relationship between long term noise and annoyance [2,6]

exposure and presenting them in health-based metrics allows decision makers to make more informed decisions.

For transportation sources, PHE recommends the quantification of health outcomes using the methodology agreed by the Interdepartmental Group on Costs and Benefits - Noise subgroup [IGCB(N) [14] (currently under review)), and more recent systematic reviews [1, 5, 6]. Effects can be expressed in terms of number of people affected, number of disease cases, and Disability Adjusted Life Years (DALYs). THE IGCB(N) guidance can also be used to translate these effects into monetary terms.

For road traffic noise PHE believes there is sufficient evidence to quantify the following health outcomes: long-term annoyance, sleep disturbance, ischaemic heart disease (IHD), and potentially stroke²⁵ and diabetes²⁶. For rail traffic noise, PHE acknowledges that the evidence for cardio-metabolic health outcomes is weaker than for road traffic, but would expect the quantification of annoyance, self-reported sleep disturbance and physiological awakenings as a minimum.

Some health outcomes, namely annoyance and self-reported sleep disturbance, can be influenced by the local context and situation, and, for rail noise, by factors such as the type of trains, number of pass-bys, perceptible vibration etc [2,6]. In the absence of exposure-response functions (ERFs) derived in a local context, PHE recommends the use of ERFs presented in the WHO-commissioned systematic reviews [2]. If the Scheme has the potential to impact a large number of people, PHE expects the Applicant to carry out literature scoping reviews to ensure that the most robust and up-to-date scientific evidence is being used to quantify adverse effects attributable to the Scheme. PHE expects to see a clear outline of the steps taken to arrive at the final judgement of significance based on these health outcomes, including a description of local circumstances and modifiers anticipated, and how reasonably foreseeable changes in these circumstances will be dealt with during the assessment process.

PHE notes that the Applicant does not propose to include a separate health assessment chapter in the EIA, but rather cover health impacts in individual chapters such as noise, air quality (5.21). This approach might make it more difficult for certain stakeholders, such as public health practitioners to identify all the effects across the multiple EIA chapters. PHE recommends that all health impacts are summarised in one section of the documentation.

Identification and Consideration of Receptors

The identification of noise sensitive receptors in proximity to the proposed scheme - or route options - is essential in providing a full assessment of potential impacts. Examples of noise sensitive receptors include but are not limited to:

- i. Noise Important Areas
- ii. Residential areas
- iii. Schools, hospitals and care homes
- iv. Community green and blue spaces and areas valued for their tranquillity, such as local and national parks
- v. Public Rights of Way (PRoWs)

²⁵ A literature review commissioned by Defra [6] identified nine road and two rail studies on noise and incidence of stroke, and eight road and two rail studies on traffic noise and stroke mortality.

²⁶ A literature review commissioned by Defra [6] identified four road and two rail studies on noise and incidence of diabetes.

Noise Important Areas (NIAs) are areas with the highest levels of noise exposure at a national level and as such require very careful consideration in terms of protection from increased noise levels as well as opportunities for noise mitigation that can lead to an improvement in health and quality of life. PHE believes that new development should offer an opportunity to reduce the health burden of existing transport infrastructure, particularly for those worst affected. Furthermore PHE would encourage this approach to extend beyond NIAs, in line with the third aim of NPSE [3].

Baseline Sound Environment

The greater the understanding of the baseline sound environment, the greater the potential for the assessment to reflect the nature and scale of potential impacts, adverse or beneficial, associated with the Scheme. PHE recommends that traditional averaged noise levels are supplemented by a qualitative characterisation of the sound environment, including any particularly valued characteristics (for example, tranquillity) and the types of sources contributing to it [16].

PHE recommends that baseline noise surveys are carried out to provide a reliable depiction of local diurnal noise variations for both weekdays and weekends, in a variety of locations, including the difference between day (07:00-19:00), evening (19:00-23:00) and night-time (23:00-07:00) periods. This is particularly important if there are areas within the scheme assessment boundary with atypical traffic day/evening/night distributions. Achieving these aims is likely to require long-term noise monitoring in multiple locations for a period greater than seven days. For road traffic noise, this information should be used to test the robustness of any conversions between noise metrics (e.g. converting from $L_{A10,18hr}$ to $L_{Aeq,2300-0700}$ and L_{den}).

PHE suggests that a variety of metrics can be used to describe the sound environment with and without the scheme – for example, levels averaged over finer time periods, background noise levels expressed as percentiles, and number of event metrics (e.g. N65 day, N60 night) – and that, where possible, this suite of metrics is used to inform judgements of significance. There is emerging evidence that intermittency metrics can have an additional predictive value over traditional long-term time-averaged metrics for road traffic noise .

Mitigation

PHE expects decisions regarding noise mitigation measures to be underpinned by good quality evidence, in particular whether mitigation measures are proven to reduce adverse impacts on health and quality of life. For interventions where evidence is weak or lacking, PHE expects a proposed strategy for monitoring and evaluating their effectiveness during construction and operation, to ensure the effectiveness of said measures.

Priority should be given to reducing noise at source, and noise insulation schemes should be considered as a last resort. PHE expects any proposed noise insulation schemes to take a holistic approach which achieves a healthy indoor environment, taking into consideration noise, ventilation, overheating risk, indoor air quality and occupants' preference to open windows. There is, at present, insufficient good quality evidence as to whether insulation schemes are effective at reducing long-term annoyance and self-reported sleep disturbance [19], and initiatives to evaluate the effectiveness of noise insulation to improve health outcomes are strongly encouraged.

PHE suggests that monitoring of health and quality of life can be considered pre and post operational phases, to ascertain whether mitigation measures are having the desired effect for local communities.

PHE expects consideration of potential adverse effects due to noise and vibration during construction and recommends that a full and detailed Construction Environmental Management

Plan (CEMP) is developed and implemented by the Applicant and/or the contractor responsible for construction. PHE recommends that the CEMP includes a detailed programme of construction which highlights the times and durations of particularly noisy works, the measures taken to reduce noise at source, the strategy for actively communicating this information to local communities, and procedures for responding effectively to any specific issues arising.

There is a paucity of scientific evidence on the health effects attributable to construction noise associated with large infrastructure projects [5, 6] where construction activities may last for a relatively long period of time. PHE recommends that the Applicant considers emerging evidence as it becomes available and reviews its assessment of impacts as appropriate.

Green Spaces and Private Amenity Areas

PHE expects proposals to take into consideration the evidence which suggests that quiet areas can have both a direct beneficial health effect and can also help restore or compensate for the adverse health effects of noise in the residential environment [20-26]. Research from the Netherlands suggests that people living in noisy areas appear to have a greater need for areas offering quiet than individuals who are not exposed to noise at home [20]. Control of noise at source is the most effective mitigation for protecting outdoor spaces; noise insulation schemes do not protect external amenity spaces (such as private gardens and balconies or community recreation facilities and green spaces) from increased noise exposure.

PHE expects consideration to be given to the importance of existing green spaces as well as opportunities to create new tranquil spaces which are easily accessible to those communities exposed to increased noise from the Scheme. These spaces should be of a high design quality and have a sustainable long-term management strategy in place.

Step-changes in Noise Exposure and the Change-effect

The Applicant should take into consideration the “change-effect”, i.e. the potential for a real or anticipated step-change in noise exposure to result in attitudinal responses that are greater or lower than that which would be expected in a steady state scenario [19, 27]. Where a perception of change is considered likely, PHE recommends that the change-effect is taken into account in the assessment for the opening year of the proposed development. For longer term assessments, the effects of population mobility need to be taken into consideration.

Community Engagement and Consultation Feedback

PHE recommends that public consultations carried out during the planning application process clearly identify the predicted changes to the sound environment during construction and operation of the Scheme, the predicted health effects on neighbouring communities, proposed noise mitigation strategies and any proposed measures for monitoring that such mitigation measures will achieve their desired outcomes.

PHE encourages the Applicant to use effective ways of communicating any changes in the acoustic environment generated by the scheme to local communities. For example, immersive and suitably calibrated audio-visual demonstrations can help make noise and visual changes more intuitive to understand and accessible to a wider demographic. If the proposed scheme will have an impact over a relatively large geographical area, the Applicant should consider community-specific fact-sheets and/or impact maps, which are easily accessible to all individuals both in hard copy and online. If online, search functionality can potentially be included, for example, by postcode.

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Hinckley National Rail Freight Interchange – proposed DCO application by Tritax Symmetry (Hinckley) Limited

Royal Mail Group Limited comments on information to be provided in applicant's Environmental Statement

Introduction

Reference the email from PINs to Royal Mail dated 12 November 2020 inviting Royal Mail to send its comments on the scope of Tritax Symmetry (Hinckley) Limited's Environmental Statement for Hinckley National Rail Freight Interchange.

Royal Mail's consultants BNP Paribas Real Estate have reviewed the applicant's Scoping Report dated November 2020.

Statutory and Operational Information about Royal Mail

Under section 35 of the Postal Services Act 2011 (the "Act"), Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom.

The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.

In respect of its postal services functions, section 29 of the Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.

Under sections, 30 and 31 of the Act (read with sections 32 and 33) there is a set of minimum standards for Universal Service Providers, which Ofcom must secure. The conditions imposed by Ofcom reflect those standards. There is, in effect, a statutory obligation on Royal Mail to provide at least one collection from letterboxes and post offices six days a week and one delivery of letters to all 29 million homes and businesses in the UK six days a week (five days a week for parcels). Royal Mail must also provide a range of "end to end" services meeting users' needs, e.g. First Class, Second Class, Special Delivery by 1 pm, International and Redirections services.

Royal Mail is under some of the highest specification performance obligations for quality of service in Europe. Its performance of the Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project.

The Government imposes financial penalties on Royal Mail if its Universal Service Obligation service delivery targets are not met. These penalties relate to time targets for:

- collections,
- clearance through plant, and
- delivery.

Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network.

Royal Mail is a major road user nationally. Disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services thereby presenting a significant risk to Royal Mail's business.

Potential impacts of the scheme on Royal Mail

Royal Mail has nineteen operational facilities within 12 miles of the proposed DCO boundary as listed below with estimated distances from the scheme in miles:

Site Name	Street	Postcode	Distance in miles
LEICESTER DELIVERY OFFICE/ROAD TRANSPORT WORKSHOP	CENTURION WAY	LE19 1TH	1.6
HINCKLEY VEHICLE PARK	ST MARYS ROAD CAR PARK	LE10 1AT	1.8
HINCKLEY DELICERY OFFICE/STORAGE	22 STATION ROAD	LE10 1BA	2
LEICESTER PARCELFORCE DEPOT	1 ELLAND ROAD	LE3 1TU	4.2
HUNCOTE VEHICLE PARK	POST OFFICE 8 MAIN STREET	LE9 3AU	4.2
WIGSTON DELIVERY OFFICE	LONG STREET	LE18 2AL	4.6
NUNEATON JUSTICE WALK PAR	JUSTICE WALK	CV11 4DN	5.5
EARL SHILTON DELIVERY OFFICE	19 OAKS WAY	LE9 7GY	5.8
NUNEATON DELIVERY OFFICE	3 CHURCH STREET	CV11 4AA	5.8
BEDWORTH DELIVERY OFFICE	50A KING STREET	CV12 8AA	7.1
STONEY STANTON VEHICLE PARK	POST OFFICE 25 LONG STREET	LE9 4DQ	7.2
BEDWORTH VEHICLE PARK	RYE PIECE RINGWAY	CV12 8NF	7.3
BROUGHTON ASTLEY VEHICLE PARK	POST OFFICE 134 STATION ROAD	LE9 6PW	8
LEICESTER NORTH DELIVERY OFFICE	91 LOUGHBOROUGH ROAD	LE4 5HQ	9
ATHERSTONE DELIVERY OFFICE	7 COLESHILL STREET	CV9 1AA	9.2
COVENTRY CITY NORTH DELIVERY OFFICE/ROAD TRANSPORT WORKSHOP	1 THE STAMPINGS	CV6 5AB	9.8
COVENTRY PARCELFORCE DEPOT	UNIT DC7 WEST AVENUE, 3 LOGIS PARK	CV6 4QE	11.1
LUTTERWORTH DELIVERY OFFICE	BILTON WAY	LE17 4JA	11.8
BILLESDON VEHICLE PARK	POST OFFICE 7 CHURCH STREET	LE7 9AE	11.8

Given the extent of the proposed Hinckley National Rail Freight Interchange and its associated road works, subject to confirmation of Traffic Management details, road closures and traffic volumes during construction, there is potential for construction phase impacts on Royal Mail vehicle movements from and to the above operational properties.

Royal Mail wishes to protect of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may potentially be adversely affected by the construction of this proposed new rail freight interchange scheme.

Royal Mail's comments on scope of Environmental Statement

1. Royal Mail requests that the Transportation section and the Transport Assessment within Tritax Symmetry (Hinckley) Limited's ES includes information on the needs of major road users (including Royal Mail). The ES should acknowledge the requirement to ensure that major road users are not disrupted though full advance consultation at the appropriate stages in the DCO and development processes.
2. Royal Mail requests that it is fully pre-consulted (at least one month in advance) by Tritax Symmetry (Hinckley) Limited or its contractors on any proposed road closures / diversions/ alternative access arrangements, hours of working and the content of the Construction Traffic Management Plan. The ES should acknowledge the need for this consultation with Royal Mail and other relevant major road users.

Royal Mail is able to supply Tritax Symmetry (Hinckley) Limited with information on its road usage / trips if required.

Should PINS or Tritax Symmetry (Hinckley) Limited have any queries in relation to the above then in the first instance please contact -

Holly Trotman (holly.trotman@royalmail.com) of Royal Mail's Legal Services Team or Dan Parry-Jones (daniel.parry-jones@realestate.bnpparibas) of BNP Paribas Real Estate.

From: [Vic Howell](#)
To: [Hinckley SRFI](#)
Cc: [Josie Blackburn](#)
Subject: Hinckley Rail Freight Terminal
Date: 09 December 2020 15:29:57

Dear Sirs

Sapcote Parish Council would like to register our objection to this rail terminal and the impact it would have on our small Village I have listed some of points we are concerned about;-

1. The position statement does not show land for intended bypass around Sapcote also land towards Leicester road where intend to build another road . This road is not shown as a road accessible to all traffic or just serving the freight terminal also the proposed bypass around Sapcote between B4669 and Sharnford road would have little effect on reducing traffic through the village.
2. Once the southern access to M69 is available the congestion through our village would be increased tenfold. At present many people from south Leicester and villages use the B4114 through Sharnford to A5 then A5 to access M69. However all this traffic would see access to M69 through our Village as best option, congestion getting across A5 to access M69 is very busy at present and opening junction 2 to this traffic would be a disaster for Sapcote and proposed Bypass would have no or little bearing on this traffic.
3. We would have great concerns about pollution, report mentions electric vehicles as far as I am aware there is little or no electric HGV vehicles in operation at present and doubt if HGV's will be Electric for many years.
4. There are already rail freight terminals within a 20 mile radius of this proposed site many listed in Section 7.71 however two very large terminals are omitted which is the Coventry Gateway and also Magna Park which are very large terminals within a few miles of this site.
5. The number of jobs mentioned at this site would create is far in excess of the unemployed in this area, so many people working there would be travelling great distances to get there, we are informed Magna Park ships people in to work from some distance causing even more pollution.
6. There seems no Back up plan in case of an emergency road closure M69 or A5. We have had instances of problems on M69 and it as been closed which as caused problems in Sapcote. Also the A5 has a low railway bridge which is regarded as the bridge hit by more high loads than any other bridge in the UK on average twice a month. When this bridge is hit by high loads the A5 is closed in both directions and again causes major traffic problems in the area. The only alternative routes are via Hinckley or local villages

When the M69 was completed in 1979 the then ministry of transport Mr Marples stated locally that the reason the southern slips roads where not constructed was because the local highway connections would not be able to cope with increase in traffic. Since 1979 the road network in this area is mainly the same as it was then and traffic as increased dramatically so cannot see that opening M69 slip roads to south for freight terminal can but cause traffic mayhem in the area.

Regards

Vic Howell
Chair Sapcote Parish Council

Sent from [Mail](#) for Windows 10

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE (HNRFI)

Information to be provided in an Environmental Statement (ES)

SHARNFORD PARISH COUNCIL

Dear Sir / Madam,

I would like to submit, on behalf of Sharnford Parish Council, the following information that should be included in an Environmental Statement from Tritax Symmetry (Hinckley) Ltd., in relation to the proposed HNRFI.

Sharnford is a village in the District of Blaby, South Leicestershire with a major truck route splitting it in half. The B4114 is a major route from the A5 into Leicester and was the A46 prior to the M69 being built.

For ease of navigation, I have followed the same chapter numbers and headings utilised by the Tritax application. Our comments will be in bold.

Chapter 1 – Introduction

1.3 TSH will make an EIA of its proposals. **Rather than a table-top assessment TSH should extensively study existing Rail Freight hubs.**

Chapter 2 – The Project

2.3 In December 2013 HPIG commissioned a report examining the strategic distribution sector in Leicestershire. **The ES should provide an up to date study taking into account the latest large scale logistics developments in Leicestershire and North Warwickshire.**

2.12 Leicester and Leicestershire Authorities have published Leicester and Leicestershire 2050: Our Vision for Growth. **This report has recently been overridden with the cancellation of a proposed A46 extension. The ES needs to take into account the recent study which has shown a reduction in proposed housing and highways infrastructure in South West Leicestershire.**

2.20 Railport – Trains will be up to 775 metres in length. **The ES needs to take into account the disruption at the Narborough level crossing, and the effect on rail disruption when the bridge on the A5 between M69 and Dodwell's Island is hit. The bridge has been hit by high sided HGV's 25 times in 2020.**

2.21 Site will operate on 24 hour / 7 days a week basis and be lit throughout the night. **Will the ES look into light pollution on neighbouring residents of Aston Firs, Aston Flamville, Hinckley, and Elmsthorpe. What will be the effect on wildlife at Burbage Common and Woods.**

2.23 A new highway including bridge between Junction2 M69 and B4668 linking to the A47, Leicester Road Hinckley. **Will the new road have a detrimental effect on wildlife in Burbage Common? Will the road be accessible to general public or just HNRFI traffic?**

2.27 A new dual carriageway by-pass to the south of Sapcote connecting Sharnford Road with B4669. **This new road will push all traffic from HNRFI onto B4114 when the M69 closes, which happens on a regular basis. This will direct HGV's travelling south to the A5 through Sharnford. Footpaths and Bridleways that connect Sharnford to Sapcote will be cut in half. Should this be considered in the submission?**

2.35 The HNRFI site will be surrounded by a landscape buffer. **How will this hide a 36 metre high building?**

Chapter 3 - Alternatives

3.18 The HNRFI will be capable of handling over 4 trains per day. **A maximum number of trains should be in the submission.**

3.34 This option is intended likewise to provide an alternative route for road traffic travelling east-west between B4114 Coventry Road and the upgraded M69 junction 2 **The village of Sharnford is not mentioned but the proposed Option B by-pass will push all southbound vehicles through Sharnford. The proposed road will be 7.3 metre road which is different to the statement at 2.27. The road through Sharnford has a 'pinch-point' of 5.46 metre wide road with 0.5 metre pavement either side. How will the EIA rectify this unsustainable situation?**

Chapter 4 – Consultations

4.5 Engagement with the local planning authorities **Should detailed consultation be carried out with Parish Councils and Parish Meetings?**

Chapter 5 – Environmental impact assessment

5.20 Health Impact Assessment **Should the EIA consider the detrimental effect on health and well being of Aston Firs residents with light, vibration, and noise pollution. Should the EIA consider the detrimental effect on health and well being of Aston Flamville and Sharnford residents with noise and vibration from increased traffic through their respective villages, together with mental health issues through sleep deprivation and loss of footpaths and bridleways.**

Chapter 6 – Land use and socio-economic effects

6.12 There could be 8,400 workers on site. **Where do these workers come from? Unemployment in February 2017, in Blaby District stood at 0.7% of population, totalling 680 persons of all ages.**

Chapter 7 – Transport and Traffic

7.3 Safe, sustainable, and accessible transport modes (including walking, cycling and public transport) will be promoted. **How will this be attained considering that the footpath connecting Sharnford to Sapcote will be split in two by the new Sapcote by-pass. Pedestrian access to Hinckley is does not realistically exist unless you walk along muddy rights-of-way through fields. Public Transport is one bus every 3 hours.**

7.30 Assessment of Accidents & Safety. **This only includes Sapcote and Stoney Stanton. Sharnford is not considered even though traffic volumes have increased from 3 million in 2016 to 3.6 million in May 2019.**

Chapter 8 – Air quality

8.5 Air Quality. NO² Annual Mean Objective 40_{ug}.m³ **Coventry Road Sharnford reached 50_{ug}.m³ at which point Blaby District Council removed the pollution monitors. The landmark ruling on the death of a London child due to noxious fumes should effect diesel vehicles travelling through Sharnford. Will Tritax be measuring levels of Nitrous Oxide in Sharnford and extrapolating results to show increase in HGV volumes. Table 8.4 results for Sapcote and Stoney Stanton bear no resemblance to figures recorded in Sharnford.**

Chapter 9 – Noise and Vibration

9.0 Noise and Vibration **Houses in Sharnford are less than 1.0 metre from the B4114 with cracks in walls and excessive noise.**

Chapters 10 to 12

No comment

Chapter 13 – Surface water and flood risk

13.24 Strategic Flood Risk Assessment **The centre of Sharnford, straddling the B4114 is registered as a High flood risk and does flood. There are no diversions for traffic and nowhere for HGV's to turn around. Should the form part of the EIA?**

Chapters 14 & 15

No comment

Chapter 16 – Materials and waste

16.1 the scope and methodology that will be used to assess the likely significant environmental effects **Should the transportation of waste to landfill be part of the EIA considering that there is already substantial levels of waste carried by HGV's to Croft Quarry along the B4114.**

Chapter 17 – Energy and climate change

17.33 Transport Assessment relating to traffic impacts and with regard to the benefits of enabling shift from road to rail. **Should the lack of electrification of the rail line be assessed, taking into account carbon emissions. What is the percentage of rail freight over road freight? How far will road freight travel from HNRFI to its key markets? Where are its key markets?**

Chapter 18 - Cumulative and Transboundary effects

18.5 The ES for the HNRFI will consider which other developments have the potential for cumulative effects on the same receptors **The Zone of Influence (ZOI) should include Sharnford which will become a major thoroughfare for HGV's, commercial and commuter traffic. Sharnford is only 2.4 miles from the HNRFI development.**

18.12 Other Significant Projects. **This has only looked at Rail Freight projects and ignored large distribution centres such as Magna Park which lies just 6.3 miles from Sharnford. Magna Park currently covers 550 acres occupying in excess of 8.3 million sq.ft. It is presently expanding by a further 131 acres with distribution units totalling 1.2 million sq.ft. Will the EIA take into account non rail freight distribution centres in the region?**

Finally, it is the opinion of Sharnford Parish Council that Tritax have been negligent in excluding Sharnford from its EIA. Hopefully, this will be rectified during the forthcoming consultation period.

Kind regards

Michael Shirley

Chairman – Sharnford Parish Council



Ms S. Newman
The Planning Inspectorate
Environmental Services
Central Operations
Temple Quay House
2 The Square
Bristol BS1 6PN

Hinckley National Rail Freight Interchange

Dear Ms Newman,

Thank you very much for involving Solihull MBC in the consultation on the scoping opinion for the Hinckley National Rail Freight Interchange.

Our concern with this is that access to the proposed Rail Freight Interchange by rail from Southampton in particular would involve travel through Solihull and around the West Midlands conurbation on what is a congested urban rail network. This is because it not possible for trains to travel from Leamington Spa to Hinckley via Coventry and Nuneaton.

The Environmental Impact Scoping Assessment Report provided by Tritax Symmetry (Hinckley) Limited offers a fair sized package of road based interventions – chapter 7 Transport & Traffic – based on the increase in road traffic forecast to and from the development site. However, no consideration is given to the increase in rail traffic and impact on congestion or operation of the rail network in the Midlands.

The existing rail network in the West Midlands suffers from issues regarding congestion, poor reliability of services and infrastructure along with overcrowding. Before Covid-19 such factors were limiting the ability of the rail network to respond to changing needs of businesses and communities in the West Midlands. Additional freight trains would further limit the ability to add more passenger trains to the rail network in the West Midlands.

In our opinion the applicant should look again and be asked to consider the impact that an increased number of freight trains on the Midlands rail network would have and how this can be mitigated. That mitigation may be working with local and regional partners and providing a contribution to wider industry initiatives such as an east-west rail link at Nuneaton. Such a rail link would be of value to the Hinckley National Rail Freight Interchange by improving access to their proposed facility for freight trains approaching from the south of England.

We trust that this information is of use in your dealings with Tritax Symmetry (Hinckley) Limited.

Yours faithfully,

David Balme

Solihull Metropolitan Borough Council

Solihull Metropolitan Borough Council, Council House, Manor Square, Solihull B91 3QB
David.Balme@Solihull.gov.uk

From: [Edwards, Steven](#)
To: [Hinckley SRFI](#)
Subject: RE: TR050007 Application by Tritax Symmetry (Hinckley) Limited for an Order granting Development Consent for the Hinckley National Rail Freight Interchange
Date: 13 November 2020 09:48:02

Hi Stephanie

Thanks for sending this on. Its not in our area so we will not be commenting further.

Thanks
Steve

From: Hinckley SRFI <HinckleySRFI@planninginspectorate.gov.uk>
Sent: 12 November 2020 16:42
Subject: EXTERNAL: TR050007 Application by Tritax Symmetry (Hinckley) Limited for an Order granting Development Consent for the Hinckley National Rail Freight Interchange

TR050007 Application by Tritax Symmetry (Hinckley) Limited (the Applicant) for an Order granting Development Consent for the Hinckley National Rail Freight Interchange (the Proposed Development)

Planning Act 2008 (as amended) and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) – Regulations 10 and 11

Scoping consultation and notification of the Applicant's contact details and duty to make available information to the Applicant if requested

Dear Sir/Madam

Please see attached correspondence on the proposed Hinckley National Rail Freight Interchange.

Please note the deadline for consultation responses is 10 December 2020 and is a statutory requirement that cannot be extended.

Kind regards,

Stephanie Newman
EIA Advisor
Environmental Services Team
Operations Directorate
The Planning Inspectorate,
Temple Quay House,
Temple Quay, Bristol, BS1 6PN

Twitter: @PINSgov
Helpline: 
Email: HinckleySRFI@planninginspectorate.gov.uk

Web: <http://infrastructure.planninginspectorate.gov.uk> (National Infrastructure Planning website)

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DPC:76616c646f72



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STONEY STANTON PARISH COUNCIL

Parish Clerk - Miss R Ward,

Tel: 07476 202575

Email: clerk@stoneystanton.org.uk

Website: www.stoneystanton.org.uk

The Planning Inspectorate
Central Operations
Temple Quay House
2 The Square
Bristol
BS1 6PN

Ref: TR050007-00057

9th December 2020

Dear Sirs

Feedback for the EIA Scoping Opinion Documentation regarding Tritax Symmetry and the Hinckley National Rail Freight Interchange (HNRFI).

We were asked as consultee to respond to the submitted scoping opinion for the above project and our responses are detailed below. As always we are more than happy to provide context around any of the raised points.

Stoney Stanton is a rural village some 1.4 miles (as the crow flies) to the East of the proposed development of Hinckley National Rail Freight Interchange. The Parish Council of the village have actively engaged with the promoter of the scheme and have submitted responses to all of the various consultations that have taken place. We have evaluated the document at length and have the comments detailed below that we feel should be taken into consideration and amendments made to the document in question.

General Comments:

- There are numerous (83 to be precise) references to “study area” – this has a different meaning in each section, so that although “study area” is frequently referred to, it is difficult to understand what “study area” means in any instance. A tabular method of indexing these would be beneficial.
- There are numerous statements referring to the “local vicinity” or “local area” but these fail to state a measured figure, and in each instance the “local vicinity” or “local area” differs. What one person understands as local is different to another, therefore a measurable distance or area should be stated so the impact can be assessed.

- Adding page numbers to the document would have made the report easier to follow and reference, whilst not relevant to the EIA scope it would be an improvement that would be easy to implement.

Comments per section:

1. Summary, The Applicant S6: The statement that “The portfolio is extremely well located” cannot be considered to be true if the National Policy Statement for National Networks is read, e.g. the NPS section 2.50 states that a network of large SRFIs “across the regions” is needed (not all in the midlands) and that new rail freight interchanges “especially in areas poorly served by such facilities at present” are likely to attract substantial business. Putting this close to DIRFT – which is 26km away – and other nearby rail freight terminals does not comply with the NN NPS. Therefore it is poorly located if the NPS is referenced.
2. Summary, The site: S7 – ought to mention that Burbage Wood is an SSSI, and also the blocks of deciduous woods cited are “ancient woodlands”. The link road to the B4669 needs to clearly state if this will be a public road or merely for access and egress to the site as there are huge implications if this is not a public road to the motorway junction.
3. Summary, The site S8 ii): The statement “up to 185.43 hectares of level land is proposed for the construction of a rail port...” Is vague. There should be a stated minimum for this as, presumably, this is what qualifies this to be an NSIP.
4. Summary, S8 v), vi), vii) and viii) All start with “potentially..” (relating to road improvements or new roads) – in the case of v) . The ES and application for a DCO should be totally clear about these, not vague, as the environmental impact will be affected significantly by these.
5. Section S10 mentions the supply chains, but fails to mention any of the proposed users of the site, as all of the major manufacturing centres in the area are already well served. These supply chains should be clearly stated and mention of why the existing rail freight infrastructure is inefficient for their needs.
6. Summary, Need S12: The Midlands, is, by definition, a large area in the middle of the country, so stating that 45% of British Rail freight goes through the midlands is stating the obvious, and not only that but “going through” the midlands is the means by which it reaches other regions and does not use road transport. How much of this freight goes along the line between Leicester and Nuneaton? There are other nearby locations, such as Nuneaton or Leicester, which are served by more rail lines and also motorways, and therefore would be able to easily cater for much more rail freight than this site.

Section 1

7. 1.8 and 1.9: 1.8 quotes paragraph 2.44 of the National Policy Statement which ends with the statement “reducing trip mileage of freight on both the national and local roads”. Section 1.9 of this document asserts that an essential component of an SRFI is “high quality strategic road connections to the region or regions that the interchange will serve. This is not stated in the NPS. This is actually contrary to the NPS which states that SRFIs should “minimise some elements of the secondary distribution leg by road” (NPS para 2.44) and “be near to the conurbations that consume the goods” (NPS para 2.45).
8. 1.10 i) Refers to the F2N (Felixstowe (the port) to Nuneaton (location of inland rail junction) line, this site is approximately 170 miles from Felixstowe and 5 miles from Nuneaton. Surely the preferable thing to do is to put this SRFI at Nuneaton, which has much better connections

into national networks than the proposed location. Nuneaton is served by the West Coast Main Line, the F2N and the Nuneaton to Coventry branch line, plus is very close to the M6 one junction away from the M69 Junction and also nearer to Birmingham. Nuneaton is also better placed for links to Southampton and Liverpool

9. 1.10 v, vi, vii and viii) – All start with the word “Potential” – it is not possible to do an Environmental Impact assessment if major road building and improvements are considered to be “potential”.
10. Para 1.11 – the area might be referred to as the “Golden Triangle” – which in itself has had unfortunate consequence (this automatically makes it a preferred site for land speculators), but not all land within the Golden Triangle is suitable for large amounts of freight traffic, and this area is definitely not suitable because of inadequate local traffic infrastructure and nearby villages. It is contrary to the NN NPS to build a large number of freight terminals in the so called “golden triangle”.
11. 1.12: Burbage Wood is an SSSI, and other woods cited in the paragraph are “ancient woodlands” – this should be made clear
12. 1.13: In order to assess the impact, the populations of these towns and villages should be included here.
13. 1.25 “the scoping responses from consultation bodies have been considered in the updated Scoping Report and will be addressed in the ES” – it does not appear that the late response from Harborough District, TR0500007-000024 has been taken into account, particularly with respect to the inclusion of West Midlands.
14. Figure 1.3 needs to take into account the historic and current traffic issues through Sharnford and this should be stated. The same figure shown the roads through Stoney Stanton as requiring traffic management but fails to mention how this assessment has been made and the definition of “traffic management” that is used. There has been no direct communication with the proposer with the local Parish Council on these proposals.

Section 2

15. Sections 2.3, 2.4 and 2.8 refer to Leicestershire studies (NOT statutory planning documents) – however this proposed development is only 4km from Warwickshire (A5 is the boundary). Is this of local significance to Leicestershire only or of national significance, as proposed? The report states in 2.8: “The genesis of this project has been in response to the level of need identified in the LLSSDS”. Equivalent studies carried out in the West Midlands should be considered before choosing a site.
16. Section 2.4 refers to “functional obsolescence” of warehousing stock for a number of reasons, but doesn’t consider that these site will become brown field sites prime for redevelopment.
17. Section 2.7 states the shortfall if 115ha of rail freight land by 2036 with the already accepted DCO’s for rail freight terminals. This proposal is 335ha so indicated that by 2036 there will be an over capacity and is being developed significantly larger than it needs to be, the rationale for this is not mentioned in the document or the impact of the size increase from the identified shortfall.
18. Section 2.12 references the LCC Growth Plan, but not that this plan is actually a policy as it has not being through the consultation and referendum process to enable it to be adopted.

19. 2.18 bullet 3 refers to the Midlands Connect Strategy: Powering the Midlands Engine March 2017 – but this has recently changed, therefore this scoping request is referring to out of date information.
20. 2.18 bullet 3: The Leicester and Leicestershire Strategic Growth Plan 2018 is a non-statutory document and should not be referenced. It also relies heavily on the Midlands Connect Strategy which has changed, therefore even more so, this document is referring to out of date information.
21. Section 2.25 mentions the road network but not the A46 where the M69 eventually leads that already has significant issues with traffic.
22. 2.27 and 2.28: Why are these described as “Potential” – if agreed then they should be considered to be essential before any other work can commence as they have a large environmental effect.
23. Section 2.36 mentions the services, but not how the availability of these will be assessed. The land is a local flood plain with no natural run off or foul water systems, Elmesthorpe the nearest village to Stoney Stanton pumps a combined system through our village and has potentially impacted the village where flooding has occurred.

Section 3 Alternatives

24. 3.5 This report does not fully describe reasonable alternatives, as commented in the late response by Harborough district to the previous Request for a Scoping opinion (TR050007-000024). This report only considers Leicestershire - whereas Nuneaton (a few kilometres away in Warwickshire) may be a more suitable alternative. The location is on the boundary between East Midlands and West Midlands regions but only Leicestershire (East Midlands) options are included.
25. Section 3.7 doesn't mention the LCC Strategic Development Area (SDA) that was adopted early 2020 to build 4500 homes and industrial unit directly to the East of the site.
26. Section 3.12 lays out the assessment criteria that were used in the search for this site. At least 3 of these objectives have not been met:
 - a. Availability of train paths that avoid conflicts with passenger services, with capacity for at least four freight trains per day
 - b. Access at all times of day and week without creating disturbance to neighbouring and nearby land users
 - c. Avoidance of housing – linked in with comment 25 these two schemes are clearly not considered together
27. Section 3.14 mentions the 2 per hour passenger trains, but doesn't reference the proposals for the need for this to increase for better links with other local policy and plans. It also doesn't mention the road crossings at Narborough that would be detrimentally affected by this proposal or how this has been taken into account. The addition of the South bound slip roads fails to document why these were not installed when the motorway was constructed, which was due to the negative impact these would have on the local roads and communities.
28. Section 3.16 mentions the land to the East, but fails to mention the LCC SDA proposals that would mean housing would be significantly closer than the initial plan.

29. Section 3.25 recognises the phased delivery of the infrastructure, however it should be stated what key road links will be in place before any development commences to ensure there is no impact on the surrounding area during any of the works or operation.

Section 4 Consultations

30. Consultations Undertaken to date 4.6 and 4.7: These do not include Warwickshire (4km away), Nuneaton (10km away), Harborough District (which includes Lutterworth, 16km away and Magna Park (13km away)) or Rugby (24km away) (which includes DIRFT – 26km away). All of these have large warehouse and/or rail freight terminals and should be included in consultations. Of particular note is that Harborough District have formally asked to be included in consultations (ref TR050007-000024- HRFI)
- a. “Harborough District Council (Strategic Planning Team) wishes to remain a consultee (under EIA Reg 11) or be added to PINS list of consultees for the duration of the application process.”

Section 5 Environmental Impact assessment

31. Section 5.10 Whilst it is recognised that each receptor will be assessed separately, there are many factors that will affect multiple receptors. It is important that each chapter should not be considered on its own merit and a combined evaluation of each should be undertaken and listed.
32. Section 5.16 “Following the assessment of effects, the ES will identify measures to mitigate and significant adverse effects of the development where feasible and necessary”. If a significant adverse effect is found it must be mitigated. The term feasible should be removed from this statement as the development must not proceed where there are identified “significant adverse effects”.
33. Section 5.20 states: “The development proposed is not associated with an understanding of linked health implications and is not considered a serious risk to public health”. Section 5.21 states that therefore a separate chapter on human health will not be included in the ES. Post-construction levels of air pollution, noise (24 hour per day working) and light pollution are all expected to increase in the area therefore a chapter on Human Health should be included.
34. Section 5.23 “The freight movements that the development would cater for already have a carbon footprint and the proposal would not be increasing the extent of this footprint”. As one aim of a SRFI is to reduce the carbon footprint, and taking into account the country’s aim to be carbon neutral by 2040 or 2050, then this development, which will have repercussions far beyond these dates, should significantly reduce the carbon footprint – including during the construction phase.
35. The National Networks NPS Section 4.16 and 4.17 state that:
- a) 4.16 When considering significant cumulative effects, any environmental statement should provide information on how the effects of the applicant’s proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence). The Examining Authority may also have other evidence before it, for example from a Transport Business Case, appraisals of sustainability of relevant NPSs or development plans, on such effects and potential interactions. Any such information may assist the Secretary of State in reaching decisions on proposals and on mitigation measures that may be required.

b) 4.17 The Examining Authority should consider how significant cumulative effects and the interrelationship between effects might as a whole affect the environment, even though they may be acceptable when considered on an individual basis with mitigation measures in place.

This is clearly not being done, as for instance, light pollution from Magna Park is already visible in this location.

Section 6 Land use and socio-economic effects

36. Section 6.5 states the use of the 2011 census as the statement for the proposed method. In the time since the 2011 census there has been significant housing development in all of the surrounding areas that will not be taken into consideration if this document is used on its own. As a minimum a more up to date method should also be used such as council records for home numbers and people to ensure the method is as accurate as possible. During the consultation period the 2021 census will also be completed and during the development phase if this new information is made available it should be used.
37. 6.7 has a bullet point for local plans. This needs to state the local plans that are to be used, there is the Fosse Villages Local Plan, Blaby Local Plan, etc
38. 6.10 States multiple bullet points, the final point states “if the impacts of traffic cannot be mitigated” the impact of traffic must be mitigated and to merely assess the impact rather than take action should not be considered acceptable.
39. 6.11 Construction employment: This section is very vague. For instance not many of the construction workers will be from the immediate area and will therefore need to be either shipped in or live locally in temporary accommodation during the construction period. This is not quantified and should be.
40. 6.12 Operational Employment. This report states that there could be up to 8,400 workers on-site. This number swamps the total populations of nearby villages. Where will these workers travel in from to the site and how? This is not explained and should be. The area already has very low employment and the other large industrial complex’s struggle to fulfil job roles and workers are regularly bussed in from Nottinghamshire and beyond. None of the housing developments will be in the financial reach of the low skilled job opportunities that are mainly generated, and this is counter to Blaby Local Policy where new sites must create roles for highly skilled, well paid jobs. This should be clearly stated in this section.
41. 6.13 “Replacing agricultural operations with 8,400 workers is likely to have significant benefits to the productivity of the region”. This could easily be replaced with “Replacing agricultural operations with 8,400 workers is likely to have a devastating effect on the area as these low skilled jobs will not be carried out by members of the local population”.
42. Section 6.19 refers to commuting distance. The distance should be clearly stated.
43. Section 6.23 refers to “expert judgement” it is also important and should be stated that the judgement should also be independent.
44. General for Section 6: The late response to the previous EIA scoping Request submitted by Harborough District (TR050007-000024-HRFI) (April 2018) has a lot to say in this area, none of which has been included – mainly to learn lessons from other recent, and in close proximity – developments.
45. Quoted from the above report: the methodology for determining the study area for this topic should be fully described and have regard to the Leicester & Leicestershire Functional

Economic Market Area / Housing Market Area (ref. HEDNA, 2017) and Census based commuting data. Drawing on case examples (e.g. DIRFT, Magna Park) could supplement the use of transport and census data.

Section 7 Transport and Traffic

General comment is that the section understands that there will be an impact on the local roads that are to be assessed and there will be public transport, etc looked at. Given that this is a rail freight terminal and significant modifications would be required to the rail system a separate line item should refer to the provision of an additional train station for the use of commuters. Earlier in the report it states the distance from both Hinckley and Narborough train stations, both of which are not an option with a 4km+ walk from the closest.

46. Section 7.2 fails to mention the local Parish Councils who should be asked for input as to opinions on the current and possible changes that a development will have on the villages, the District and County have not the granular information that is needed to fully determine the impacts.
47. Section 7.4 refers to the use of traffic models for the understanding and modelling of the effects of traffic. These are inaccurate and through the use of automated traffic counters SSPC have shown that traffic levels are already at times in excess of the 2036 predictions.
48. Section 7.34 references the models to be used for the assessment, the method of validating these in a statistically valid significant method should also be stated.
49. Sections 7.36 et al refers to the potential bypasses and road improvements. It needs to be stated that these roads and junctions should not be considered on their own but as part of a system. It should also state how the assessment will be made to take these modifications from “proposed” to “required / decided” and the final solution should be stated in the EA without any proposals, only definite plans.
50. Item 7.34 of table 7.5 needs to include the village of Sharnford as a minimum as the current levels of traffic cause many issues. The focus also needs to look at the already high number of serious and fatal accidents within 2km of Stoney Stanton (sadly 2 fatalities in the last 2 years)
51. Section 7.35 of table 7.5 It’s recognised the benefit of the 18 and 24 hour flow models, but disregarding peak traffic volumes should not be allowed, the impact of peak traffic is a huge impact to the local road networks.
52. Section 7.71: The list does not include the nearby Magna Park, Coventry Gateway or other large warehouse developments along the A5, e.g. “Hinckley Park” at M69 J1, that have added significant traffic to both the A5 and M69 since opening. These, and other nearby large warehouse facilities, should be included. The list also fails to mention the other local rail freight terminal of Tamworth (16.8 miles from proposed development site). There is also no mention of the BDC and LCC SDA area that is under proposal for the building of 4500 homes and additional warehouse units to the immediate East of the development. The planning reference of 17/010104/HYB relates to an already opened and functional large warehouse operated by DPD.
53. Section 7.82 The method for ascertaining if the bypasses, and road alterations should be clearly stated and how the TWG discussions will be determined. As previously detailed the local parish councils of Sapcote and Stoney Stanton should also be included in this group due to the local knowledge and issues that district and county councils do not have

54. Section 7.52 states the rules that should be used for the assessment. However there is no mention of how the baseline, accurate and evidenced data of the current vehicle numbers and type are to be understood.
55. Table 7.3 refers to providing public transport and alternative means to the car for travel. Given the 24/7 operation of the site there is no provision mentioned for a similar amount of public transport.
56. Table 7.5: It is noted that the PINS comment about section 7.35 of the previous submission (Percentage change in traffic flows) asks the applicant to seek agreement with the relevant statutory consultants on the approach and to provide a justification. The response is to get the updated assessment checked with the TWG – which I think is Transport Working Group. As they are deciding on the methodology, then in some respect they will be “marking their own homework”. It should be agreed by the parent group of statutory consultees as requested by PINS.

Section 8 Air Quality

57. In general, current European Directives, and DEFRA (e.g. The Clean Air Strategy 2019), aim to reduce air pollution, and in particular DEFRA states that a policy of “not exceeding agreed limits” is not sufficient. Therefore merely stating that limits will not be exceeded is not enough, especially for the operational period. The aim should be to reduce air pollution or at the very least keep pollution at or below existing levels.
58. Overall statement is that the approach of this section appears to look at the method of ensuring the air quality doesn’t breach the government and legal limits, as opposed to ensuring that there is no decline in air quality from ANY of the proposed activity. In the press in recent months there have been multiple articles on the effects of air pollution on people and in particular children. The area of this proposal will impact significantly on the rural villages surrounding the area, and where the predominant wind direction will take pollution from the proposed development to the villages. This appears not to be considered and should be.
59. Section 8.7 references the NPS, with a bullet point of “Existing air quality”, there is however no substantive method stated for how this will be measures pre, during and post the proposed development.
60. Section 8.11 references the LTP3 of the core strategy but fails to mention how this will be assessed when compiling the EA.
61. Sections 8.16 and 8.17 state guidance that is available but states only that this will be “considered” and not followed, it should clearly state if it will be followed or not, considering the guidance is not acceptable.
62. Section 8.36 and Section 8.38. Both of these neglect to mention that the Burbage Woods and Burbage common areas are favourite leisure destinations for residents within Blaby District, Hinckley and Bosworth District, and further afield. Walks around the woods and common can easily exceed 2 hours duration, and this combined with stops at the popular café in the common, picnics, children playing in the play area, all means that some people, including young children, could easily remain in the area for 4 or 5 hours. This should be included in the ES
63. Section 8.47 details the distance from the site boundary that the receptors will be assessed at 500m which we feel is insufficient. Given the prevailing wind direction is directly from the site

to Stoney Stanton the areas needs to be extended to at least 2km where emissions from vehicles and dust can easily travel and therefore impact.

64. Section 8.75 details the lack of data and “verification factor” that will be used. This should not be allowed and specific measurement should be undertaken in the surrounding areas to determine the true values as the models used can be inaccurate.
65. Section 8.76 States “The detailed assessment of plant emissions are proposed to be scoped out of the assessment as they are not considered to be likely to give rise to significant environmental effects”. There is no justification given for this, therefore this should be “scoped in”
66. The construction phase of the report fails to document that the vehicles that are used in the construction phase will emit significant levels of NOx and particulate matter from predominantly diesel engines, and given that the regulations for such vehicles for emissions to air is significantly behind those of the passenger car or HGV the impact of these should be included in the assessment.
67. Section: various state the existence of diffusion tubes. These tubes provide only an indicative result and only of a time averaged period where it is not possible to determine peak and weighted time averages for the exposure limits. There is nothing stated of how the particulate mass or number has been ascertained. The section needs to clearly state how the pollution levels will be ascertained by what method and for how long. It also needs to state how each site will be assessed to determine why measurements are to be taken there. All of this is important to the EA scoping and should be included.

Section 9 – Noise and Vibration

68. Operational Phase – Rail Freight Interchange – although many British Standards are quoted, this section does not make any specific mention of the fact that 24 hour, 7 day per week operation is expected, whereas at the moment no such operations take place. The ES should specifically consider noise generated at night time which is likely to have an impact over a larger area than daytime noise.
69. Section 9.16 – states “...dominant source of noise is likely to be from road traffic on the M69 to the south and east and existing rail movements on the railway line to the northwest”. This should be refined as assessment at the DIRFT facility locally it is clear that the shunting of trains and loading and unloading of containers can easily be heard above the sound of the M1 and A5. This statement should be reassessed.
70. Section 9.23 states that a baseline noise assessment will be conducted but not how this will be done and what assessment criteria will be used for the locations.
71. Section 9.33 references short term but fails to clarify this with a meaning full statement. This needs to state the use and definition of short term in respect to this comment. It also states “...controlled through a suitably worded CEMP”, this should read the ‘execution of a suitable CEMP’ as it implies in its current form that a document is all that is required to mitigate any issues.
72. Section 9.36 refers to the scoped out vibration analysis of the road and how this will be detrimental and could be assessed as an adverse effect. Given that there are new proposed roads to be built the makeup of the ground should be sampled and the determination of makeup used to ensure this section is scoped in. Furthermore the re-surfacing of existing

roads, whilst welcome will only assess the road in an as new condition and not the likely condition for the life span of the road, there for an as new assessment of the road should be replaced with a typical condition of road. Finally where an existing road is re-surfaced but the type and volume of traffic changes as a result of any part of this assessment change the vibrations from the road then this should be factored in. Given how close to peoples' homes, and villages that this will be this section should be scoped in with the required works completed.

Section 10 – Landscape and visual effects

73. Section 10.4 states “It does not consider potential effects as a consequence of development within the Order Limit boundary encompassing junction 21 of the M1 motorway”. The development within the Order Limit boundary will be the main issue with regards to Landscape and Visual effect. Earlier in the document it stated that warehouses will be some 33m in height, and the rail terminal will cover a significant area. If this is not taken into account then the section is pointless as this will be a major Landscape and visual effect.
74. Section 10.12 refers to local planning policy, it only refers to Blaby District, and as the development is on the border of Hinckley and Bosworth Council and indeed some of the proposed development runs through it, this should also be considered.
75. Section 10.23 states “... the main site does not fall within any national or local landscape designation” is a true statement, however it fails to mention that there would be a hard border with a designated ancient woodland, Burbage Common Country park and other areas that designated as such. The appearance of this proposed development should take this into consideration given the extensive use of Burbage Common and Woodland as an ‘escape’ for many people in the area and indeed the only green space for recreational purposes in the vicinity.
76. Section 10.32 states “...in very good to excellent weather conditions” to use this to form a representative view of the area, visits need to be undertaken in all weather conditions and in all seasons to form a representative view.
77. Section 1.52 states “In the wider landscape there will be opportunities for partial views of the proposed development from roads” Given the proposal to build 36m high warehouses on a landscape that is predominantly flat, the warehouses will become the significant view from many areas and dwarf any natural or manmade features. The section needs to include that the proposed site will detract from the natural beauty of the Burbage Common and associated ancient woodland.
78. Section 10.52 needs to specify that Burbage Common Road is a single track road, unsuitable for HGV's with passing places, the description in this section leads to a vision of a main road that is used extensively.
79. Section 10.54 needs to reassess the other affected areas as a further increase of 6m to the height of these warehouses will mean there are other sensitive visual receptors. To complete the assessment using a different criteria should not be considered as appropriate.
80. Section 10.59 states “Where likely significant adverse effects cannot be avoided through design, additional mitigation measures will be considered” This statement needs to read “...additional mitigation measures will be implemented”.

81. Section 10.61 only considers to impact to the immediate area, and not that to the wider areas (within 2.5km) that will also have significant detrimental detracting from the proposed development and should be considered.
82. Section 10.104 “opportunities exist to improve and enhance the structure of the landscape across the area” this statement is an opinion and is contradictory to that in 10.102 where it is noted that “development of the site in the manner proposed would alter the character of the landscape”. However the proposed development is summed up in a positive manner the true impact to the local area (5km) needs to be fully understood and agreed with all affected parties.

Section 11 – Ecology and Biodiversity

83. Section 11.1 needs to include Hinckley and Bosworth District Council and Warwickshire County Council as the site borders each and the impact of the development will cover all areas.
84. Section 11.4 states the term “important” as per the Hedgerow Regulations but fails to state how “important” will be assessed.
85. Section 11.10 states the local policy that has been assessed but doesn’t include the Fosse Villages Local Plan where some of the development falls
86. Table 11.2 has a section that refers to ‘Badger’ that appears redacted. In the interests of the document there should be no redacted sections.
87. Section 11.28 recognises the impact of the lighting pollution and other impacts on the site, but not on the ancient woodland or sites on the immediate border to the site that will be dwarfed by the development.
88. Figure 11.2 shows areas that either have existing wildlife sites or potential to become wildlife sites. There are sections of land that are shown where the landholder has not been contacted or involved in these proposals. There is no indication within the report that details what the scope and legal standing of these proposed local wildlife sites would be.

Section 12 - Cultural Heritage

89. No comments to specific points.

Section 13 – Surface Water and Flood Risk

90. Section 13.19 stated the use of LCC PFRA, this document should only be considered alongside other documents and not the sole source of truth. In the local areas (5km) there was significant flooding (including extensive tracts of the proposed development) on 1st October 2019 that was not included or seen as at risk in this document. It also fails to take into account the large scale development that has taken place in the surrounding areas (5km) as these were not a consideration when the report was published. A more up to date method for determining the flood risk should also be consulted and used.
91. Section 13.43 recognises the catchment area of the River Soar but should mention the significant flood issues that occur within the Soar catchment both up and downstream of the Thurlaston brook entry into River Soar.
92. Section 13.54 recognises the lack of public sewer but doesn’t state what methods will be used to assess the requirements and assessment of the existing systems in local areas (5km). Other properties in neighbouring Elmesthorpe pump waste via a combined sewer that comes

through Stoney Stanton that in the recent past may have contributed to the contamination of flood water with foul.

93. Section 13.55 recognises the stress on the local water system as “moderate” but doesn’t state how an assessment will be conducted to ensure this is not increased.
94. Section 13.67 states that the increase from climate change will be taken into consideration but does not state by what margin, ie 30% increase over 100 years
95. Section 13.73 needs to also take into account the amount of flood water that currently sits on the agricultural land and road during heavy rainfall. Any development will lead to impermeable surfaces where flood water could accumulate and store and therefore add far quicker to the water tributary system causing potential issues along its course.
96. Section 13.81 refers to the attenuation of surface water on site and to take into consideration the effect of climate change, but not how this will take place or the increase that will be implemented as increase in water due to climate change i.e 30% over 100 years.
97. Section 13.87 states “There is no reported flood history” this should be reassessed with both BDC and LCC post the flooding 1st October 2019 that flooded extensive tracts of this land and is well photographed by local people.

Section 14 – Hydrology

98. Section 14.9 should also take into consideration Hinckley and Bosworth District Council and Warwickshire County Council both of which have land that is directly connected to the site, or that the hydrology of the land could effect.

Section 15 – Geology, soils and contaminated land

99. No specific comment on specific sections however the document very much focuses on the construction and existing contamination that may / may not be present. There is nothing of substance regarding the control and assessment of attenuation or other means from the facility when operational. There is also no mention of asbestos waste or similar and given the use as agricultural land, there could be significant ground contamination that should be in the scope.

Section 16 – Materials and Waste

100. Section 16.2 “Liquid waste such as wastewater from dewatering operations is covered in section 13” There is no reference to ‘dewatering’ within section 13, it is mentioned only twice in the report in sections 12 & 16
101. Section 16.4 recognises the “significant environmental impacts” of the use of material in the construction of the potential development but says these will be scoped out as there is no “fixed design to assess against”. This we feel is unacceptable as independent to the final design been derived there is a significant estimate that can be formed from the preliminary designs. Elsewhere in the report where full information is not known then estimates have been used and deemed suitable. In this instance due to the massive environmental impact it should not be removed from the scope.

102. Section 16.25 recognises the waste that will be generate by the operation of the area but fails to consider how this will be dealt with. This should be considered and detailed in the document.
103. Section 16.33 The section details the first year of operation, however it is not clear if this is the first year of the staged operation, or the first year when the facility is fully developed and occupied. The two are significantly different and both should be used for the assessment.
104. Section 16.45 This section states that the assessment of contaminated land is addressed in section 15. This section doesn't though cover the assessment of soils prior to them leaving site it covers the assessment of the site prior to works which will only be representative and needs to also cover in this section how waste will be screened prior to re-use, relocation or disposal.

Section 17 – Energy and Climate Change

105. Section 17.34 states “Energy / Sustainability Strategy” will include details of how the buildings will minimise their GHG emissions. There should be greater detail in this scoping report of how this will be achieved ie solar panels, ground source water, etc.
106. Section 17.46 states the areas to be scoped out of the report. The wide range of areas to be scoped out should be reviewed and looked at in detail as to scope all of these sections from the EIA will be a significant omission. Just because it is difficult shouldn't be a reason for exclusion from the document.
107. Section 17.48 states “Tritax Symmetry have adopted a Net Zero Carbon in Construction pledge which will be considered throughout the development”. This statement should read “...which will be implemented throughout the developmet”. It may be a pledge, but this must be enacted and the section should include specific details of how the proposer intends to complete this ‘Net Zero Carbon in Construction’.

Section 18 – Cumulative and transboundary effects

108. Section 18.6 states “... in conjunction with other projects that are expected to be completed before construction of the project”. This section should state before the facility becomes fully operational as to only look to the start of construction will not identify the true impact. In the instance of this site, it is important that the emerging Blaby Local Plan should be taken into consideration as this will run until 2036 when it is identified this proposal will be fully operational. This current local plan does not include this site, the LCC SDA area adjacent to the site or other significant developments that are likely to be included in the plan. As this proposal and the emergence of the Local Plan happen together each must be regularly updated to ensure there are no conflicts or the impacts of each are fully understood and modelled.
109. Section 18.8 states “EIA topics with the potential for cumulative and transboundary effects are the socio economic and transport and traffic”. This is too constrictive and as a minimum should also include air quality / pollution.

110. Section 18.11 lists the sources for other developments that will be considered, the list should also include the LCC for its decided strategic plans that are undergoing scoping opinion and potentially deliver at the same time as this proposal if they go ahead.

111. Section 18.13 states a planning reference “17/01043/HYB” which we presume is Hinckley and Bosworth District Council, it should be stated that at this time this is a built and operational facility that is already impacting the local area significantly used as a DPD central hub 5

112. Section 18.8 states a “zone of influence” this needs to be specific to the size of the area that will be covered.

General Comments

113. The EIA fails to document in how the impact of the increased in emissions from all of the vehicles utilising the site. There is 7% of the site traffic associated with the rail freight terminal, there is 93% of the site served by road alone. The impact of all of this additional traffic has not been fully understood especially on air quality, noise and operation.

114. The Council have conducted studies on other rail freight terminals and the impact of noise, especially from rail, reversing beacons, shunting and other movement operations. In recent works we have visited the existing terminals at night and observed the above factors at 1.8km away, and these are significant and far above the noise generated from the road and rail links that are currently in place. This will directly impact Stoney Stanton and the report fails to take this into account in a meaningful way.

115. The existing situation of the proposed development land is that of a “green lung” bordering the motorway where the air quality is improved. The development will remove this area through building and make the air quality worse, the fact that at the moment, the land leads to improved air quality needs to be factored in.

As always, we are keen to discuss our perspective of the scheme and the perceived impact that it will have on the village of Stoney Stanton and the surrounding areas.

Yours sincerely

Stoney Stanton Parish Council

From: [The Coal Authority-Planning](#)
To: [Hinckley SRF1](#)
Subject: TR050007 Application by Tritax Symmetry (Hinckley) Limited for an Order granting Development Consent for the Hinckley National Rail Freight Interchange
Date: 24 November 2020 09:28:39
Attachments: [image001.png](#)

Dear Sir / Madam

Further to your email of the 12 November 2020 I have reviewed the site location plan against the information held by the Coal Authority and can confirm that the project site is located outside of the defined coalfield.

Accordingly, the Coal Authority has no specific comments / observations to make.

Kind regards

Deb Roberts



Deb Roberts *M.Sc. MRTPI*

Planning & Development Manager – Planning and Development

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E : planningconsultation@coal.gov.uk

W: gov.uk/government/organisations/the-coal-authority

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Hinckley National Rail Freight Interchange: application for an EIA scoping opinion

Warwickshire County Council

Consultation Response on Transport Matters

10th December 2020

1. Introduction

This document sets out Warwickshire County Council's (WCC's) response to consultation on the transport elements set out in Chapter 7 of the [Scoping Application Report \(November 2020\)](#) for the above proposals and provides further commentary on transport matters.

(a) Comments on Chapter 7

Paragraph 7.15 – we note that the issue of HGV routing is due to be considered in the ES or TA. We will be looking for the applicant to develop and fund an HGV routing agreement to protect sensitive rural villages in Warwickshire from inappropriate HGV intrusion. Examples of such locations include Wolvey, Shilton, Pailton, Monks Kirby, Street Ashton, Stretton under Fosse, Brinklow and Bretford.

The agreement would seek to ensure that HGVs associated with the site use the most appropriate routes on the strategic and local road networks. We have recently worked with Tritax Symmetry and Rugby Borough Council to develop and secure an HGV routing agreement for B8 employment development at South West Rugby to protect the villages of Dunchurch and Princethorpe.

Table 7.5 Point 7.27 – further engagement is required regarding the determination of the study area. Through previous discussions, WCC has highlighted how we would like to see the development traffic effects on the local highway network considered. It is expected that this would be repeated once the modelling scenarios are finalised at which point WCC may require the developer to fund and commission additional assessment using our own modelling suite in accordance with the WCC model licence agreement/fee schedule and protocol documents (see link below).

<https://www.warwickshire.gov.uk/modelling-surveys>

Table 7.5 Point 7.35 – WCC would wish to see peak hour assessments being undertaken to understand the effects of the development trips during the network peaks as this is when impacts are likely to be greatest.

Traffic flows (Paragraph 7.34 onwards) – we consider that the use of PRTM for identification of development traffic flows is acceptable. Within certain areas on WCC's highway network (e.g. the villages to the south-east of the M69 and the area of the A426 between the A5 and Rugby) WCC would wish to see the flow comparisons being undertaken using information from WCC's models to ensure that the conclusions remain valid when local changes are taken into consideration. WCC has models for 2026 and 2030/2032 in most areas which accord with the PRTM assessment scenario years.

Junction delays – where traffic flow changes are deemed sufficiently significant to merit further investigation, WCC would wish to see effects on junction delays established via either isolated junction modelling and/or application of WCC's models dependent upon location and coverage.

Table 7.9 – WCC would wish to see magnitudes of change on an hourly basis for the busiest periods as this is most critical when considering the impacts on network capacity. We consider 30% is too large an increase to be considered negligible. For the areas of interest within WCC's network, a 5% change arising from the development traffic may be more appropriate.

Paragraph 7.72 – committed MSA improvements at M6 Junction 1 Rugby (North) should be included within the assessment.

2. Further Comments

(a) A426 Leicester Road Corridor, Rugby

We have previously asked the promoter to provide missing flow data between A5/A426 Gibbet Hill roundabout and the centre of Rugby on the A426 Leicester Road corridor, but this does not appear to have been included in the scoping report.

As a possible way forward, WCC would be able to provide benchmark flow data extracted from its own models and seek clarification from the applicant on what level of absolute and percentage change is likely to occur when development trips are included on this part of the network.

(b) Trip Generation

We understand that development vehicle trip generation estimates are proposed to be based on the facility at DIRFT as a proxy and would support this approach in principle. We would however request an opportunity to review the data used to derive the estimates in more detail.

We would also request further details on how the proposed vehicle trip generation associated with mezzanine floorspace is to be derived. B8 storage and distribution units which include mezzanine are likely to experience higher trip generation than facilities without such provision and development trips also likely to be highest during traditional background peaks if associated with office use.

(c) Trip Distribution

It is understood that a gravity modelling approach is to be adopted to estimate development trip distribution. We consider the principles of this approach to be acceptable but would request an opportunity to review the methodology in more detail.

(d) Bus and Cycle Provision

We would request further information on emerging proposals for bus and cycle provision particularly for local trips, given that a proportion of jobs associated with the proposed development are likely to be drawn from a local catchment (e.g. Nuneaton/Hinckley).

(e) Community Liaison Group

Given the significant scale of the proposed development, we would encourage the applicant to set up and administer a forum akin to the Magna Park Lutterworth Community Liaison Group (MPCLG). This group is well established and involves officers and elected members from WCC, Leicestershire County Council and local parish councils.

The MPCLG provides a useful opportunity for local communities to raise their concerns directly with the site operators on a range of issues including inappropriate HGV routing and parking, and for all parties to explore options for addressing these.

Information about the MPCLG including its Terms of Reference is hosted on its website (see link below).

<https://lutterworth.magnapark.co.uk/community/community-liaison-group/>

(f) Transport Review Group

Officers from WCC, Northamptonshire County Council, Highways England, alongside representatives from developers Prologis and Urban & Civic sit on the DIRFT III/Rugby SUE (Houlton) Transport Review Group (TRG) which meets bi-annually. A key role for the TRG is to oversee and vote on proposals to mitigate unforeseen transport impacts which can be directly attributable to DIRFT III/ Rugby Radio Station SUE (Houlton).

The DIRFT III – Planning Consent Order and Consent Obligation (SI 2014 No.1796 – The Daventry International Rail Freight Interchange Alteration Order 2014) includes the following obligations:

13 – to contribute towards the funding of additional highway improvement works out of the Additional Highway Works Fund (£1 million) as directed by the Transport Review Group where traffic impact is adjudged to be greater than originally predicted in the Transport Assessment

14 – to pay out of the Unforeseen Transport Impacts Fund (£500,000) as determined by the Transport Review Group for measures to address any unforeseen transport impacts arising out of the traffic generation from the development

With the support of colleagues from Leicestershire County Council, we would seek to ensure the applicant sets up and administers a group similar to that described above. This would be a mechanism for addressing unforeseen transport impacts through appropriate planning obligations, travel plan monitoring and developing detailed proposals for delivery of sustainable transport measures and off-site junction improvements. Full details of the Terms of Reference of the TRG are set out in the Rugby Radio Station SUE (Houlton) S106 and the DIRFT DCOB, and a summary is provided below:

DIRFT III DCOB:

- Review the modal shift monitoring reports produced by the TPCs and consider funding remedial measures from the Travel Plan Contingency Fund.
- Propose and consider schemes for funding of unforeseen transport impacts.
- Propose and consider funding highway capacity and safety improvements from the Additional Highway Works Fund (DIRFT III only).

Rugby Radio Station SUE (Houlton) S106:

- Approve occupier travel plans;
- Receive monitoring reports relating to the implementation of and performance of the SWTP and Occupier Travel Plans;
- Monitor the effectiveness of the bus services serving the development;
- Determine the appropriate course of action if targets within the SWTP and Occupier Travel Plans are not met;
- Improve the achievement of modal share targets using the Travel Plan Contingency Fund;

- Consider any proposals put forward by the Site Owner, or other members of the TRG, to consider the case for and, if appropriate, approve amendments to, the SWTP and Occupier Travel Plans;
- Consider the need for any actions to mitigate unforeseen transport impacts of the development identified to the TRG including use of the Unforeseen Transport Impacts Fund; and
- Consider any proposals put forward by TRG members to amend the trigger points for implementation of Access Works or Off-Site Highway Works as set out in the S106 Agreement.

From: jack.jenkins13@mobileemail.vodafone.net
To: [Hinckley SRFI](#)
Subject: Hinckley National Rail Freight Interchange Ref No TR050007-000057
Date: 06 December 2020 14:45:48
Attachments: [WhetstonePastures_Draft_Vision.pdf](#)
[04.12.20.Parish_Councils.pdf](#)

Sent from my BlackBerry® wireless device

From: Jack Jenkins <jackj@hwglobalpartner.com>
Date: Sun, 6 Dec 2020 14:41:53 +0000
To: 'jack.jenkins13@mobileemail.vodafone.net' <jack.jenkins13@mobileemail.vodafone.net>
Subject: Hinckley National Rail Freight Interchange Ref No TR050007-000057

Dear Sir/Madam, As Chair, Wigston Parva Parish Meeting, which is part of the Fosse Villages group, I am writing again to object to the Hinckley National Rail Freight Interchange (HNRFI) proposal. My reasons are as follows :-

The site in question is 17 miles from the Daventry International Rail Freight Terminal, 28 miles from the newly opened East Midlands Gateway Rail Freight Terminal and 45 miles from the recently approved Northampton Gateway Rail Freight Interchange. Daventry has never yet operated anywhere near its maximum daily capacity, the usage of East Midlands and Northampton is as yet unknown. What then is the logic for yet another facility to be constructed in the same area vying for the same business ?

Coventry & Warwickshire Gateway distribution park is 15 miles along the A46 and M69 motorway from the proposed site. Magna Park, already called "Europe's premier logistics location", is growing exponentially and is 12 miles from the proposed site along the A5. On the A5, at Junction 1 of the M69 motorway, some 5 miles from the proposed site at Junction 2 of the M69 motorway, Hinckley & Bosworth Borough Council gave approval for the development by IM Properties of an 82 acre distribution site. To allow yet another distribution park of the magnitude of HNRFI to be constructed at Junction 2 of the M69 motorway surely is ridiculous ? The M69 motorway will become a parking lot at peak periods. The A5 intersection with the B4114 (the road by Wigston Parva) currently is an accident black spot with numerous fatalities. When the M69 is closed because of an accident this is the diversion route vehicles take.

Do not be fooled by the "rail freight" part of this proposal. The reality is that it is just another large scale distribution park which will increase road traffic that happens to be near a railway. Similarly don't accept that there is an urgent requirement for this new facility. This was a key argument used by IM Properties to win approval for their A5/ Junction 1 of the M69 motorway development. However if you drive past the site today they are still offering units of 532,000 square feet for rental.

The attachments refer to another proposed development of 931 acres, in between Junction 20 and 21 on the M1 motorway, 7 miles from the HNRFI site, also being promoted by Tritax Symmetry who are responsible for the HNRFI proposal. Ignore all the usual platitudes (homes, schools, health facilities, electric car charging points, green spaces etc) and buried within their "vision" is another logistics park !!! Being cynical, surely this is a case of hedging their bets ? This proposal would be looked at by Blaby DC not Hinckley & Bosworth. These tactics were used to perfection with the Northampton Gateway RFI when two proposals were submitted at the same junction of the M1 but different sides of the motorway !!

Please show some common sense and reject this proposal. Surely one needs to allow the East Midlands and Northampton Rail Freight Interchanges to come on stream before any consideration can be given to a new proposal at Hinckley ?

Yours sincerely, Jack Jenkins.



Jack Jenkins

Partner – NED

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Whetstone Pastures

G A R D E N V I L L A G E

Foreword

We are pleased to share with you our draft vision to create a 21st Century Garden Village at Whetstone Pastures in South Leicestershire.

Our vision for Whetstone Pastures considers the founding principles of the Garden City movement led by Ebenezer Howard over 100 years ago in a way that is relevant to today and in the future. The draft vision is made up of 7 core themes, which are explained in more detail in this document;

1. A Unique Place
2. Community
3. Health
4. Natural Environment
5. Sustainable Movement
6. Economy
7. Climate Mitigation

We hope by sharing the draft vision document at an early stage, it will help stimulate discussion, generate feedback and ultimately enable us to draw upon the knowledge, creativity and skills of existing communities in South Leicestershire to create the best possible vision for Whetstone Pastures.

Promoted by local landowners and supported by Tritax Symmetry, Whetstone Pastures is a

Garden Village development with the potential to accommodate thousands of new homes and jobs. The project has been awarded Garden Village status by the Government, although the project currently has no status within Blaby District Council’s emerging Local Plan.

We are committed to placing existing communities and engagement with you at the heart of everything we do in developing the plans for Whetstone Pastures. At this first stage the team is asking for your views on the draft vision. You will be able to get involved through the project website (www.whetstonepastures.co.uk), online workshops/webinars, online surveys, social media channels, community newsletters, project e-mail, telephone and Freepost address. Through our Youth Zone page on our website, young people will be invited to participate in creative design activities such as posting photography on Instagram, downloadable activity design sheets and submitting their own digital or Minecraft designs for a new village.

This stage of the engagement will begin in December 2020 and conclude at the end of February 2021 when the project team will incorporate your feedback into a final Vision,

which we hope will provide a shared blueprint for Whetstone Pastures between the project partners and local communities.

We are only at the beginning of this exciting journey together and we hope in a post pandemic world there will be many more, wide-ranging opportunities to engage on this project in person including community and design led events, citizens panels and public exhibitions as we move through each stage.

With your involvement and all parties working together, we can be creative and imaginative in developing a new community at Whetstone Pastures that we and future generations can be truly proud of.

Whetstone Pastures is an opportunity to deliver significant and lasting benefits to Blaby district and we hope you will get involved and play your part in helping shape it.

Best wishes,

Jonathan Wallis
Development Director - Tritax Symmetry

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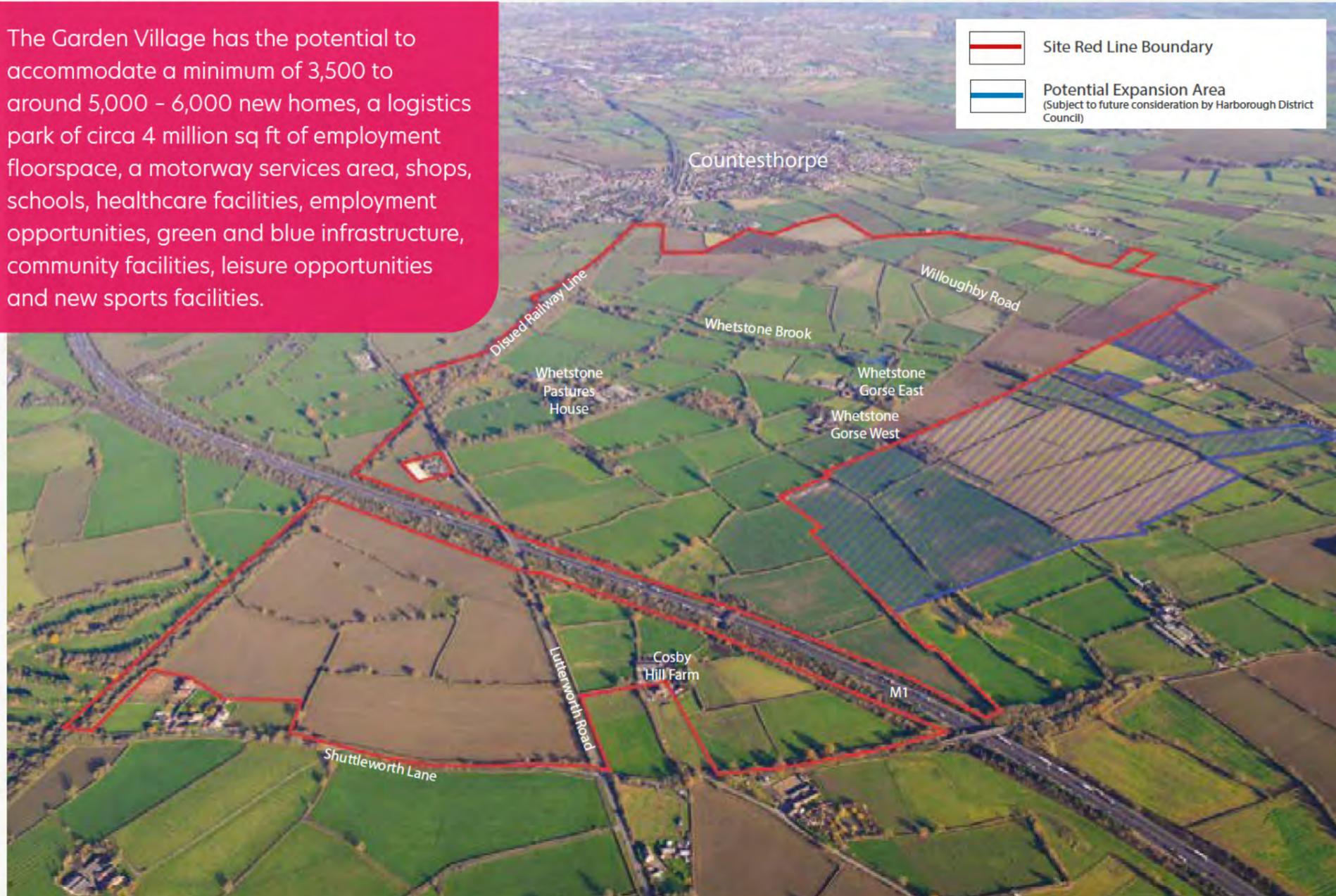
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The Garden Village has the potential to accommodate a minimum of 3,500 to around 5,000 – 6,000 new homes, a logistics park of circa 4 million sq ft of employment floorspace, a motorway services area, shops, schools, healthcare facilities, employment opportunities, green and blue infrastructure, community facilities, leisure opportunities and new sports facilities.



THE VISION

The Vision

A Unique Place

1. A unique identity
2. Beautifully and imaginatively designed Neighbourhoods
3. Inspiring Streets
4. Commitment to Beauty
5. Public Art
6. Flexible buildings
7. Mix of homes

Community

1. Connected
2. Timely delivery
3. A Community Trust that maintains the garden village
4. Future Proofed
5. Neighbourhood Hubs
6. Community spaces

Health

1. Active Lifestyles
2. Green Spaces
3. Community farming and healthy eating
4. School farms
5. Healthcare
6. Health Routes
7. Healthy Workers

Natural Environment

1. Maximise Landscape Assets
2. Connected greenspace
3. Multi-functional open space
4. Innovative water management
5. Enhancing and creating habitats

Sustainable Movement

1. Maximising travel by bicycle and on foot
2. Gear Change 2020
3. Electric vehicle infrastructure
4. Connectivity
5. Innovative public transport
6. Sustainable transport for workers

Economy

1. A Logistics Park
2. Enhancing skills and training opportunities
3. Education
4. Neighbourhood Hubs and Garden Village Centre
5. Support for home working
6. Shared workspaces
7. Reliable high-speed fibre broadband

Climate Mitigation

1. Working towards net zero Carbon 2050
2. Climate resilience, water management and green infrastructure
3. Energy Education
4. Future Homes Standard
5. Energy security
6. Waste



Are there local buildings, streets or spaces you consider to be of high quality and/or beauty that Whetstone Pasture could take inspiration from?

A Unique Place

1. A unique identity
2. Beautifully and imaginatively designed Neighbourhoods
3. Inspiring Streets
4. Commitment to Beauty
5. Public Art
6. Flexible buildings
7. Mix of homes



A Unique Place

A commitment to building beautiful

1. A unique identity

Whetstone Pastures Garden Village will have its own recognisable character, inspired by its history, buildings and landscapes.

2. Beautifully and imaginatively designed Neighbourhoods

Neighbourhoods within the Garden Village will have their own clear identity, reflecting the best of local built development within surrounding settlements but will not be afraid to bring innovative and modern design approaches.

3. Inspiring Streets

The street network will be easy to navigate, attractive and safe. It will directly connect to important walking and cycling routes, open spaces and other important destinations.

4. Commitment to Beauty

Whetstone Pastures is committed to delivering a beautiful Garden Village. This will be achieved by thinking carefully how the settlement is placed into the landscape, designing beautiful streets, squares and parks, and finally delivering beautiful buildings.

5. Public Art

Public art and urban design that responds to the site's history through the creative design of parks, open spaces, key buildings, signage and wayfinding will help create a unique character for the Garden Village.

6. Flexible buildings

Buildings will need to adapt and facilitate the changing ways of living, learning and working.

7. Mix of homes

A mixed and balanced community will be supported through delivery of a wide choice of homes to meet local needs in terms of housing types, affordability, designs and tenures. The Garden Village would provide custom and self-build opportunities, accessible homes, homes for all ages including those that require care, homes with workspace, private rented and shared ownership opportunities and flexible homes that are adaptable to changing needs over a lifetime.




 What things should be included at Whetstone Pastures to build a strong community?

Community

A thriving Garden Village is made up of more than just bricks and mortar.

Community

1. Connected
2. Timely delivery
3. A Community Trust that maintains the garden village
4. Future Proofed
5. Neighbourhood Hubs
6. Community spaces

1. Connected

A Garden Village that makes it easy to move around - connecting residents, employees and neighbours physically and socially.

3. A Community Trust that maintains the garden village

A Community Trust will manage and maintain the public spaces and community facilities - giving residents a sense of ownership and the flexibility to adapt to their changing future needs.

5. Neighbourhood Hubs

Key convenience, community and social facilities will be positioned in highly accessible positions for the neighbourhoods to use in a variety of ways.

2. Timely delivery

Key community buildings including schools, sports/leisure facilities, community buildings and accessible open space will be delivered when they are needed.

4. Future Proofed

Community facilities will be future proofed to support new ways of working and living through innovative and flexible design.

6. Community spaces

Multi-functional places and spaces that can be used for community-led formal and informal activities, events and exhibitions will be a significant component of the garden village.



Health

- 1. Active Lifestyles
- 2. Green Spaces
- 3. Community farming and healthy eating
- 4. School farms
- 5. Healthcare
- 6. Health Routes
- 7. Healthy Workers

Health

Embedding health and wellbeing into its ethos.

1. Active Lifestyles

Open spaces will provide a range of sports and recreation facilities, connected by direct, safe and pleasant walking and cycling routes and will be easily accessible to all.

2. Green Spaces

Outdoor spaces will occupy a significant proportion of the Garden Village and will be available for exercise and relaxation, they will meet accessibility standards and cater for all levels of mobility and age. They will support community well-being and reconnect people with natural environments.

3. Community farming and healthy eating

Healthy eating will be encouraged through the provision of allotments, community farming opportunities and a community market which will be managed by the Community Trust.

4. School farms

School farms can provide first-hand resources for diet, growing food and cooking techniques that can be integrated into the school curriculum.

5. Healthcare

The appropriate Health Facilities will be provided in the right places at the right time working in partnership with the NHS.

6. Health Routes

A range of health routes will be clearly marked out on site to encourage active lifestyles and access to opportunities for exercise, including the NHA 'Couch to 5k' initiative.

7. Healthy Workers

Employment areas will have landscaped areas for eating and socialising, spaces for running and outdoor sports equipment will be provided. This will sit alongside schemes to promote walking and cycling commuting for employees.

What do you think is needed to encourage and support healthier lifestyles at Whetstone Pastures?



Green and Blue Infrastructure

What opportunities are there at Whetstone Pastures to make the most of the natural environment?

Protecting, conserving and enhancing existing wildlife and habitats

Natural Environment

- 1. Maximise Landscape Assets
- 2. Connected greenspace
- 3. Multi-functional open space
- 4. Innovative water management
- 5. Enhancing and creating habitats

- 1. Maximise Landscape Assets**
The site contains ponds, a brook, hedgerows, woodland, a dismantled railway and natural habitats which can be retained and enhanced to shape the location and character of new neighbourhoods.
- 2. Connected greenspace**
New and existing open spaces formed of high-quality landscape and waterscape features will be available and accessible for all ages and abilities.
- 3. Multi-functional open space**
Places and spaces will be available to everyone ensuring that the physical environment is accessible and easy to navigate, including for people with dementia, so it is easy to access, understand and enjoy.
- 4. Innovative water management**
Creative use of water will reinforce a distinctive sense of place, provide open spaces for recreation and biodiversity and reduce stormwater and flooding risks.
- 5. Enhancing and creating habitats**
Opportunities to enhance existing habitats and to create new habitats that will be visually attractive and encourage wildlife and which can be enjoyed by residents, workers and visitors and deliver net biodiversity gain.



Sustainable Movement

- 1. Maximising travel by bicycle and on foot
- 2. Gear Change 2020
- 3. Electric vehicle infrastructure
- 4. Connectivity
- 5. Innovative public transport
- 6. Sustainable transport for workers

Sustainable Movement

Designed with future proofing smart technology

- 1. **Maximising travel by bicycle and on foot**
The arrangement of streets and paths will allow direct and safe walking and cycling networks between key destinations in the Garden Village and to surrounding settlements.
- 2. **Gear Change 2020**
This is a cycling and walking plan which sets out the Governments vision to make England a great cycling and walking nation - the Garden Village would put all of its recommendations in place.
- 3. **Electric vehicle infrastructure**
Provision of infrastructure to support electric buses, electric car clubs and electric cycles. Infrastructure will be provided in the employment areas to support the electrification of HGV fleets.
- 4. **Connectivity**
Public transport and walking and cycling routes will be co-ordinated to ensure they are easy and direct to use.
- 5. **Innovative public transport**
A flexible and innovative approach to public transport is essential to make it easy to use and available to all - this could include a pre-bookable on demand bus service.
- 6. **Sustainable transport for workers**
Employees will be encouraged to travel to work by walking, cycling and innovative sustainable transport solutions including employee bus services, lift sharing cycle infrastructure and adapting to future technologies.


What things would encourage a new community at Whetstone Pastures to walk, cycle and use public transport more?




Department for Transport

Gear Change

A bold vision for cycling and walking




 An idea for Whetstone Pastures is locating jobs close to homes and encouraging more home working. Do you agree and how could this be achieved?

Embracing an integrated approach to homes and employment

Economy

1. A Logistics Park
2. Enhancing skills and training opportunities
3. Education
4. Neighbourhood Hubs and Garden Village Centre
5. Support for home working
6. Shared workspaces
7. Reliable high-speed fibre broadband

1. A Logistics Park

The site is located in the Golden Triangle where there is significant demand for employment development. A logistics park as part of the Garden Village would fulfil the need for employment development in the area as well as providing significant job opportunities.

2. Enhancing skills and training opportunities

Logistics provides employment across a broad spectrum of roles including managerial, engineering, professional and technical roles, IT, HR, Sales, Marketing as well as warehouse operatives and opportunities for drivers. Automation in logistics has specifically created demand for engineering roles to maintain the automation processes.

3. Education

Links will be forged with local schools and colleges to connect young people to job opportunities in the Garden Village.

4. Neighbourhood Hubs and Garden Village Centre

The economic diversity of the Garden Village will be reinforced by neighbourhood hubs and a village centre that accommodates both small and larger enterprises within a pedestrian and cycle friendly environment.

5. Support for home working

Homes will be designed to accommodate the growing move towards home working,

6. Shared workspaces

Neighbourhood Hubs will provide shared spaces and facilities to allow residents to work effectively whilst avoiding isolation and maximising social interactions.

7. Reliable high-speed fibre broadband

As we move towards much more homeworking reliable high-speed broadband will be an essential component of the Garden Village.



Climate mitigation



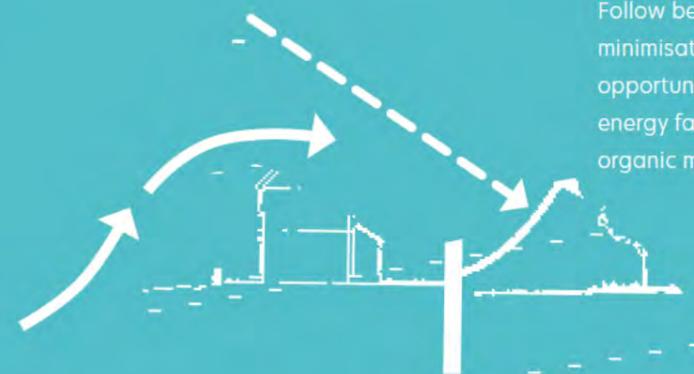
What climate mitigation measure or initiatives could be introduced to help future proof Whetstone Pastures to create a 21st Century garden village?

The Garden Village will be a self-sustaining low carbon community

Climate Mitigation

1. Working towards net zero Carbon 2050
2. Climate resilience, water management and green infrastructure
3. Energy Education
4. Future Homes Standard
5. Energy security
6. Waste

1. **Working towards net zero Carbon 2050**
The UK Climate Change Act has committed to bringing all greenhouse gas emissions to net zero by 2050 by changing how we travel, eat and use energy.
2. **Climate resilience, water management and green infrastructure**
Make best use of the existing landscape and water features on site to mitigate climate change.
3. **Energy Education**
Through the Garden Village Community Trust provide energy education to homes, schools, businesses and community enterprises.
4. **Future Homes Standard**
Employing the best available technology to ensure homes can provide low carbon heating and high levels of energy efficiency.
5. **Energy security**
Create low energy homes, businesses and community buildings and explore opportunities for renewable power generation including Combined Heat and Power (CHP), District Heating, Heat Exchange and solar panels to give fuel certainty and security and reduce the environmental impact of development.
6. **Waste**
Follow best practices in waste minimisation and explore the opportunity for a small waste to energy facility on site for local organic material.





BACKGROUND



Pastures *New*

Introducing Whetstone Pastures An all together better place to live & work

Whetstone Pastures Garden Village will support a healthy 21st Century community, with health and well-being, central to growing this new community. The community will be integrated and focused on providing high quality homes, diverse job opportunities, locally distinctive spaces alongside attractive options for recreation. Innovation and technology will underpin, low carbon living and working and will support, healthy work - life balances as we move towards increased home working.

-  3,500 - 6000 new homes
-  circa 4m sqft of logistics park
-  Schools
-  Shops and services
-  2 Local Centres and a district centre
-  Networks of cycling and walking routes
-  5km exercise routes
-  Natural play
-  Sports pitches
-  playground
-  Community centre
-  A lake for recreation and habitat creation
-  dementia friendly design
-  Stewardship

A tried and tested approach to the development of vibrant new communities.

The Garden City movement was established over one hundred years ago by Ebenezer Howard. In his book *The Garden Cities of Tomorrow* he set a vision for a new type of settlement that provides the best of the city and the countryside. He proposed green cities to provide affordable homes and places to work and live more healthily than the industrial city.

These settlements were to be self-contained and highly self-sufficient communities, which would include a balance of residential, industrial and agricultural areas, giving all residents access to light, air and open space.

In supporting Garden City principles it is important to provide a vibrant, cohesive and sustainable community and it is felt that a community led Trust approach is the best way to achieve this.

Today, as we look at the challenge of resolving the UK housing shortage, the Garden City Movement has provided a template which is still relevant. In January 2014 the Government announced that 14 new Garden Villages and three Garden Towns were going to be promoted, reactivating the garden city movement.

As of January 2020, 49 Garden Communities have been announced, including Whetstone Pastures Garden Village. While over one hundred years have passed, the challenge of providing affordable housing in communities with a high level of self sufficiency and local stewardship seems more important today than ever. Whetstone Pastures is looking back to the founding principles of the Garden City movement in a way that is relevant to the 21st century.

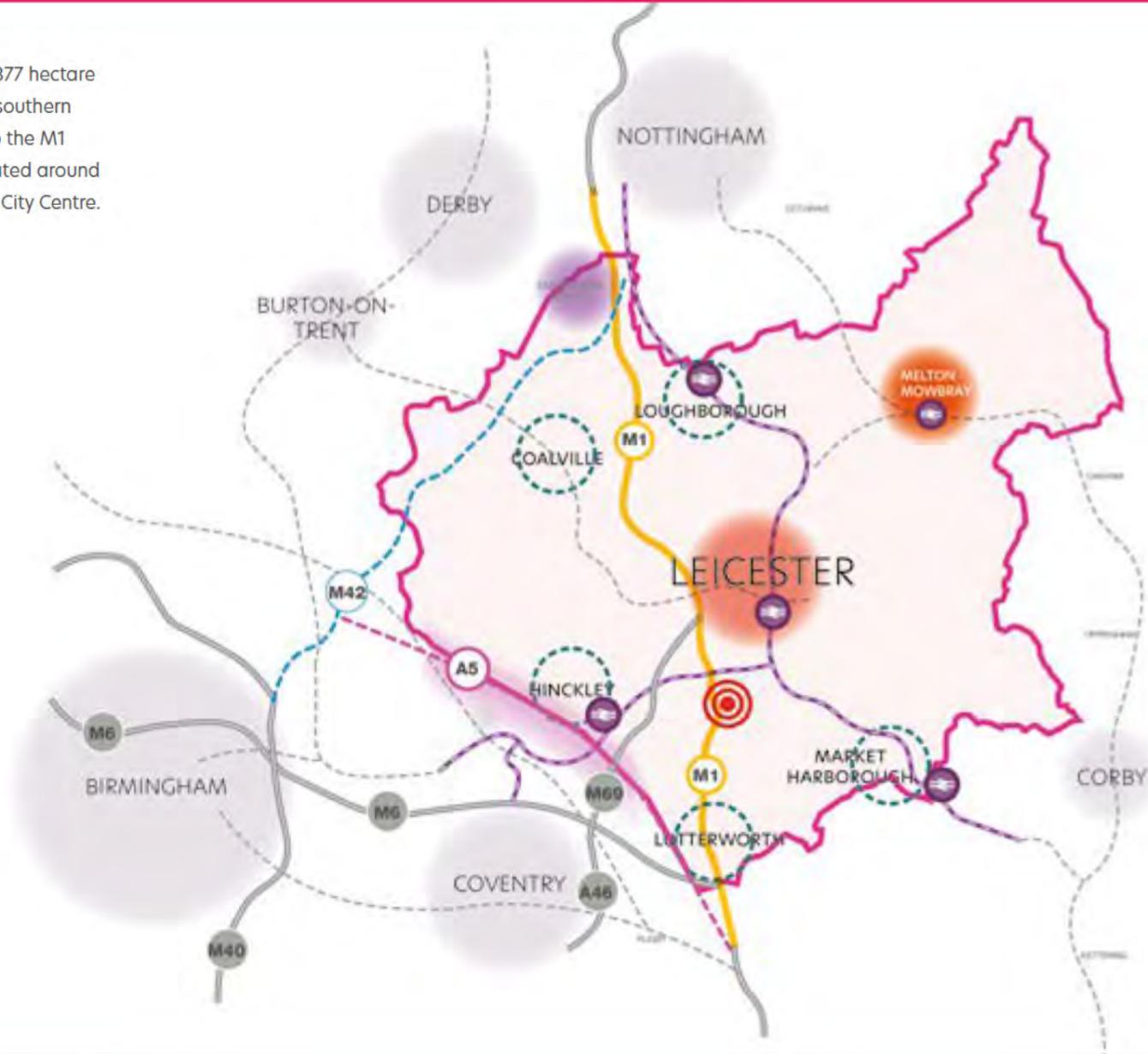
The Town and Country Planning Association TCPA have set out nine key principles that are being applied to all garden cities in the 21st century. These are set out below:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walk-able, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

"People want to live in a beautiful place; they want to live next to beautiful places; they want to settle in somewhere of their own, where the human need for beauty and harmony is satisfied by the view from the window and a walk to the shops, a walk which is not marred by polluted air or an inhuman street."

Living with Beauty, the report of the Building Better, Building Beautiful Commission. January 2020.

Whetstone Pastures is a 377 hectare (931 acre) site located in southern Leicestershire adjacent to the M1 motorway. The site is located around 6 miles south of Leicester City Centre.



Whetstone Pastures is a 377 hectare (931 acre) site located in southern Leicestershire.

To the north east of the site lies the village of Countesthorpe, to the north west lies the village of Cosby which lies within Blaby District and to the south east lies the village of Willoughby Waterleys which is located within Harborough District.

The site lies in the centre of the economic sub-region known as the 'Golden Triangle' the centre of UK logistics. The logistics industry makes up a significant proportion of the Leicester and Leicestershire employment market and continues to grow. The logistics sector is attracted to the area as businesses can enjoy easy access to the major motorways, ports, railways and airports, enabling deliveries to reach over 90% of the UK population within four hours. This proximity to customers allows businesses to stay competitive as well as reduce HGV miles on the road network.

Whetstone Pastures will provide housing to meet the the districts housing needs. Residents will enjoy a high quality attractive and safe environment which respects and enhances the special character of the existing natural and built environment. The mix of housing will reflect the needs of residents including an appropriate balance of house types, sizes and tenures with the provision of affordable homes to meet the identified needs of the District.

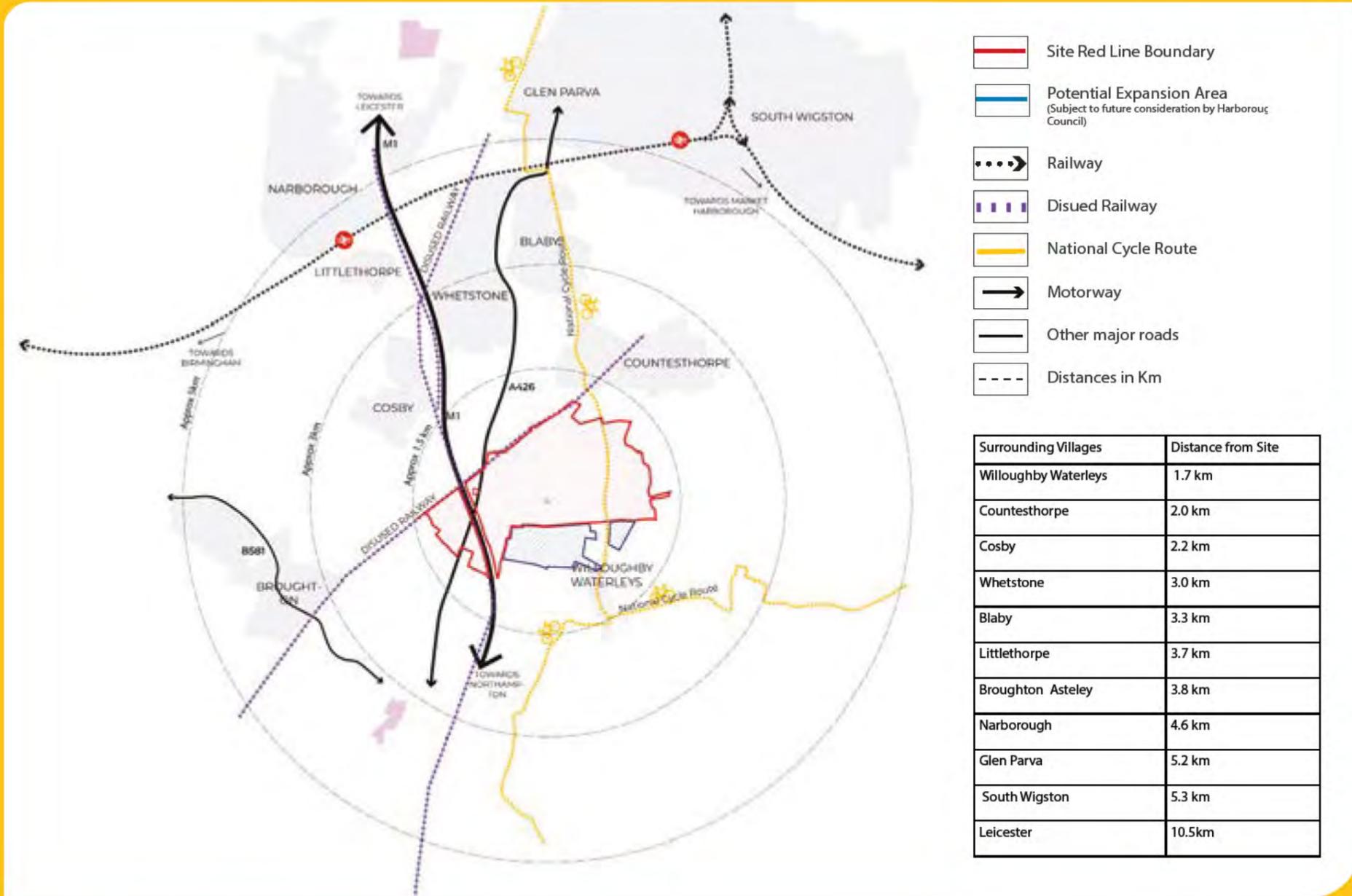
Right in the middle of the Golden Triangle





THE SITE CONTEXT

31



Settlement Structure

Well connected to historic settlements

The wider area is characterised by a series of towns and villages. To the north of the site lies the village of Cosby, and the towns of Blaby and Countesthorpe, these settlements view themselves as being quite distinct from the south of Leicester City.

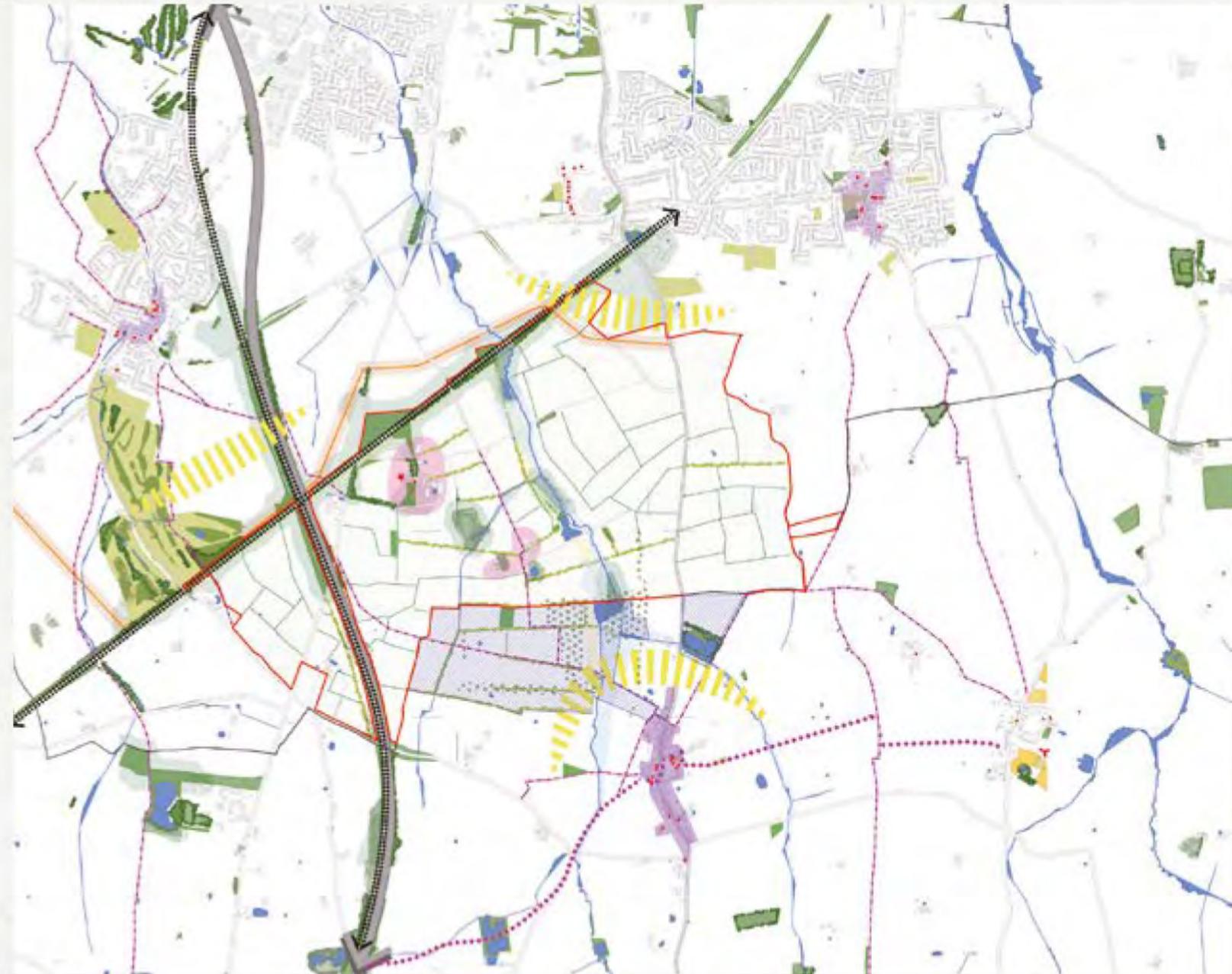
The site is in an accessible location making it an ideal site to provide the homes, jobs and facilities necessary to support the future growth and prosperity of Blaby District.

The site lies adjacent to the M1 motorway within the Golden Triangle and the delivery of junction 20a will enhance the connectivity of the site to the national road network. Local highway routes run along the edge and through the site, connecting the site to Countesthorpe, Cosby and Willoughby Waterleys.

There are a number of public rights of way that can be found across the site with National cycle route 6 running along Willoughby Road.

By contrast the smaller villages to the south of the site, Willoughby Waterleys and Ashby Magna, have an intimate rural character. These settlements have retained their historic structure and while they have been subject to some infill housing through the 20th century their character has not significantly changed over the years.





- Site Red Line Boundary
- Potential Expansion Area
(Subject to future consideration by Harborough DC)
- District Boundary
- Existing Settlement
- A1 Motorway
- Secondary Roads
- Existing Lanes
- National Cycle Route
- Public Right of Way
- Recreational Walking Routes
- Utilities Gas pipe
- Disused Railway / Informal path
- Woodland
- Public Open Space
- Hedgerows with biodiversity potential
- Hedgerows with lower value
- Waterbodies
- Flood Zone 3
- Landscape Sensitive Areas
- Sensitive Landscape / protected woodland and ecological corridor
- Local Wildlife Site
- Conservation Areas
- Listed Buildings
- Whetstone Pastures Obelisk
- Scheduled Monument

Landscape Character

An agricultural setting benefiting from ponds, streams and hedgerows

The area around Whetstone Pastures Garden Village has a gently rolling agricultural character, which is punctuated by hedgerows, trees and settlements. The site bridges the Upper Soar and Lutterworth Lowlands landscape areas.

The Upper Soar is located to the north of the site much of which has an urban character; the rural areas are predominantly agricultural interspersed by some semi-natural habitats including woodlands and wetlands.

The Lutterworth Lowlands Landscape Character Area is a predominantly open, gently rolling pastoral landscape with fields divided by mature hedgerows. There are a few small villages in this area. Open views are available in flatter parts and there are limited large woodland areas.

Many of the settlements in the Upper Soar are set in a clear landscape context, with mature hedgerows and trees within and surrounding development.



The Site

The Site Context

The vision has been informed by the baseline survey work for the site undertaken to date. This has identified the natural boundaries, including areas of woodland, topography, flood zone, the M1 motorway, gas pipeline and the former railway line which help to define the development approach, structure and character.

The results of the more detailed survey work and technical analysis will be set out in the subsequent Concept Framework Document.

Topography / Landscape

The site is not subject to any landscape quality designation with the majority of the site being occupied by arable fields forming a gentle rolling character which is typical of the South Leicestershire agricultural landscape.

The site has good visual containment, views towards the site from the landscape to the north including Countesthorpe and Cosby are limited by the



dismantled railway which is elevated in sections and contains significant woodland cover.

A network of well-maintained hedgerows, containing mature trees and interspersed with small blocks of woodland is a feature of the site; these linear features will be retained and integrated where appropriate to form a strong landscape pattern.

Ecology / Vegetation

There are no International or National statutory designations covering the land nor are there any such designations within the potential zone of influence from the Site. Most of the site is arable land or improved grassland pasture, while a few fields have some botanical interest, the majority are of low ecological value.

Habitats of ecological interest include small blocks of woodland, mature trees, a mature hedgerow network and the Whetstone Brook stream corridor.

There is a locally designated woodland strip along the northern boundary which follows the line of the dismantled railway line.



Noise

The location of the employment development either side of the M1 will buffer any associated road traffic noise to other forms of development within the Garden Village.

Hydrology

The Whetstone Brook as well as ponds are natural wetland features of the landscape. The brook is a tributary of the River Soar which lies to the north of the site. The

Brook runs through the middle of the site, creating a landscape corridor.



Movement

A range of options will be available for people to travel within and around Whetstone Pastures Garden Village. The site is intersected by three roads running in a north-south direction. The M1 runs in a north-south direction and intersects the western portion of the site, where it passes beneath the A426 Lutterworth Road and provides a key strategic link between London and the south east and Yorkshire via the East Midlands. The A426 Lutterworth Road and Willoughby Road, with Hill Lane, Bamby Lane are located to the north and east of the site.

There is a network of existing public rights of way (PRoW) within and around the site alongside lanes which provide access to the farmland. These existing routes provide opportunities to deliver connections both within the site and to existing areas and amenities surrounding the

site. National Cycle Route 6 runs through the site along Willoughby Road.

Air Quality

The site is not subject to any air quality management designations. There are no air quality issues in the area which present a constraint to bringing the site forward as a Garden Village.

Utilities

The site is largely free from constraints in respect of utilities. A Gas Pipeline cuts through a modest section of the northern part of the site. The relevant HSE easement either side of the pipeline will be respected. No other utilities present a constraint to bringing forward a Garden Village in this location.

Heritage assets

The site contains one Grade II listed building, known as Whetstone Pastures House. This historic building has an interesting and varied past, having previously been used as a private house, a school and a care home. While not designated heritage assets, there are a number of historic agricultural buildings in other areas of the site which are of some heritage interest. It would be our intention to incorporate the best of these buildings in our plans for the site.

Willoughby Waterleys Conservation Area lies to the south east of the site and Countesthorpe Conservation Area is located to the northeast.

The Planning Status

Blaby District Council and the landowners of Whetstone Pastures supported by their Development Partner Tritax Symmetry LTD continue to positively engage in discussions in connection with their shared aspiration to create a mixed-use community at the site.

This is a 'local authority led' initiative following the proposed project being awarded Garden Village status by the Government and in response to the joint submission made to the Ministry of Housing, Communities and Local Government.

The Council are currently considering these issues in the context of the emerging Local Plan and, in turn, are assessing their ability to set out clear expectations as to how any potential development

will take shape. Blaby District Council remain a sponsor of the proposal at Whetstone Pastures and are working alongside the promoters in identification of this Vision document.

This engagement extends to the further assessment of the scheme in parallel to the local plan process. The site does not currently have any status in the adopted Local Plan, nor has a planning application been received for the site.

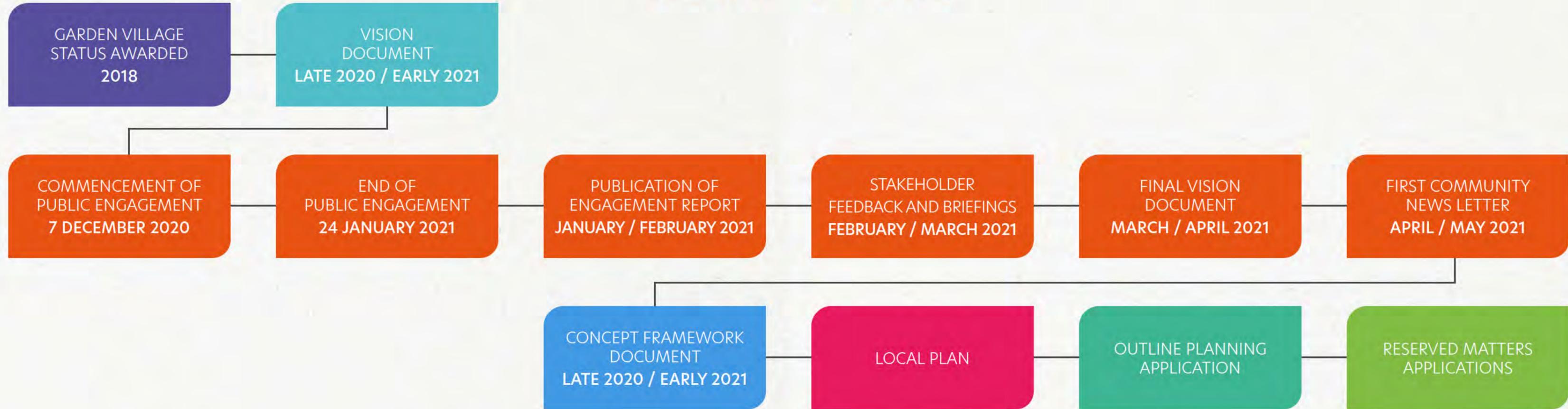
The emerging Local Plan, being considered by the Planning Policy and Strategy team, is assessing the merits of the site as one of a number of options to deliver development in the District during the next plan period.

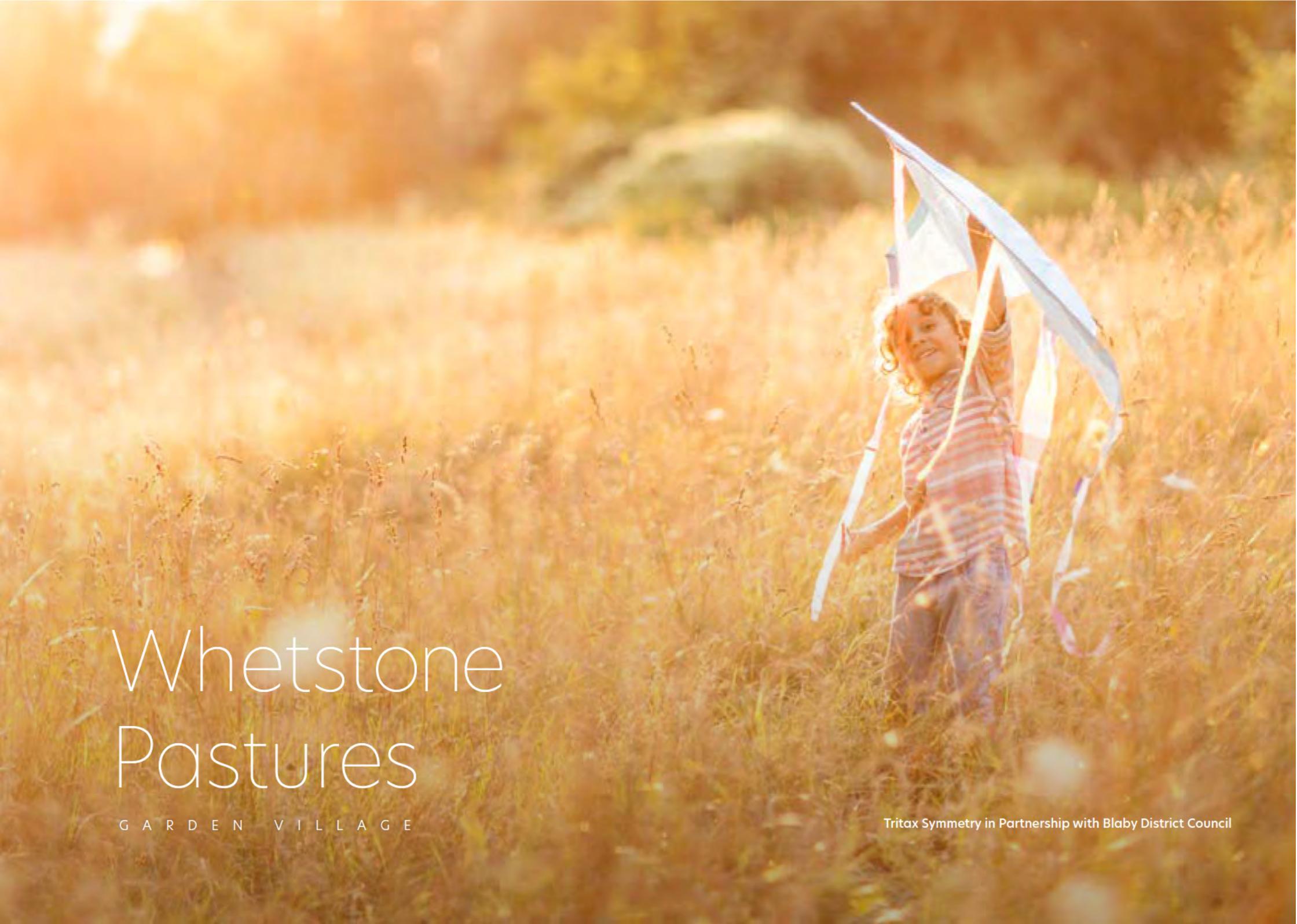
The Strategic Growth team is currently considering the proposals that have been brought forward in the draft Vision document to ensure that, if the site was considered an acceptable allocation, any scheme that comes forward would offer the highest quality sustainable outcome for existing residents of the District and future residents of the development itself.

Whilst it is recognised by the Council that the principle of development has not been established it is considered important to take every opportunity to influence the development during this important early stage to ensure that any allocation will deliver the best possible scheme. As such, this input is provided independent of the Local Plan review that is currently taking place.

NEXT STEPS

N E X T S T E P S





Whetstone Pastures

G A R D E N V I L L A G E

Tritax Symmetry in Partnership with Blaby District Council

Pastures New

Whetstone
Pastures

FREEPOST UK NETWORKS
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whetstonepastur
Whetstone Pastures
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7th December 2020

Dear Parish Clerk,

Whetstone Pastures Garden Village

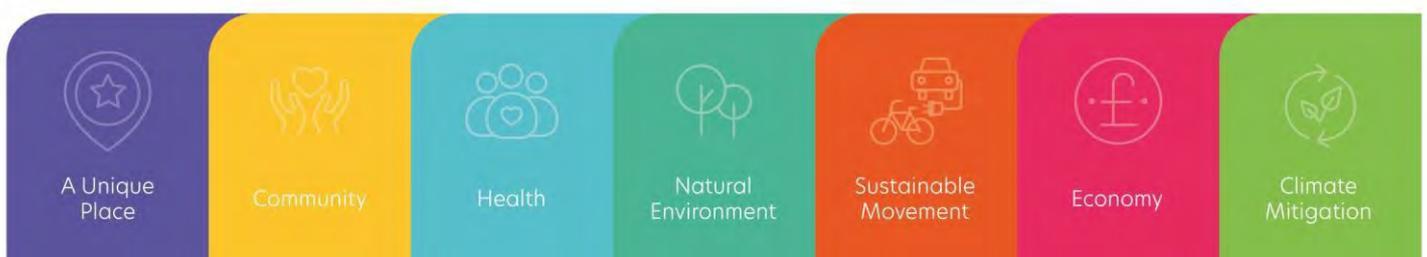
I hope you are keeping well during these challenging times.

I am pleased to share with you the draft vision for Whetstone Pastures Garden Village and to invite you to take part in an online workshop '**Shaping the vision for a 21st Century Garden Village at Whetstone Pastures, South Leicestershire**'. The workshop has been arranged for parish councils across the district and provisionally planned for Wednesday 13th January 2021 between 7pm and 8pm. Parish councils closest to the site have been offered a separate briefing.

Promoted by local landowners and supported by Tritax Symmetry, Whetstone Pastures is a garden village development with the potential to accommodate a significant number of new homes and jobs as well as schools, healthcare and other amenities alongside a new Logistics Park. Whetstone Pastures was awarded Garden Village status by the **Government, although the project currently has no status within Blaby District Council's** emerging Local Plan.

With your involvement and all parties working together, we can be creative and imaginative in developing a new community in South Leicestershire that we and future generations can be truly proud of.

The project website www.whetstonepastures.co.uk will go live on Monday December 7th 2020, which marks the beginning of a series of public engagement activities between December 2020 and February 2021 on this initial stage. The aim of these activities is to help stimulate discussion, generate feedback and ultimately enable us to draw upon the knowledge, creativity and skills of existing communities in South Leicestershire to create the best possible vision for Whetstone Pastures.



Pastures New

Whetstone Pastures

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Members of the public will be able to get involved through the project website, an online webinar, online survey, social media channels, community newsletters, project e-mail, telephone and Freepost address. Through our Youth Zone page on our website, young people will be invited to participate in creative design activities such as posting photography on Instagram, downloading activity sheets and submitting their ideas to the project team via the website and social media channels.

We are at the beginning of this exciting journey together and we hope in a post pandemic world there will be many more wide-ranging opportunities to engage on this project in person as we move through each stage including community and design led events, citizens panels and public exhibitions and outreach work with schools and other groups.

The draft vision for Whetstone Pastures, considers the founding principles of the Garden City movement led by Ebenezer Howard over 100 years ago in a way that is relevant to today and for the future. The vision is made up of seven core themes, which are explained in more detail in the document:

1. A Unique Place
2. Community
3. Health
4. Natural Environment
5. Sustainable Movement
6. Economy
7. Climate Mitigation

Feedback received during this stage will be considered by the design team and incorporated into a final vision document, which we hope will provide a shared blueprint for Whetstone Pastures between the project partners and local communities.

Whetstone Pastures is an opportunity to deliver significant and lasting benefits to the district and we hope you will get involved and play your part in helping shape it.

Best wishes,

Jonathan Wallis

Development Director – Tritax Symmetry

