

Appendix 7.1

APPENDIX 1 - Project Summary

Statement of Community Consultation

Appendix 1 - Project Summary

INTRODUCTION

- 1.1 This appendix provides a summary of the Hinckley National Rail Freight Interchange (HNRFI) project proposed by Tritax Symmetry (Hinckley) Limited ('TSH'). This appendix supports the Statement of Community Consultation (SoCC) prepared in accordance with section 47 of the Planning Act 2008.

PURPOSE OF A STRATEGIC RAIL FREIGHT INTERCHANGE

- 1.2 Strategic rail freight interchanges (SRFI) are distribution centres which seek to optimise the use of rail in freight journeys. They are connected to both the rail and strategic road network. The Government supports the creation of a series of SFRIs across the UK, to reduce lorry movements from the roads and transfer them onto the rail network, reducing both road traffic congestion and carbon emissions.

SITE LOCATION

- 1.3 The proposed Hinckley National Rail Freight Interchange (HNRFI) main site lies between the Leicester to Hinckley railway to the north-west and the M69 motorway to the south-east, with the village of Elmesthorpe to the north.
- 1.4 The Site includes junction 2 of the M69 motorway and extends south-westwards along the motorway to accommodate proposed junction improvements. It also includes a corridor of land extending north-westwards across the railway to the B4668 Leicester Road, within which a link road is proposed to be known as the A47 link.
- 1.5 The main project elements are described in more detail below.

MAIN SITE

- 1.6 The HNRFI will be located adjacent to the Leicester to Hinckley railway line, on the south-east side of the line, approximately 2.7km north-east of Hinckley station.
- 1.7 Provision is made for two connections to the main line, allowing access for trains arriving from either direction with crossovers on the main line itself to allow freight trains to move from one track to another.
- 1.8 Connections to the main line will be designed so that trains can enter the terminal at

a safe and appropriate speed, minimising the time that each train occupies the main line. Intermodal trains (carrying containers) will enter the site from either direction and will go straight under the railport gantry cranes, with trains serving buildings, able to use the adjoining reception sidings, running alongside the main line. The reception sidings would include provision for future electrification capable of being used by all trains.

- 1.9 From the reception sidings two parallel railway lines would curve around the northern end of the HNRFI with links back to rail linkable buildings and back into the railport. This ensures that if suitable bimodal engines are not developed for heavy intermodal freight, that the railport will be able to serve electric only trains. The railport provides capacity to accommodate up to 16 trains per day.
- 1.10 Additional railway signalling and warning signage will be required along the main line to cater for the HNRFI. The nature and location of these has yet to be determined.

The railport

- 1.11 The railport comprises of a level area of concrete running along most of the length of the sidings at the north western side of the HNRFI site. In this area, containers would be stored, loaded and unloaded onto trains by means of gantry cranes or free-moving 'reach stacker' vehicles – wheeled cranes designed to lift freight containers. Gantry cranes would be able to run up and down the railport in a manner comparable to dock cranes. Laden containers will be stacked parallel to the rail sidings. Empty containers will be stacked in a separate area using reach stackers.
- 1.12 Freight containers may be stacked on the concrete apron after receipt or before dispatch. Laden stacks would not exceed five containers in height, being a maximum of 14.5 metres, empty containers would be tiered and stacked to a maximum of 7 high, being a maximum of 20.3 metres in a dedicated empty container yard, below the envisaged height of neighbouring logistics buildings. From here, containers would be transferred to buildings within the HNRFI site for processing, or driven off-site via the M69 for direct delivery to customers.
- 1.13 The railport would be fenced for security and would incorporate ancillary office, maintenance, mess room accommodation and car parking for railport staff. It would be lit to enable 24-hour operation, using lighting designed to minimise light pollution.

Buildings and curtilages

- 1.14 The greater part of the HNRFI site would be dedicated to logistics buildings falling within the planning use class B8 (storage and distribution), with a total floor area of up to 850,000 square metres gross internal area (GIA) (comprising 650,000 square metres at ground floor level and a further 200,000 square metres of mezzanine floorspace). The storage and logistics buildings will be up to a maximum height of 33 metres. Proposed building heights would allow the scheme to accommodate modern automation systems and occupiers requiring high bay racking. These buildings will incorporate freight loading bays in the external walls and will have

associated areas for lorry manoeuvring and parking and staff car parks. Some buildings will have direct rail access, vehicle maintenance areas, refuelling.

1.15 Around each building will be boundary land for landscape works, planting and surface water drainage features. Sustainable drainage systems (SUDS) would be employed in hard-surfaced areas wherever suitable.

HIGHWAY WORKS

1.16 The proposed highway works are summarised as follows:

- A dedicated road access directly from Junction 2 of the M69 motorway, which connects the M6 near Coventry to the M1 near Leicester and links to the A5 in between. As a part of the proposals, a northbound off-slip and a southbound on-slip would be added to this junction, which currently caters only for motorway traffic heading to and from the north.
- A link road (the A47 link) through the site from M69 Junction 2, over the railway line to the B4668/A47 Leicester Road, including the demolition of an existing railway bridge and construction of a replacement bridge to provide a new highway.
- Previous informal public consultation identified potential alternative routes for the construction of a new road to the east of the M69 – so called ‘Eastern Villages Link’. Further modelling work has subsequently been carried out, which has included the proposed new south facing slip roads at M69 J2 and the new connection through the site to the B4668, along with forecast changes to the network through committed development and planning infrastructure changes. As a consequence, it is considered that the EVL south of Sapcote is not required or justified. Traffic management measures to rebalance vehicle flows to the villages east of the M69 will be discussed and reviewed with Leicestershire County Council.
- Off-site highway works.

OTHER WORKS

1.17 Additional works that form part of the HNRFI project will include.

- **Landscaping and planting** - A comprehensive landscape and planting strategy incorporating boundary landscape areas; planting and landscaping around the internal road corridors; and treatments and landscaping around buildings. The provision of amenity open space near to Burbage Wood is also proposed.

- **Ecology** – habitat creation and enhancement
- **Public rights of way** - The project will require the closure and/or diversion of rights of way to facilitate the development. To mitigate these impacts, it is proposed to provide new recreational routes for cyclists, pedestrians and horse riders.
- **Energy and utilities** - The provision of new infrastructure to serve the development with water, electricity and gas, telecommunications and foul and surface water drainage. The HNRFI would also include energy centres to generate electricity for the site. The development also offers potential for roof-mounted solar photovoltaic installations, providing renewable electricity.
- **Rail infrastructure** – including, track, signals, signage and electricity connection.
- **Data centres** – to support the requirement of the HNRFI and its occupiers and operators.
- **Drainage works** – including groundwater retention ponds, swales and underground attenuation tanks.
- **Security and safety provisions** – including ancillary buildings, fencing and lighting.
- **Lorry park and welfare** – facilities for lorry drivers to park with welfare facilities (e.g. toilets and diner/refreshments). These facilities may include HGV fuelling facilities.
- **A new road bridge** – spanning the proposed railway sidings and the existing railway in the vicinity of the existing Burbage Common Road bridge turning north-westwards to the B4668 Leicester Road and linking to the A47 (the 'A47 link').
- **Works affecting existing pedestrian level crossings on the railway**

APPENDIX 2 - List of junctions and proposed mitigation works

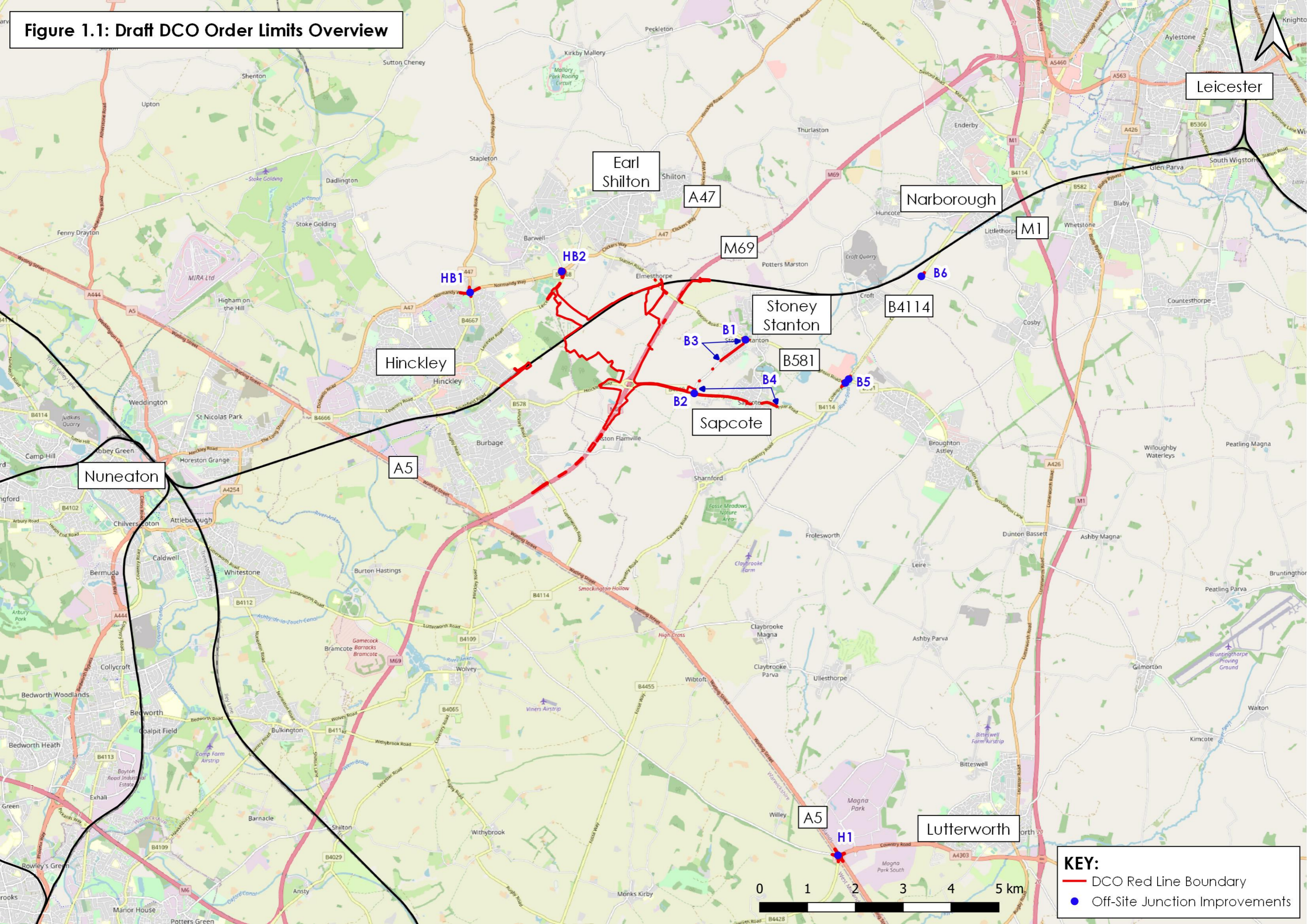
APPENDIX 2

List of junctions and proposed mitigation works

Location	
Blaby District Council	
B1	Junction of B581 Station Road / New Road and Hinckley Road, Stoney Stanton
B2	Junction of B4669 Hinckley Road and Stanton Lane, west of Sapcote
B3	Stanton Lane / Hinckley Road, south-west of Stoney Stanton
B4	B4669 Hinckley Road/ Leicester Road, Sapcote
B5	Junction of B4114 Coventry Road and B581 Broughton Road at Soar Mill, south-east of Stoney Stanton
B6	Junction of B4114 Coventry Road and Croft Road, south-west of Narborough
	M69 Junction 2 (Access Infrastructure)
	New A47 Link Road (Access Infrastructure)
Hinckley and Bosworth Borough Council	
HB1	Junction of A47 Normandy Way and A447 Ashby Road, Hinckley
HB2	Junction of A47 Normandy Way / Leicester Road, the B4668 Leicester Road and The Common, south-east of Barwell
	Junction of B4668 and New A47 Link Road, north east of the site access (Access Infrastructure)
Harborough District Council / Rugby Borough Council	
H1	Cross in Hand roundabout at the junction of the A5 Watling Street, A4303 Coventry Road, B4428 Lutterworth Road and Coal Pit Lane, west of Lutterworth

APPENDIX 3 - Figure 1.1 Draft DCO Order Limits

Figure 1.1: Draft DCO Order Limits Overview



Leicester

Earl Shilton

Narborough

Hinckley

Stoney Stanton

Sapcote

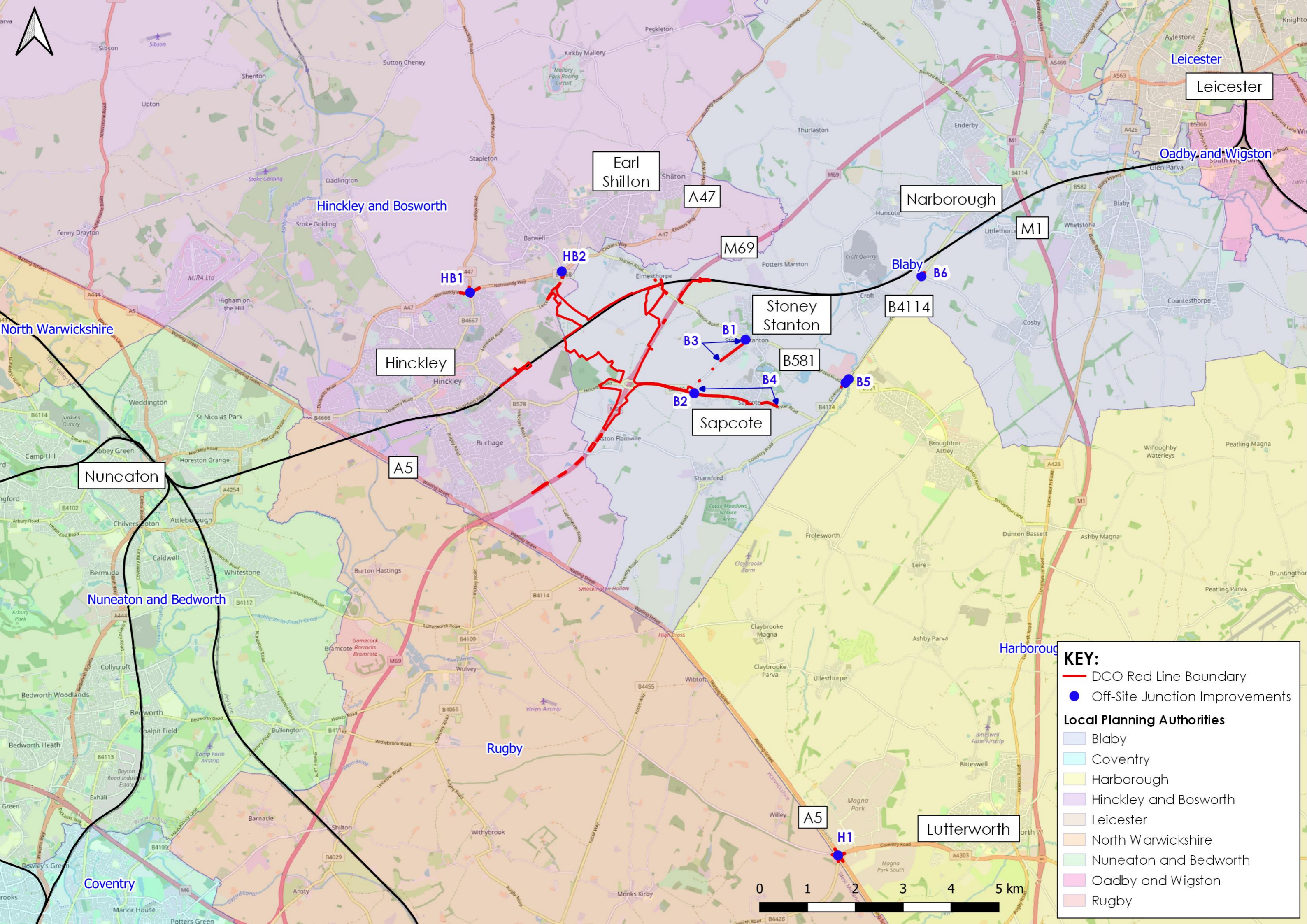
Nuneaton

Lutterworth

KEY:

- DCO Red Line Boundary
- Off-Site Junction Improvements

APPENDIX 4 - District Boundaries Plan



KEY:

- DCO Red Line Boundary
- Off-Site Junction Improvements

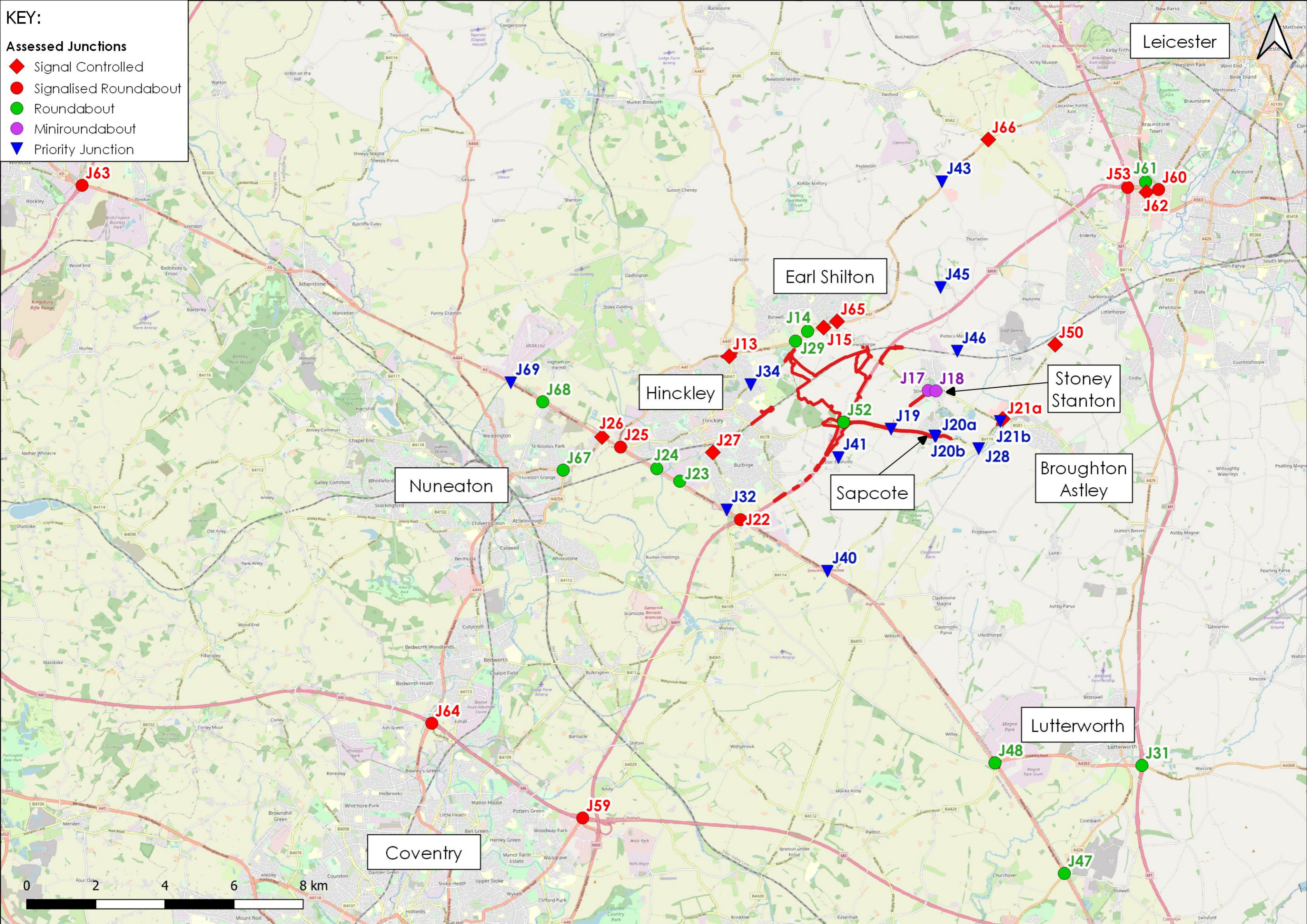
Local Planning Authorities

- Blaby
- Coventry
- Harborough
- Hinckley and Bosworth
- Leicester
- North Warwickshire
- Nuneaton and Bedworth
- Oadby and Wigston
- Rugby

APPENDIX 5 - All junctions where transportation impacts have been considered

KEY:

- Assessed Junctions
- Signal Controlled
- Signalised Roundabout
- Roundabout
- Miniroundabout
- Priority Junction



APPENDIX 6 - List of the administrative areas which involved potential highway works

Appendix 6 List of the administrative areas which involved potential highway works

ID	Location	Northings	Eastings	Highway Authority	Secondary/Neighbouring Highway Authority	District Council	Parsih Council	Adjoining Parish Councils	Adjoining Parish	
J13	Ashby Rd / A47	443101	295720	Leicestershire County Council		Hinckley & Bosworth	Hinckley De Montfort Ward			
J14	A47 Leicester Rd / Clickers Way / Carrs Hill	445366	296445	Leicestershire County Council		Hinckley & Bosworth	Barwell	Elmesthorpe		
J15	A47 / B581	445831	296552	Leicestershire County Council		Blaby	Elmesthorpe	Earl Shilton		
J17	Hinckley Rd / New Rd / B581	448854	294733	Leicestershire County Council		Blaby	Stoney Stanton			
J18	New Rd / Long St / Broughton Rd	449079	294720	Leicestershire County Council		Blaby	Stoney Stanton			
J19	B4669 / Stanton Ln	447784	293613	Leicestershire County Council		Blaby	Sapcote			
J20a	Leicester Rd / Grace Rd	449080	293413	Leicestershire County Council		Blaby	Sapcote			
J20b	Leicester Rd / Sharnford Rd	449047	293411	Leicestershire County Council		Blaby	Sapcote			
J21a	B4114 Coventry Rd / B581 Broughton Rd (north)	451010	293909	Leicestershire County Council		Blaby/Harborough	Broughton Astley	Stoney Stanton		
J21b	B4114 Coventry Rd / B581 Broughton Rd (south)	450942	293833	Leicestershire County Council		Blaby/Harborough	Stoney Stanton	Broughton Astley		
J22	M69 Junction 1 / A5	443426	290995	Highways England	Leicestershire County Council/Warwickshire County Council	Rugby/Hinckley & Bosworth	Burbage	Wolvey	Stretton Baskerville	
J23	A5 / Logix Rd	441669	292108	Highways England	Leicestershire County Council/Warwickshire County Council	Hinckley & Bosworth/Rugby	Burbage	Stretton Baskerville		
J24	A5 / Hammonds Way	441004	292470	Highways England	Leicestershire County Council/Warwickshire County Council	Hinckley & Bosworth/Rugby	Hinckley Clarendo	Stretton Baskerville	Burbage	
J25	A5 / B4666 / A47 (Dodswells)	439956	293095	Highways England	Leicestershire County Council/Warwickshire County Council	Hinckley & Bosworth/Rugby	Hinckley Clarendo	Stretton Baskerville		
J26	A47 / A5 (Longshoot)	439421	293388	Highways England	Leicestershire County Council/Warwickshire County Council	Nuneaton & Bedworth/Hinckley &	St Nicolas Ward	Hinckley	Higham on the Hill	
J27	Rugby Rd / Brookside	442626	292940	Leicestershire County Council		Hinckley & Bosworth	Burbage	Hinckley		
J28	B4669 Leicester Rd / B4114 Coventry Rd	450316	293047	Leicestershire County Council		Blaby/Narborough	Sapcote	Broughton Astley	Stoney Stanton	
J29	The Common Barwell / A47 / B4668 Leicester Rd	445016	296160	Leicestershire County Council		Hinckley & Bosworth	Barwell	Elmesthorpe		
J31	M1 Junction 20	455039	283885	Highways England	Leicestershire County Council	Harborough	Lutterworth	Misterton with Walcote		
J32	Wolvey Rd / A5	443031	291273	Highways England	Leicestershire County Council/Warwickshire County Council	Rugby/Hinckley & Bosworth	Stretton Baskerville	Burbage		
J34	Stoneygate Drive / Leicester Rd / Bradgate Rd	443724	294897	Leicestershire County Council		Hinckley & Bosworth	Hinckley De Montfort Ward			
J40	B4114 / A5	445944	289500	Highways England	Leicestershire County Council/Warwickshire County Council	Rugby/Hinckley & Bosworth/Blaby	Burbage	Wigston Parva	Wolvey	Copston Magna
J41	Hinckley Rd / Lynchgate Ln / Sharnford Rd	446259	292788	Leicestershire County Council		Blaby	Aston Flamville			
J43	Dan's Ln / A47 Hinckley Rd	449254	300767	Leicestershire County Council		Hinckley & Bosworth/Blaby	Peckleton	Thurlaston	Leicetser Forest West	
J45	Thurlaston Ln / Watery Gate Ln / Pingle Ln	449214	297707	Leicestershire County Council		Blaby/Hinckley & Bosworth	Thurlaston	Earl Shilton		
J46	Huncote Rd / Stanton Ln / Pingle Ln	449699	295867	Leicestershire County Council		Blaby	Potters Marston	Stoney Stanton		
J47	A5 / A426 / Gibbet Ln	452794	280760	Highways England	Leicestershire County Council/Warwickshire County Council	Rugby/Harborough	Cotesbach	churchover	Shawell	
J48	A5 / A4303 / B4027 / Coal Pit Ln	450787	283960	Highways England	Leicestershire County Council/Warwickshire County Council	Harborough/Rugby	Lutterworth	Monks Kirby	Willy	
J50	Coventry Rd / Croft Rd	452529	296058	Leicestershire County Council		Blaby	Croft	Cosby	Narborough	
J52	M69 Junction 2	446409	293817	Leicestershire County Council	Highways England	Blaby	Sapcote	Aston Flamville		
J53	M1 Junction 21 / M69 Junction 3	454626	300605	Highways England	Leicestershire County Council	Blaby	Enderby	Braunstone	Lubbesthorpe	
J59	M6 Junction 2	438861	282365	Highways England	Coventry City Council/Warwickshire County Council	Rugby	Ansty	Henley Ward		
J60	Narborough Rd Roundabout	455521	300545	Leicestershire County Council	Leicester City Council	Blaby	Enderby	Braunstone		

J61	Lubbesthorpe Way Roundabout	455144	300767	Leicestershire County Council	Leicester City Council	Blaby	Braunstone	Enderby		
J62	A563 / A5460	455169	300467	Leicestershire County Council	Leicester City Council	Blaby	Enderby	Braunstone		
J63	M42 Junction 10	424379	300667	Highways England	Warwickshire CC / Staffordshire CC	Tamworth BC/North Warwickshire	Dordon	Drayton Bassett		
J64	M6 Junction 3	424379	300667	Highways England	Warwickshire County Council/Coventry City Council	Nuneaton & Bedworth	Exhall Ward			
J65	A47 / Wilkinson Lane	446219	296730	Leicestershire County Council		Hinckley & Bosworth/Blaby	Barwell	Elmesthorpe	Earl Shilton	
J66	A47 / B582 Desford Road	450594	301991	Leicestershire County Council		Blaby	Kirby Muxloe	Thurlaston	Leicetser F	Desford
J67	A47 / A4254 Eastboro Way	438296	292427	Warwickshire County Council		Nuneaton & Bedworth	St Nicolas Ward			
J68	A5/Higham Lane	437704	294404	Highways England	Leicestershire County Council/Warwickshire County Council	Nuneaton & Bedworth	Weddington			
J69	A5/Wood Lane	436783	294953	Highways England	Leicestershire County Council/Warwickshire County Council	Nuneaton & Bedworth	Weddington			

APPENDIX 7 - List of S43 consultees

APPENDIX 7**List of S43 consultees**

Organisation	Postal Address	Contact Reference
S43(2) "A" Authority		
Charnwood Borough Council	Charnwood Borough Council Offices Southfields Loughborough Leicestershire LE11 2TN	Email: development@charnwood.gov.uk Tel: 01509 634560
Melton Borough Council	Burton St Melton Mowbray LE13 1GH	Email: developmentcontrol@melton.gov.uk. Tel: 01664 502502
North Warwickshire Borough Council	Council House South Street Atherstone CV9 1DE	Jeff Brown – Head of Development Control Email: J [REDACTED] Email: planningcontrol@northwarks.gov.uk Tel: [REDACTED]
North West Leicestershire District Council	Council Offices Whitwick Road Coalville Leicestershire LE67 3FJ	Email: development.control@nwleicestershire.gov.uk Tel: 01530 454506

Organisation	Postal Address	Contact Reference
Nuneaton and Bedworth Borough Council	Town Hall Coton Road Nuneaton CV11 5AA	Ashley Baldwin – Head of Planning and Building Control Email: [REDACTED] Email: planning@nuneatonandbedworth.gov.uk Tel: [REDACTED]
Oadby and Wigston Borough Council	Station Road Wigston Leicestershire LE18 2DR	Email (online only): https://myaccount.oadby-wigston.gov.uk/service/Contact_us_process Tel: 0116 288 8961
Stratford-on-Avon District Council	Elizabeth House Church Street Stratford-upon-Avon Warwickshire CV37 6HX	Email: planning.applications@stratford-dc.gov.uk Tel: 01789 260303
Warwick District Council	Warwick District Council Riverside House Milverton Hill Leamington Spa CV32 5HZ	Email: planningenquiries@warwickdc.gov.uk Tel: 01926 456536
S43(2) “B” Authority		
Blaby District Council	Blaby District Council Council Offices Desford Road Narborough Leicester LE19 2EP	Louise Hryniw- Growth Manager Email: [REDACTED] David Gould – Senior Environmental Health Officer Email: [REDACTED] Edward Stacey – Senior Planning Officer / Major Schemes Officer Email: [REDACTED]

Organisation	Postal Address	Contact Reference
		Catherine Hartley – Group Manager Email: [REDACTED] Email: planning@blaby.gov.uk Tel: [REDACTED]
Harborough District Council	Harborough District Council The Symington Building Adam and Eve Street Market Harborough Leicestershire LE16 7AG	Mark Patterson – Strategic Growth Team Leader [REDACTED] Joanna Ellershaw – Planning Officer Email: [REDACTED] Email: planning@harborough.gov.uk Tel: [REDACTED]
Hinckley and Bosworth Borough Council	Hinckley Hub Rugby Road Hinckley LE10 0FR	Giles Rawdon – Environmental Health Officer Email: [REDACTED] Peter Reid – Highways Officer Email: [REDACTED] Helen Nightingale – Principal Planning Officer Email: [REDACTED] Matthew Bowers – Director, Environment and Planning Email: [REDACTED] Stephen Meynell – Planning Manager, Major Projects Email: [REDACTED] Email: planning@hinckley-bosworth.gov.uk Tel: [REDACTED]
Rugby Borough Council	Town Hall Evreux Way Rugby CV21 2RR	Erica Buchanan – Principal Planning Officer Email: [REDACTED] Richard Holt – Development and Enforcement Manager Email: [REDACTED] Email: contact.centre@rugby.gov.uk Telephone: [REDACTED]

Organisation	Postal Address	Contact Reference
S43(2A) "C" Authority		
Leicestershire County Council	County Hall Leicester Rd Glenfield Leicester LE3 8RA	Luke Raddon Jackson- Growth Manager Email: [REDACTED] Simon Lawrence – Head of Growth Service Email: [REDACTED] Nic Thomas – Head of Planning Email: [REDACTED] Rebecca Littlewood – Economic Growth Manager Email: [REDACTED] Tel: [REDACTED]
Warwickshire County Council	Shire Hall Market Place Warwick CV34 4RL	Scott Tompkins – Assistant Director for Environment Services Email: [REDACTED] Karen Watkins Email: k [REDACTED] Tel: 0 [REDACTED]
S43(2A) "D" Authority		
Birmingham City Council (borders Warwickshire County)	Planning and Regeneration PO Box 28 Birmingham B1 1TU	Email: planningandregenerationenquiries@birmingham.gov.uk Tel: 0121 303 1115

Organisation	Postal Address	Contact Reference
Coventry City Council	Coventry City Council PO Box 15 Council House Coventry CV1 5RR	Seddon, John Email: [REDACTED] Email: planning@coventry.gov.uk Tel: [REDACTED]
Derbyshire County Council (borders Leicestershire County)	County Offices Matlock Derbyshire DE4 3AG	Email: planningrepresentations@derbyshire.gov.uk Tel: 01629 533190
Gloucestershire County Council (borders Warwickshire County)	Shire Hall Westgate Street Gloucester Gloucestershire GL1 2TG	Email: planningdc@gloucestershire.gov.uk Tel: 01452 425000
Leicester City Council	Leicester City Council 115 Charles Street Leicester LE1 1FZ	Andrew Smith – Director of Planning, Transformation and Economic Development Email: [REDACTED] Email: planning@leicester.gov.uk Tel: [REDACTED]
Lincolnshire County Council (borders Leicestershire County)	County Offices Newland Lincoln LN1 1YL	Email: dev_planningsupport@lincolnshire.gov.uk Tel: 01522 552222
North Northamptonshire Council	One Angel Square Northampton NN1 1ED	Email: [REDACTED] Tel: [REDACTED]

Organisation	Postal Address	Contact Reference
Nottinghamshire County Council (borders Leicestershire County)	County Hall West Bridgford Nottingham NG2 7QP	Email: Online only - https://www.nottinghamshire.gov.uk/contact-and-complaints/contact-us/contact-us Tel: 0300 500 8080
Oxfordshire County Council (borders Warwickshire County)	County Hall New Road Oxford OX1 1ND	Email: Online only - https://www.oxfordshire.gov.uk/contactus/contact-oxfordshire-county-council Tel: 01865 792422
Rutland District Council	Catmose House Catmos Street Oakham Rutland LE15 6HP	Email: planning@rutland.gov.uk Tel: 01572 722577
Solihull Council ((borders Warwickshire County)	Council House Manor Square Solihull B91 3QB	Email: planning@solihull.gov.uk Tel: 0121 704 8008
Staffordshire County Council (borders Leicestershire and Warwickshire Counties)	2 Staffordshire Place Stafford ST16 2DH	Chadwick, James – Planning Policy Officer Email: [REDACTED] Tel: [REDACTED]
West Midlands Combined Authority	16 Summer Lane Birmingham West Midlands B19 3SD	Email: Online only - https://www.wmca.org.uk/contact-us Tel: 0121 200 2787

Organisation	Postal Address	Contact Reference
West Northamptonshire Council	One Angel Square Northampton NN1 1ED	Email communications@westnorthants.gov.uk Tel: 0300 126 7000
Worcestershire County Council (borders Warwickshire County)	County Hall Spetchley Road Worcester WR5 2NP	Email: devcontrolteam@worcestershire.gov.uk Tel: 01905 765765

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APPENDIX 8 - Offices of the other Parish Councils within 10km of the main HNRFI site

APPENDIX 8

Offices of the other Parish Councils within 10km of the main HNRFI site

- Churchover Parish Council (no opening hours available)
- Ansty Parish Council (Monday – Friday: 0900 - 1700)
- Monks Kirby Parish Council (no opening hours available)
- Willey Parish Council (no opening hours available)
- Burton Hastings Parish Council (no opening hours available)
- Wolvey Parish Council (no opening hours available)
- St Nicolas Ward Council (no opening hours available)
- Dordon Parish Council (no opening hours available)
- Baddesley Ensor Parish Council (no opening hours available)
- Grendon Parish Council (no opening hours available)
- Atherstone Town Council (temporarily based at North Warwickshire Borough Council) (Monday - Friday: 09:00 – 11:00)
- Bentley and Merevale Parish Council (no opening hours available)
- Mancetter Parish Council (Monday, Wednesday and Friday: 1000 – 1300)
- Hartshill Parish Council (Monday to Friday: 0930 – 1230)
- Lutterworth Town Council (Monday – Friday: 0900 – 1530)
- Broughton Astley (Monday, Tuesday, Thursday, Friday: 0900 – 1300)
- Bitteswell with Bittesby Parish Council (Monday – Sunday 1000 - 1600)
- Ullesthorpe Parish Council (no opening hours available)
- Claybrooke Magna Parish Council (no opening hours available)
- Claybrooke Parva Parish Council (no opening hours available)
- Frolesworth Parish Council (no opening hours available)
- Cotesbach Parish Council (no opening hours available)
- Shawell Parish Council (no opening hours available)
- Pailton Parish Council (Monday – Friday: 0900 - 1700)

- Easenhall Parish Council (no opening hours available)
- Combe Fields Parish Council (no opening hours available)
- Harborough Magna Parish Council (no opening hours available)
- Withybrook Parish Council (no opening hours available)
- Shilton and Barnacle Parish Council (no opening hours available)
- Stretton under Fosse Parish Council (no opening hours available)
- Brandon and Bretford Parish Council (no opening hours available)
- Brinklow Parish Council (no opening hours available)
- Ashby Parva Parish Council (no opening hours available)
- Wibtoft Parish Council (no opening hours available)
- Claybrook Parva Parish Council (no opening hours available)
- Dunston Bassett Parish Council (no opening hours available)
- Ashby Magna Parish Council (no opening hours available)
- Braunston Parish Council (no opening hours available)
- Leire Parish Council (no opening hours available)

APPENDIX 9 - Extracts from NPS



Department
for Transport

National Policy Statement for National Networks

Presented to Parliament pursuant to Section 9(8) and Section 5(4) of the
Planning Act 2008

December 2014

2. The need for development of the national networks and Government's policy

Summary of need

Government's vision and strategic objectives for the national networks

The Government will deliver national networks that meet the country's long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:

- Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.
- Networks which support and improve journey quality, reliability and safety.
- Networks which support the delivery of environmental goals and the move to a low carbon economy.
- Networks which join up our communities and link effectively to each other.

2.1 The national road and rail networks that connect our cities, regions and international gateways play a significant part in supporting economic growth, as well as existing economic activity and productivity and in facilitating passenger, business and leisure journeys across the country. Well-connected and high-performing networks with sufficient capacity are vital to meet the country's long-term needs and support a prosperous economy¹².

2.2 There is a critical need to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth. Improvements may also be required to address the

¹² The Eddington Transport Study: The Case for Action 2006

impact of the national networks on quality of life and environmental factors.

- 2.3** On the road network, it is estimated that around 16% of all travel time in 2010 was spent delayed in traffic¹³. On the rail network, overall crowding on London and South East rail services across the morning and afternoon peaks on a typical weekday in autumn 2013 was 3.1%, with the worst performing operator's services experiencing 9.2% of passengers in excess of capacity.¹⁴
- 2.4** The pressure on our networks is expected to increase even further as the long term drivers for demand to travel – GDP and population – are forecast to increase substantially over coming years¹⁵. Under central forecasts, road traffic is forecast to increase by 30% and rail journeys by 40%, rail freight has the potential to nearly double by 2030.¹⁶
- 2.5** Whilst advances in mobile technology are important and will influence travel demand, it is difficult to predict by how much. We expect technology, both from better information and data, and in vehicles (e.g. autonomous cars) to have a significant effect on how the network performs. However, we do not expect this to remove the need for development of the networks. In recent years advances in mobile IT, teleconferencing, email, the internet and social media have occurred alongside growth in travel demand on the national networks.
- 2.6** There is also a need for development on the national networks to support national and local economic growth and regeneration, particularly in the most disadvantaged areas. Improved and new transport links can facilitate economic growth by bringing businesses closer to their workers, their markets and each other. This can help rebalance the economy.
- 2.7** In some cases there may be a need for development to improve resilience on the networks to adapt to climate change and extreme weather events rather than just tackling a congestion problem.
- 2.8** There is also a need to improve the integration between the transport modes, including the linkages to ports and airports. Improved integration can reduce end-to-end journey times and provide users of the networks with a wider range of transport choices.
- 2.9** Broader environment, safety and accessibility goals will also generate requirements for development. In particular, development will be needed to address safety problems, enhance the environment or enhance accessibility for non-motorised users. In their current state, without

¹³ Based on forecast figures from the National Transport Model for all England roads.

¹⁴ Rail passenger numbers and crowding on weekdays in major cities in England and Wales 2013

¹⁵ On current projections real GDP is expected to increase by 50% over the period 2014/15 to 2030/31 (inclusive) (Office of Budget Responsibility, 2014, Fiscal Sustainability Report). Under the central projection from the Office of National Statistics, the UK population is expected to grow by 10 million people from 2012 to 2037 (Office of National Statistics).

¹⁶ Road traffic forecast figures from the National Transport Model, Autumn 2014. Rail passenger forecasts from the Network Modelling Framework, October 2014 Rail freight forecasts from Network Rail.

development, the national networks will act as a constraint to sustainable economic growth, quality of life and wider environmental objectives.

- 2.10** The Government has therefore concluded that at a strategic level there is a compelling need for development of the national networks – both as individual networks and as an integrated system. The Examining Authority and the Secretary of State should therefore start their assessment of applications for infrastructure covered by this NPS on that basis.
- 2.11** The following sections set out more detail on some of the specific drivers of the need for development across the modes, in particular congestion on the road network and pressures on the rail network.

The need for development of the national road network

Importance of the national road network

- 2.12** Roads are the most heavily used mode of transport in England and a crucial part of the transport network. By volume roads account for 90% of passenger miles and two thirds of freight.¹⁷ Every year road users travel more than 431 billion miles by road in Great Britain.¹⁸
- 2.13** The Strategic Road Network¹⁹ provides critical links between cities, joins up communities, connects our major ports, airports and rail terminals. It provides a vital role in people's journeys, and drives prosperity by supporting new and existing development, encouraging trade and attracting investment. A well-functioning Strategic Road Network is critical in enabling safe and reliable journeys and the movement of goods in support of the national and regional economies.
- 2.14** The Strategic Road Network, although only making up 2% of roads in England, carries a third of all road traffic and two thirds of freight traffic.²⁰ Some 85% of the public use the network as drivers or passengers in any 12-month period.²¹ Even those that never drive on the Strategic Road Network are reliant on it to deliver many of the goods that they need.

¹⁷ *Transport Statistics Great Britain* Table TSGB0101 and TSGB0101

¹⁸ *Transport Statistics Great Britain* Table TSGB0101

¹⁹ The Strategic Road Network comprises of motorways and major trunk roads managed by the Highways Agency (or equivalent new company)

²⁰ *Transport Statistics Great Britain*: Tables TRA4104 and TRA4105

²¹ National Road User Satisfaction Survey

Drivers of need for development of the national road network

- 2.15** The full range of drivers of the need for development of the national road network are set out in the Summary of Need in paragraphs 2.1 - 2.11. This section provides more detail on the evidence on current and forecast congestion on the national road network.
- 2.16** Traffic congestion constrains the economy and impacts negatively on quality of life by:²²
- constraining existing economic activity as well as economic growth, by increasing costs to businesses, damaging their competitiveness and making it harder for them to access export markets. Businesses regularly consider access to good roads and other transport connections as key criteria in making decisions about where to locate.
 - leading to a marked deterioration in the experience of road users. For some, particularly those with time-pressured journeys, congestion can cause frustration and stress, as well as inconvenience, reducing quality of life.²³
 - constraining job opportunities as workers have more difficulty accessing labour markets.
 - causing more environmental problems, with more emissions per vehicle and greater problems of blight and intrusion for people nearby. This is especially true where traffic is routed through small communities or sensitive environmental areas.
- 2.17** The national road network is already under significant pressure. It is estimated that around 16% of all travel time in 2010 was spent delayed in traffic, and that congestion has significant economic costs: in 2010 the direct costs of congestion on the Strategic Road Network in England were estimated at £1.9 billion per annum.
- 2.18** The pressure on the road network is forecast to increase with economic growth, substantial increases in population and a fall in the cost of car travel from fuel efficiency improvements. Under the Department's 2014 estimates, it is forecast that a quarter of travel time will be spent delayed in traffic by 2040, with direct costs rising to £9.8 billion per annum by 2040 on the Strategic Road Network in England, without any intervention.²⁴ Under our low and high demand scenarios, the proportion of travel time spent delayed in traffic could range between 12.1% and 21.8% on the Strategic Road Network. When considering all the roads within England, our central estimates would amount to:

²² National Road User Satisfaction Survey (NRUSS) Annual Report 2011/12

²³ National Road User Satisfaction Survey (NRUSS) Annual Report 2011/12

²⁴ Based on forecast figures from DfT National Transport Model. Although it would not be realistic or cost effective to eliminate congestion completely as the costs of building new infrastructure would outweigh the time savings benefits to travellers, these figures illustrate that the cost of not responding to transport pressures can be substantial.

- a. A 71% increase in the number of hours households spend delayed in traffic each year, from 45 hours in 2010 to 76 hours in 2040.
- b. A 150% increase in the number of working days lost to congestion each year (from 42 million in 2010 to 106 million in 2040).²⁵

2.19 Annex A demonstrates the current and forecast pressures on the road network in more detail.²⁶ The maps in Annex A show that in general, pressure is likely to be greatest in and around areas of high population density and along key inter-urban corridors with high traffic volumes that support personal, commuting, business and freight movements. The maps are intended to illustrate congestion pressures across the Strategic Road Network, rather than provide exact locations of where development will be brought forward. Congestion is forecast to grow fastest on the Strategic Road Network.

2.20 Annex B sets out the Department’s latest road traffic forecasts for all roads and the Strategic Road Network. Traffic forecasts are not a policy goal and do not in themselves generate a need for development – the need for development arises from the pressures created by increases in traffic. Increased traffic without sufficient capacity will result in more congestion, greater delays and more unpredictable journeys. As with the congestion forecasts, these traffic forecasts will change over time as our understanding improves and circumstances change. Updated forecasts will be published, generally on an annual basis. Local forecasts will be used for the assessment of any specific road scheme being assessed under the NN NPS.

Government's policy for addressing need

2.21 There is a range of options to address the identified need. These options are described in more detail in Table 1. However, relying solely on alternatives (or a combination of alternatives as set out in Table 1) is not viable or desirable as a means of managing need.

Table 1: Options for addressing need	
Maintenance and asset management	A well maintained and managed national road network makes for safer roads with less congestion and ensures value for money on whole life costs. Maintenance and asset management are a high priority for funding and investment plans. However, they will do nothing to enhance capacity, tackle existing and future pressures on the network or unlock economic development and housing.

²⁵ Based on forecast figures from the National Transport Model for all England roads, 2010 and 2040, central scenario, Autumn 2014.

²⁶ Based on forecast figures from the National Transport Model, Autumn 2014.

<p>Demand management</p>	<p>Non-fiscal measures to influence the use of the national road network for journeys, including provision of information and traffic management are important. New technologies can also help improve and make more efficient use of capacity. However, demand management and technology can only make a contribution to alleviating the damaging effects of congestion across the network. Some areas have undertaken significant demand constraint measures or used smarter choices to reduce car use, which has resulted in reductions in urban traffic. However, this has not translated into significantly less pressure on the Strategic Road Network.²⁷ The Government has ruled out the introduction of national road pricing to manage demand on the Strategic Road Network on deliverability and public acceptability grounds.</p>
<p>Modal Shift</p>	<p>Across Government, policies are being implemented and considered which encourage sustainable transport modes including public transport, significant improvements to rail capacity and quality, cycling and walking. However, it is not realistic for public transport, walking or cycling to represent a viable alternative to the private car for all journeys, particularly in rural areas and for some longer or multi-leg journeys. In general, the nature of some journeys on the Strategic Road Network means that there will tend to be less scope for the use of alternative transport modes. If rail use was to increase by 50% (in terms of passenger kilometres) this would only be equivalent to a reduction of 5% in all road use.²⁸ If freight carried by rail was to increase by 50% (in terms of tonne kilometres) this would only be equivalent to a reduction of around 7% in goods carried by road.</p>

2.22 Without improving the road network, including its performance, it will be difficult to support further economic development, employment and housing and this will impede economic growth and reduce people's quality of life. The Government has therefore concluded that at a

²⁷ For example, *The Effects of Smarter Choice Programmes in the Sustainable Travel Towns: Summary Report* found that the percentage reduction in longer road trips was significantly lower than for shorter road trips. Car driver trips for journeys of 10-50km reduced by 3% and there was little or no reduction in car driver trips over 50km.

²⁸ See *Transport Statistics Great Britain 2013* for modal comparisons

strategic level there is a compelling need for development of the national road network.

- 2.23** The Government's wider policy is to bring forward improvements and enhancements to the existing Strategic Road Network to address the needs set out earlier. Enhancements to the existing national road network will include:
- junction improvements, new slip roads and upgraded technology to address congestion and improve performance and resilience at junctions, which are a major source of congestion;
 - implementing "smart motorways" (also known as "managed motorways") to increase capacity and improve performance;²⁹
 - improvements to trunk roads, in particular dualling of single carriageway strategic trunk roads and additional lanes on existing dual carriageways to increase capacity and to improve performance and resilience.
- 2.24** The Government's policy on development of the Strategic Road Network is not that of predicting traffic growth and then providing for that growth regardless. Individual schemes will be brought forward to tackle specific issues, including those of safety, rather than to meet unconstrained traffic growth (i.e. 'predict and provide').
- 2.25** On the road network different approaches and measures will be appropriate for different places. This reflects differences in local preferences and choices and differing scope for alternatives to road travel. The network must also offer a coherent mode of transport for national journeys and must combine to form a single, usable network. In general, the nature of some journeys on the Strategic Road Network mean that there will tend to be less scope for the use of alternative transport modes.
- 2.26** As stated above, measures to influence the use of the national road network for journeys - including provision of information and traffic management – can play an important part in the delivery of policy objectives, but the effectiveness will vary depending on location. Also, in most cases such measures will not by themselves be a total solution to transport problems on the Strategic Road Network. Widespread demand constraint, involving further costs to motorists, is not current Government policy.
- 2.27** In some cases, to meet the need set out in section 2.1 to 2.11, it will not be sufficient to simply expand capacity on the existing network. In those circumstances new road alignments and corresponding links, including

²⁹ Where smart motorways are implemented the hard shoulder is transformed into a permanent additional running lane and traffic flow is moderated by the use of variable speed limits. This improves capacity and reduces congestion without taking additional land and generally has fewer environmental implications than other forms of development. Emergency refuge areas are provided at periodic intervals and variable message signs display variable speed limits and other important information. Traffic congestion is managed automatically.

alignments which cross a river or estuary, may be needed to support increased capacity and connectivity.

The need for development of the national rail network

Importance of the national rail network

2.28 Railways are a vital part of the country's transport infrastructure. In 2013/14, the rail network in Great Britain consisted of 15,753 km (9,788 miles) of route open to traffic and 2,550 stations.³⁰ A total of 60 billion kilometres and 1.6 billion journeys were undertaken by rail passengers on the network in 2013/14³¹ Around 60% of these journeys were for business and commuting/education purposes.³² Approximately 9% of 'freight kilometres' in Great Britain are carried by rail³³ and the amount of freight moved by rail in 2013/14 was 23 billion net tonne kilometres.³⁴

2.29 In the context of the Government's vision for the transport system as a driver of economic growth and social development, the railway must:

- offer a safe and reliable route to work;
- facilitate increases in both business and leisure travel;
- support regional and local public transport to connect communities with public services, with workplaces and with each other, and
- provide for the transport of freight across the country, and to and from ports, in order to help meet environmental goals and improve quality of life.

Drivers of need for development of the national rail network

2.30 The full range of drivers of the need for development of the national rail network are set out in the Summary of Need in paragraphs 2.1 to 2.11. This section provides more detail on the pressures on the rail network, including forecast demand growth and the environmental benefits of rail development.

Pressures on the rail network

2.31 Demand for passenger rail travel has risen strongly in recent years. Between 1994/95 and 2013/14, total passenger kilometres travelled more

³⁰ Office of Rail Regulation, *Total Length of Route/Number of Passenger Stations*,

³¹ Office of Rail Regulation, Passenger rail usage statistics

³² 2013 National Travel Survey

³³ Source: DfT, *Transport Statistics Great Britain 2012*, Table TSGB0403,

³⁴ Office of Rail Regulation, Freight rail usage statistics,

than doubled from 29 billion to 60 billion. The fastest growth over this period has been in demand in London and the South East, although there has been a high level of growth across all regions.

2.32 Overall crowding on London and South East rail services across the morning and afternoon peaks on a typical weekday in autumn 2013 was 3.1%, with the worst performing operator's services experiencing 9.2% of passengers in excess of capacity.³⁵

2.33 Passenger demand is predicted to continue to grow significantly.³⁶ Estimates for demand growth by 2033, based on current GDP trend forecasts and fares policy, are set out in Table 2 and are split by the three main passenger rail sectors. Forecasts suggest that growth in long distance rail passenger travel will be around 14 percentage points greater than the average growth in total passenger kilometres travelled (see Table 2). These forecasts will change over time as our understanding improves and circumstances change, but it demonstrates the scale of pressure facing the rail network.

Table 2: Growth in Passenger km (in %) since 2011 including HS2 Phase 1			
Year	2020	2026	2033
London & South East	20.4%	31.2%	46.1%
Long distance	12.9%	36.8 %	63.8%
Regional	8.7%	16.5%	32.8%
Total (average)	15.3%	30.5%	50.1%

Source: Network Modelling Framework (NMF) – estimates based on model runs conducted in October 2014. HS2 forecasts have been supplied by HS2 Ltd modelling team and incorporated as overlays to the NMF numbers.

³⁵ Rail passenger numbers and crowding on weekdays in major cities in England and Wales 2013

³⁶ Forecasts are best estimates of likely future demand, based on strategic modelling work. They involve considerable uncertainty, but the central forecasts presented are indicative of the broad direction of travel for the three main rail sectors. The modelling work has been based on the latest intelligence on parameters and assumptions for modelling changes on the rail network as at October 2014. The forecasts incorporate HS2 Phase 1 demand growth, added to DfT-modelled demand forecasts as overlays. This explains the large step change in demand from 2026.

2.34 Rail freight transports over 100 million tonnes of goods per year. The amount of freight moved has expanded by 75% since 1994/95. Total tonne kilometres are forecast to grow by 3% annually to 2043, the same rate as the growth seen in the mid-1990s.³⁷ Rail freight delivers nearly all the coal for the nation's electricity generation and over a quarter of containerised food, clothes and white goods. Rail freight is therefore of strategic importance, is already playing an increasingly significant role in logistics and, is an increasingly important driver of economic growth, particularly as it increases its market share of container traffic. The industry estimates that it contributes £1.5 billion per year to the UK's economy.³⁸

Environment

2.35 Rail transport has a crucial role to play in delivering significant reductions in pollution and congestion. Tonne for tonne, rail freight produces 70% less CO₂ than road freight, up to fifteen times lower NO_x emissions and nearly 90% lower PM10 emissions.³⁹ It also has de-congestion benefits – depending on its load, each freight train can remove between 43 and 77 HGVs from the road.⁴⁰

Conclusion

2.36 The Government has therefore concluded that at a strategic level there is a compelling need for development of the national rail network to meet the need set out in paragraphs 2.28 and 2.29.

Government's policy for addressing need

Economic growth and user satisfaction

2.37 In the short to medium term, the Government's policy is to improve the capacity, capability, reliability and resilience of the rail network at key locations for both passenger and freight movements to reflect growth in demand, reduce crowding, improve journey times, maintain or improve operational performance and facilitate modal shift from road to rail. The rail network is predominantly a mixed traffic network and the provision of capacity for both freight and passenger services is core to the network. Some of this growth can be accommodated by making more efficient use of the existing railway infrastructure and rolling stock, such as by running more or longer trains or encouraging passengers to travel at less congested times of the day. Signalling and power supply improvements, and more modern electric rolling stock, as well as providing a more comfortable and reliable passenger experience, can also reduce journey times and offer opportunities to increase service frequencies and reduce crowding. Relatively modest infrastructure interventions can often deliver significant capacity benefits by removing pinch points and blockages.

³⁷ *Network Rail Freight Market Study* (October 2013)

³⁸ *Keeping the Lights on and the Traffic Moving*, Rail Delivery Group, May 2014

³⁹ *Delivering a Sustainable Transport System: The Logistics Perspective*. DfT, December 2008

⁴⁰ *Network Rail: The Value and Importance of Rail Freight*

- 2.38** As demand pressures rise, this incremental approach will no longer be sufficient to maintain the desired levels of service in the longer term.⁴¹ Substantial investment in infrastructure capacity – particularly on inter-urban routes between our key cities, London & South East routes and major city commuter routes – will be needed. The maintenance of a competitive and sustainable economy against a background of continued economic globalisation will mean that there is a need to support measures that deliver step change improvements in capacity and connectivity between key centres, by speeding up journey times and encouraging further modal shift to rail. The Government will therefore consider new or re-opened alignments to improve capacity, speed, connectivity and reliability. Rail is a safer, greener and faster mode of transport for large passenger volumes and for long distances, including inter-city journeys.
- 2.39** Where major new inter-urban alignments are required, high speed rail alignments are expected to offer the most effective way to provide a step change in inter-city capacity and connectivity, as well as helping to deliver long term sustainable economic growth. High speed rail would offer the opportunity for a shift to rail from air and road, by delivering improved connectivity between major conurbations and economic centres through improved journey times and reliability that upgrades to the conventional rail network could not match. Transferring many inter-city services to a high speed railway would also release capacity on the conventional network, increasing opportunities for additional commuter, regional and freight services. Given these potential benefits, where major new rail alignments are required, high speed rail will be considered.

Environment

- 2.40** Modal shift from road and aviation to rail can help reduce transport's carbon emissions, as well as providing wider transport and economic benefits. For these reasons, the Government seeks to accommodate an increase in rail travel and rail freight where it is practical and affordable by providing for extra capacity.
- 2.41** The Government's strategy is to provide for increasing use of efficient and sustainable electric trains for both passenger and freight services. The environmental performance of the railway will be improved by continuing to roll out a programme of rail electrification.

⁴¹ 2025 and beyond

The need for development of strategic rail freight interchanges

Importance of strategic rail freight interchanges⁴²

- 2.42** The logistics industry, which directly employs over two million people across more than 190,000 companies generating over £90 billion annually, underpins the efficient operation of most sectors of the wider national economy.⁴³ Over recent years, rail freight has started to play an increasingly significant role in logistics and has become an important driver of economic growth.
- 2.43** For many freight movements rail is unable to undertake a full end-to-end journey for the goods concerned. Rail freight interchanges (RFI) enable freight to be transferred between transport modes, thus allowing rail to be used to best effect to undertake the long-haul primary trunk journey, with other modes (usually road) providing the secondary (final delivery) leg of the journey.
- 2.44** The aim of a strategic rail freight interchange (SRFI) is to optimise the use of rail in the freight journey by maximising rail trunk haul and minimising some elements of the secondary distribution leg by road, through co-location of other distribution and freight activities. SRFIs are a key element in reducing the cost to users of moving freight by rail and are important in facilitating the transfer of freight from road to rail, thereby reducing trip mileage of freight movements on both the national and local road networks.
- 2.45** The logistics industry provides warehousing and distribution networks for UK manufacturers, importers and retailers - currently this is predominantly a road based industry. However, the users and buyers of warehousing and distribution services are increasingly looking to integrate rail freight into their transport operations with rail freight options sometimes specified in procurement contracts. This requires the logistics industry to develop new facilities that need to be located alongside the major rail routes, close to major trunk roads as well as near to the conurbations that consume the goods. In addition, the nature of that commercial development is such that some degree of flexibility is needed when schemes are being developed, in order to allow the development to respond to market requirements as they arise.

Drivers of need for strategic rail freight interchanges

- 2.46** The full range of drivers of the need for development of the national networks are set out in the Summary of Need in paragraphs 2.1 to 2.11.

⁴² A strategic rail freight interchange (SRFI) is a large multi-purpose rail freight interchange and distribution centre linked into both the rail and trunk road system. It has rail-served warehousing and container handling facilities and may also include manufacturing and processing activities. Further details at <http://www.legislation.gov.uk/ukpga/2008/29/section/26>

⁴³ Great Britain figures – Skills for Logistics

This section provides more detail on the drivers of the need for development of SRFIs

The changing needs of the logistics sector

2.47 A network of SRFIs is a key element in aiding the transfer of freight from road to rail, supporting sustainable distribution and rail freight growth and meeting the changing needs of the logistics industry, especially the ports and retail sector. SRFIs also play an important role in reducing trip mileage of freight movements on the national and local road networks. The siting of many existing rail freight interchanges in traditional urban locations means that there is no opportunity to expand, that they lack warehousing and they are not conveniently located for the modern logistics and supply chain industry.

Rail freight growth

2.48 The development of additional capacity at Felixstowe North Terminal and the construction of London Gateway will lead to a significant increase in logistics operations. This will increase the need for SRFI development to reduce the dependence on road haulage to serve the major markets.

2.49 The industry, working with Network Rail, has produced unconstrained rail freight forecasts to 2023 and 2033. The results are summarised in the table below. These forecasts, and the method used to produce them, are considered robust and the Government has accepted them for planning purposes. These forecasts will change over time as our understanding improves and circumstances change, but the table below demonstrates the scale of pressure.

2.50 While the forecasts in themselves, do not provide sufficient granularity to allow site-specific need cases to be demonstrated, they confirm the need for an expanded network of large SRFIs across the regions to accommodate the long-term growth in rail freight. They also indicate that new rail freight interchanges, especially in areas poorly served by such facilities at present, are likely to attract substantial business, generally new to rail.

Table 3: Rail freight forecasts to 2023 and 2033: tonne km (Great Britain)				
	Billion tonne km			
	2011	2023	2033	Compound annual growth 2011 to 2033
Solid fuels	7	4	3	-3%
Construction materials	4	4	4	1%
Metals and ore	3	3	3	0%
Ports: Intermodal	5	11	16	5%
Domestic: Intermodal	1	7	13	12%
Other	4	4	4	0%
Total	23	33	44	3%

Source: Network Rail, *Freight Market Study*, published 31 October 2013

Environmental

2.51 The environmental advantages of rail freight have already been noted at paragraph 2.40 and 2.41. Nevertheless, for developments such as SRFIs, it is likely that there will be local impacts in terms of land use and increased road and rail movements, and it is important for the environmental impacts at these locations to be minimised.

UK economy, national and local benefits – jobs and growth

2.52 SRFIs can provide considerable benefits for the local economy. For example, because many of the on-site functions of major distribution operations are relatively labour-intensive this can create many new job opportunities and contribute to the enhancement of people's skills and use of technology, with wider longer term benefits to the economy. The availability of a suitable workforce will therefore be an important consideration.

Government's policy for addressing need for SRFIs

2.53 The Government's vision for transport is for a low carbon sustainable transport system that is an engine for economic growth, but is also safer and improves the quality of life in our communities. The Government therefore believes it is important to facilitate the development of the intermodal rail freight industry. The transfer of freight from road to rail has an important part to play in a low carbon economy and in helping to address climate change.

2.54 To facilitate this modal transfer, a network of SRFIs is needed across the regions, to serve regional, sub-regional and cross-regional markets. In all cases it is essential that these have good connectivity with both the road and rail networks, in particular the strategic rail freight network (see maps at Annex C). The enhanced connectivity provided by a network of SRFIs should, in turn, provide improved trading links with our European neighbours and improved international connectivity and enhanced port growth.

2.55 There are a range of options to address need as, set out in Table 4, but these are neither viable nor desirable.

Table 4: Options to address need	
Reliance on the existing rail freight interchanges to manage demand	Perpetuating the status quo, by design or default, is simply not a viable option. Road congestion would continue to increase and the deep-sea ports would face increasing difficulties in ensuring

	the efficient inland movement of the forecast growth in the volume of sea freight trade, causing port congestion and unacceptable costs and delays for shippers. This would constitute a constraint on economic growth, private sector investment and job creation.
Reliance on road-based logistics	Even with significant future improvements and enhancements to the Strategic Road Network, the forecast growth in freight demand would lead to increasing congestion both on the road network and at our ports, together with a continued increase in transport carbon emissions. Modal shift to rail therefore needs to be encouraged. This will require sustained investment in the capability of the national rail network and the terminals and interchange facilities which serve it.
Reliance on a larger number of smaller rail freight interchange terminals	The increasing performance and efficiency required of our logistics system would not allow reliance on an expanded network of smaller terminals. While there is a place for local terminals, these cannot provide the scale economies, operating efficiencies and benefits of the related business facilities and linkages offered by SRFIs.

- 2.56** The Government has concluded that there is a compelling need for an expanded network of SRFIs. It is important that SRFIs are located near the business markets they will serve – major urban centres, or groups of centres – and are linked to key supply chain routes. Given the locational requirements and the need for effective connections for both rail and road, the number of locations suitable for SRFIs will be limited, which will restrict the scope for developers to identify viable alternative sites.
- 2.57** Existing operational SRFIs and other intermodal RFIs are situated predominantly in the Midlands and the North. Conversely, in London and the South East, away from the deep-sea ports, most intermodal RFI and rail-connected warehousing is on a small scale and/or poorly located in relation to the main urban areas.
- 2.58** This means that SRFI capacity needs to be provided at a wide range of locations, to provide the flexibility needed to match the changing demands of the market, possibly with traffic moving from existing RFI to new larger facilities. There is a particular challenge in expanding rail freight interchanges serving London and the South East.

4. Assessment principles

General principles of assessment

- 4.1** The statutory framework for deciding applications for development consent under the Planning Act 2008 is set out in paragraph 1.2 of this NPS. This part of the NPS sets out general policies in accordance with which applications relating to national networks infrastructure are to be decided.
- 4.2** Subject to the detailed policies and protections in this NPS, and the legal constraints set out in the Planning Act, there is a presumption in favour of granting development consent for national networks NSIPs that fall within the need for infrastructure established in this NPS. The statutory framework for deciding NSIP applications where there is a relevant designated NPS is set out in Section 104 of the Planning Act.
- 4.3** In considering any proposed development, and in particular, when weighing its adverse impacts against its benefits, the Examining Authority and the Secretary of State should take into account:
- its potential benefits, including the facilitation of economic development, including job creation, housing and environmental improvement, and any long-term or wider benefits;
 - its potential adverse impacts, including any longer-term and cumulative adverse impacts, as well as any measures to avoid, reduce or compensate for any adverse impacts.
- 4.4** In this context, environmental, safety, social and economic benefits and adverse impacts, should be considered at national, regional and local levels. These may be identified in this NPS, or elsewhere.
- 4.5** Applications for road and rail projects (with the exception of those for SRFIs, for which the position is covered in paragraph 4.8 below) will normally be supported by a business case prepared in accordance with Treasury Green Book principles. This business case provides the basis for investment decisions on road and rail projects. The business case will normally be developed based on the Department's Transport Business Case guidance and WebTAG guidance. The economic case prepared for a transport business case will assess the economic, environmental and social impacts of a development. The information provided will be proportionate to the development. This information will be important for the Examining Authority and the Secretary of State's consideration of the adverse impacts and benefits of a proposed development. It is expected that NSIP schemes brought forward through

the development consent order process by virtue of Section 35 of the Planning Act 2008, should also meet this requirement.

- 4.6** Applications for road and rail projects should usually be supported by a local transport model to provide sufficiently accurate detail of the impacts of a project. The modelling will usually include national level factors around the key drivers of transport demand such as economic growth, demographic change, travel costs and labour market participation, as well as local factors. The Examining Authority and the Secretary of State do not need to be concerned with the national methodology and national assumptions around the key drivers of transport demand. We do encourage an assessment of the benefits and costs of schemes under high and low growth scenarios, in addition to the core case. The modelling should be proportionate to the scale of the scheme and include appropriate sensitivity analysis to consider the impact of uncertainty on project impacts.
- 4.7** The Department's WebTAG guidance is updated regularly. This is to allow the evidence used to inform decision-making to be up-to-date. Where updates are made during the course of preparing analytical work, the updated guidance is only expected to be used where it would be material to the investment decision and in proportion to the scale of the investment and its impacts.⁴⁸
- 4.8** In the case of strategic rail freight interchanges, a judgement of viability will be made within the market framework, and taking account of Government interventions such as, for instance, investment in the strategic rail freight network.
- 4.9** The Examining Authority should only recommend, and the Secretary of State should only impose, requirements in relation to a development consent, that are necessary, relevant to planning, relevant to the development to be consented, enforceable, precise, and reasonable in all other respects.⁴⁹ Guidance on the *use of planning conditions* or any successor to it, should be taken into account where requirements are proposed.
- 4.10** Planning obligations should only be sought where they are necessary to make the development acceptable in planning terms, directly related to the proposed development and fairly and reasonably related in scale and kind to the development.⁵⁰

⁴⁸ See also WebTAG guidance on *The Proportionate Update Process*

⁴⁹ As defined in section 120 of the Planning Act 2008

⁵⁰ Where the words "planning obligations" are used in this NPS they refer to "development consent obligations" under section 106 of the Town & Country Planning Act 1990 as amended by section 174 of the Planning Act 2008. See paragraphs 203-206 of the Planning Act 2008.

Linear infrastructure

- 4.11** This NPS deals predominantly with linear infrastructure – road and rail development. These differ from some of the other types of infrastructure covered by the Planning Act for several reasons:
- These networks are designed to link together separate points. Consequently, benefits are heavily dependent on both the location of the network and the improvement to it.
 - Linear infrastructure is connected to a wider network, and any impacts from the development will have an effect on pre-existing sections of the network.
 - Improvements to infrastructure are often connected to pre-existing sections of the network. Where relevant, this may minimise the total impact of development, but may place some limits on the opportunity for alternatives.⁵¹
- 4.12** In considering applications for linear infrastructure, decision-makers will need to bear in mind the specific conditions under which such developments must be designed. The generic impacts section of this NPS has been written to take these differences into account.
- 4.13** This NPS does not identify locations at which development of the road and rail networks should be brought forward. However, the road and rail networks provide access for people, business and goods between places and so the location of development will usually be determined by economic activity and population and the location of existing transport networks.
- 4.14** Paragraphs 4.11 to 4.13 do not apply to strategic rail freight interchanges.

Environmental Impact Assessment

- 4.15** All proposals for projects that are subject to the European Union's Environmental Impact Assessment Directive⁵² and are likely to have significant effects on the environment, must be accompanied by an environmental statement (ES), describing the aspects of the environment likely to be significantly affected by the project.⁵³ The Directive specifically requires an environmental impact assessment to identify, describe and assess effects on human beings,⁵⁴ fauna and flora, soil, water, air, climate, the landscape, material assets and cultural heritage, and the interaction between them. Schedule 4 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 sets out the information that should be included in the environmental statement

⁵¹ See also paragraphs 4.26 to 4.27 on alternatives.

⁵² Council Directive 92/2011 on the assessment of the effects of certain public and private projects on the environment

⁵³ The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (SI 2009/2263)

⁵⁴ The effects on human beings includes effects on health.

including a description of the likely significant effects of the proposed project on the environment, covering the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the project, and also the measures envisaged for avoiding or mitigating significant adverse effects. Further guidance can be found in the online planning portal. When examining a proposal, the Examining Authority should ensure that likely significant effects at all stages of the project have been adequately assessed. Any requests for environmental information not included in the original environmental statement should be proportionate and focus only on significant effects. In this NPS, the terms 'effects', 'impacts' or 'benefits' should accordingly be understood to mean likely significant effects, impacts or benefits.

- 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.
- 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.
- 4.18** In some instances it may not be possible at the time of the application for development consent for all aspects of the proposal to have been settled in precise detail. Where this is the case, the applicant should explain in its application which elements of the proposal have yet to be finalised, and the reasons why this is the case.
- 4.19** Where some details are still to be finalised, applicants are advised to set out in the environmental statement, to the best of their knowledge, what the maximum extent of the proposed development may be (for example in terms of site area) and assess the potential adverse effects which the project could have to ensure that the impacts of the project as it may be constructed have been properly assessed.
- 4.20** Should the Secretary of State decide to grant development consent for an application where details are still to be finalised, this will need to be reflected in appropriate development consent requirements in the development consent order. If development consent is granted for a proposal and at a later stage the applicant wishes for technical or commercial reasons to construct it in such a way that it is outside the terms of what has been consented, for example because its extent will be greater than has been provided for in terms of the consent, it will be necessary to apply for a change to be made to the development consent.

The application to change the consent may need to be accompanied by environmental information to supplement that which was included in the original environmental statement.

- 4.21** In cases where the EIA Directive does not apply to a project, and an environmental statement is not therefore required, the applicant should instead provide information proportionate to the project on the likely environmental, social and economic effects.⁵⁵

Habitats Regulations Assessment

- 4.22** Prior to granting a Development Consent Order, the Secretary of State must, under the Habitats Regulations,⁵⁶ consider whether it is possible that the project could have a significant effect on the objectives of a European site,⁵⁷ or on any site to which the same protection⁵⁸ is applied as a matter of policy, either alone or in combination with other plans or projects.⁵⁹ Applicants should also refer to paragraphs 5.20 to 5.38 of this national policy statement on biodiversity and geological conservation and to paragraphs 5.3 to 5.15 on air quality. The applicant should seek the advice of Natural England and, where appropriate, for cross-boundary impacts, Natural Resources Wales and Scottish Natural Heritage to ensure that impacts on European sites in Wales and Scotland are adequately considered.

- 4.23** Applicants are required to provide sufficient information with their applications for development consent to enable the Secretary of State to carry out an Appropriate Assessment if required. This information should include details of any measures that are proposed to minimise or avoid any likely significant effects on a European site. The information provided may also assist the Secretary of State in concluding that an appropriate assessment is not required because significant effects on European sites are sufficiently unlikely that they can be excluded.

- 4.24** If a proposed national network development makes it impossible to rule out an adverse effect on the integrity of a European site, it is possible to apply for derogation from the Habitats Directive, subject to the proposal meeting three tests. These tests are that no feasible, less-damaging alternatives should exist, that there are imperative reasons of overriding public interest for the proposal going ahead, and that adequate and

⁵⁵ See also paragraphs 4.2 to 4.4 above.

⁵⁶ The Conservation of Habitats and Species Regulations 2010 and the Offshore Marine Conservation (Natural Habitats &c) Regulations 2007 (as amended)

⁵⁷ This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010. See the Government Circular referred to in the introduction above for further information on the requirements of the Habitats Regulations

⁵⁸ Para 118 of the *National Planning Policy Framework*

⁵⁹ Further guidance on the requirements of the Habitats Regulations can be found in Government Circular: *Biodiversity and Geological Conservation – Statutory Obligations and their impact within the Planning System* (ODPM 06/2005, Defra 01/2005). It should be noted that this document does not cover more recent legislative requirements. Where this circular has been superseded, reference should be made to the latest successor document. For road developments HD 44/09 Assessment of Implications (of Highways and/or Roads Projects) on European Sites (Including Appropriate Assessment) is also relevant.

timely compensation measures will be put in place to ensure the overall coherence of the network of protected sites is maintained.⁶⁰

- 4.25** Where a development may negatively affect any priority habitat or species on a site for which they are a protected feature, any Imperative Reasons of Overriding Public Interest (IROPI) case would need to be established solely on one or more of the grounds relating to human health, public safety or beneficial consequences of primary importance to the environment.

Alternatives

- 4.26** Applicants should comply with all legal requirements and any policy requirements set out in this NPS on the assessment of alternatives. In particular:
- The EIA Directive requires projects with significant environmental effects to include an outline of the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects.
 - There may also be other specific legal requirements for the consideration of alternatives, for example, under the Habitats and Water Framework Directives.
 - There may also be policy requirements in this NPS, for example the flood risk sequential test and the assessment of alternatives for developments in National Parks, the Broads and Areas of Outstanding Natural Beauty (AONB).
- 4.27** All projects should be subject to an options appraisal. The appraisal should consider viable modal alternatives and may also consider other options (in light of the paragraphs 3.23 to 3.27 of this NPS). Where projects have been subject to full options appraisal in achieving their status within Road or Rail Investment Strategies or other appropriate policies or investment plans, option testing need not be considered by the examining authority or the decision maker. For national road and rail schemes, proportionate option consideration of alternatives will have been undertaken as part of the investment decision making process.⁶¹ It is not necessary for the Examining Authority and the decision maker to reconsider this process, but they should be satisfied that this assessment has been undertaken.

⁶⁰ Further information will be available in guidance to be published shortly by Defra.

⁶¹ Investment decisions on strategic rail freight interchanges will be made in the context of a commercial framework.

Criteria for “good design” for national network infrastructure

- 4.28** Applicants should include design as an integral consideration from the outset of a proposal.
- 4.29** Visual appearance should be a key factor in considering the design of new infrastructure, as well as functionality, fitness for purpose, sustainability and cost. Applying “good design” to national network projects should therefore produce sustainable infrastructure sensitive to place, efficient in the use of natural resources and energy used in their construction, matched by an appearance that demonstrates good aesthetics as far as possible.
- 4.30** It is acknowledged however, that given the nature of much national network infrastructure development, particularly SRFIs, there may be a limit on the extent to which it can contribute to the enhancement of the quality of the area.
- 4.31** A good design should meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts. It should also mitigate any existing adverse impacts wherever possible, for example, in relation to safety or the environment. A good design will also be one that sustains the improvements to operational efficiency for as many years as is practicable, taking into account capital cost, economics and environmental impacts.
- 4.32** Scheme design will be a material consideration in decision making. The Secretary of State needs to be satisfied that national networks infrastructure projects are sustainable and as aesthetically sensitive, durable, adaptable and resilient as they can reasonably be (having regard to regulatory and other constraints and including accounting for natural hazards such as flooding).⁶²
- 4.33** The applicant should therefore take into account, as far as possible, both functionality (including fitness for purpose and sustainability) and aesthetics (including the scheme’s contribution to the quality of the area in which it would be located). Applicants will want to consider the role of technology in delivering new national networks projects. The use of professional, independent advice on the design aspects of a proposal⁶³ should be considered, to ensure good design principles are embedded into infrastructure proposals.
- 4.34** Whilst the applicant may only have limited choice in the physical appearance of some national networks infrastructure, there may be

⁶² Government policy on the infrastructure resilience is set out in Cabinet Office, *Keeping the Country Running*, and successor documents.

⁶³ Applicants can use the Design Council who can provide support for and encourage design review for nationally significant schemes.

opportunities for the applicant to demonstrate good design in terms of siting and design measures relative to existing landscape and historical character and function, landscape permeability, landform and vegetation.

- 4.35** Applicants should be able to demonstrate in their application how the design process was conducted and how the proposed design evolved. Where a number of different designs were considered, applicants should set out the reasons why the favoured choice has been selected. The Examining Authority and Secretary of State should take into account the ultimate purpose of the infrastructure and bear in mind the operational, safety and security requirements which the design has to satisfy.

Climate change adaptation

- 4.36** Section 10(3)(a) of the Planning Act requires the Secretary of State to have regard to the desirability of mitigating, and adapting to, climate change in designating an NPS.
- 4.37** This section sets out how the NPS puts Government policy on climate change adaptation into practice, and in particular how applicants and the Secretary of State should take the effects of climate change into account when developing and consenting infrastructure. Climate change mitigation is essential to minimise the most dangerous impacts of climate change, as previous global greenhouse gas emissions have already committed us to some degree of continued climate change for at least the next 30 years. Climate change is likely to mean that the UK will experience hotter, drier summers and warmer, wetter winters. There is an increased risk of flooding, drought, heatwaves, intense rainfall events and other extreme events such as storms and wildfires, as well as rising sea levels.
- 4.38** Adaptation is therefore necessary to deal with the potential impacts of these changes that are already happening. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the provision of green infrastructure.
- 4.39** The Government has published a set of UK Climate Projections and has developed a statutory National Adaptation Programme.⁶⁴ In addition, the Government's Adaptation Reporting Power⁶⁵ will invite reporting authorities (a defined list of public bodies and statutory undertakers, including Highways Agency, Network Rail and the Office of Rail

⁶⁴ s.58 of the Climate Change Act 2008.

⁶⁵ s.62 of the Climate Change Act 2008.

Regulation) to build on their climate change risk assessments and report on progress implementing adaptation actions.

- 4.40** New national networks infrastructure will be typically long-term investments which will need to remain operational over many decades, in the face of a changing climate. Consequently, applicants must consider the impacts of climate change when planning location, design, build and operation. Any accompanying environment statement should set out how the proposal will take account of the projected impacts of climate change.
- 4.41** Where transport infrastructure has safety-critical elements and the design life of the asset is 60 years or greater, the applicant should apply the UK Climate Projections 2009 (UKCP09) high emissions scenario (high impact, low likelihood) against the 2080 projections at the 50% probability level.
- 4.42** The applicant should take into account the potential impacts of climate change using the latest UK Climate Projections available at the time and ensure any environment statement that is prepared identifies appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure. Should a new set of UK Climate Projections become available after the preparation of any environment statement, the Examining Authority should consider whether they need to request additional information from the applicant.
- 4.43** The applicant should demonstrate that there are no critical features of the design of new national networks infrastructure which may be seriously affected by more radical changes to the climate beyond that projected in the latest set of UK climate projections. Any potential critical features should be assessed taking account of the latest credible scientific evidence on, for example, sea level rise (e.g. by referring to additional maximum credible scenarios such as from the Intergovernmental Panel on Climate Change or Environment Agency) and on the basis that necessary action can be taken to ensure the operation of the infrastructure over its estimated lifetime through potential further mitigation or adaptation.
- 4.44** Any adaptation measures should be based on the latest set of UK Climate Projections, the Government's national Climate Change Risk Assessment and consultation with statutory consultation bodies. Any adaptation measures must themselves also be assessed as part of any environmental impact assessment and included in the environment statement, which should set out how and where such measures are proposed to be secured.
- 4.45** If any proposed adaptation measures themselves give rise to consequential impacts the Secretary of State should consider the impact in relation to the application as a whole and the impacts guidance set out in this part of this NPS (e.g. on flooding, water resources, biodiversity, landscape and coastal change).

- 4.46** Adaptation measures can be required to be implemented at the time of construction where necessary and appropriate to do so.
- 4.47** Where adaptation measures are necessary to deal with the impact of climate change, and that measure would have an adverse effect on other aspects of the project and/or surrounding environment (e.g. coastal processes), the Secretary of State may consider requiring the applicant to ensure that the adaptation measure could be implemented should the need arise, rather than at the outset of the development (e.g. reserving land for future extension, increasing the height of an existing sea wall, or requiring a new sea wall).

Pollution control and other environmental protection regimes

- 4.48** Issues relating to discharges or emissions from a proposed project which affect air quality, water quality, land quality and the marine environment, or which include noise and vibration, may be subject to separate regulation under the pollution control framework or other consenting and licensing regimes. Relevant permissions will need to be obtained for any activities within the development that are regulated under those regimes before the activities can be operated.
- 4.49** The planning and pollution control systems are separate but complementary. The planning system controls the development and use of land in the public interest. It plays a key role in protecting and improving the natural environment, public health and safety, and amenity, for example by attaching requirements to allow developments which would otherwise not be environmentally acceptable to proceed, and preventing harmful development which cannot be made acceptable even through requirements. Pollution control is concerned with preventing pollution through the use of measures to prohibit or limit the releases of substances to the environment from different sources to the lowest practicable level. It also ensures that ambient air and water quality meet standards that guard against impacts to the environment or human health. Environmental Permits cannot control impacts from sources outside the facility's boundary.⁶⁶
- 4.50** In deciding an application, the Examining Authority and the Secretary of State should focus on whether the development itself is an acceptable use of the land, and on the impacts of that use, rather than the control of processes, emissions or discharges themselves. They should assess the potential impacts of processes, emissions or discharges to inform decision making, but should work on the assumption that in terms of the control and enforcement, the relevant pollution control regime will be properly applied and enforced. Decisions under the Planning Act should

⁶⁶ More information on Environmental Permits can be found on Defra's website: and the Environment Agency's website:

complement but not duplicate those taken under the relevant pollution control regime.

- 4.51** These considerations apply in an analogous way to other environmental regulatory regimes, including those on land drainage and flood defence and biodiversity.
- 4.52** There is a statutory duty on applicants to consult the Marine Management Organisation (MMO) on nationally significant projects which would affect, or would be likely to affect, any relevant marine areas as defined in the Planning Act (as amended by section 23 of the Marine and Coastal Access Act 2009). The Secretary of State's consent may include a deemed marine licence and the MMO will advise on what conditions should apply to the deemed marine licence. Where appropriate, the MMO should actively participate in examinations, and Examining Authorities engage with such matters, to help ensure that nationally significant infrastructure projects are licensed in accordance with environmental legislation, including European directives.
- 4.53** When an applicant applies for an Environmental Permit, the relevant regulator (the Environment Agency) requires that the application demonstrates that processes are in place to meet all relevant Environmental Permit requirements. In examining the impacts of the project, the Examining Authority may wish to seek the views of the regulator on the scope of the permit or consent and any management plans (such as any produced for noise) that would be included in an Environmental Permit application.
- 4.54** Applicants are encouraged to begin pre-application discussions with the Environment Agency as early as possible. It is however expected that an applicant will have first thought through the requirements as a starting point for discussion. Some consents require a significant amount of preparation; as an example, the Environment Agency suggests that applicants should start work towards submitting the permit application at least 6 months prior to the submission of an application for a Development Consent Order, where they wish to parallel track the applications. This will help ensure that applications take account of all relevant environmental considerations and that the relevant regulators are able to provide timely advice and assurance to the Examining Authority.
- 4.55** The Secretary of State should be satisfied that development consent can be granted taking full account of environmental impacts. This will require close cooperation with the Environment Agency and/or the pollution control authority, and other relevant bodies, such as the MMO, Natural England, Drainage Boards, and water and sewerage undertakers, to ensure that in the case of potentially polluting developments:
- the relevant pollution control authority is satisfied that potential releases can be adequately regulated under the pollution control framework; and

- the effects of existing sources of pollution in and around the project are not such that the cumulative effects of pollution when the proposed development is added would make that development unacceptable, particularly in relation to statutory environmental quality limits.

4.56 The Secretary of State should not refuse consent on the basis of regulated impacts unless there is good reason to believe that any relevant necessary operational pollution control permits or licences or other consents will not subsequently be granted.

Common law nuisance and statutory nuisance

4.57 Section 158 of the Planning Act provides a defence of statutory authority in civil or criminal proceedings for nuisance. Such a defence is also available in respect of anything else authorised by an order granting development consent. The defence does not extinguish the local authority's duties under Part III of the Environmental Protection Act 1990 ("the 1990 Act") to inspect its area and take reasonable steps to investigate complaints of statutory nuisance and to serve an abatement notice where satisfied of its existence, likely occurrence or recurrence.

4.58 It is very important that during the examination of a nationally significant infrastructure project, possible sources of nuisance under section 79(1) of the 1990 Act, and how they may be mitigated or limited are considered by the Examining Authority so they can recommend appropriate requirements that the Secretary of State might include in any subsequent order granting development consent. More information on the consideration of possible sources of nuisance is at paragraphs 5.81-5.89.

4.59 The defence of statutory authority is subject to any contrary provision made by the Secretary of State in any particular case by an order granting development consent (section 158(3) of the Planning Act).

Safety

Road safety

4.60 New highways developments provide an opportunity to make significant safety improvements. Some developments may have safety as a key objective, but even where safety is not the main driver of a development the opportunity should be taken to improve safety, including introducing the most modern and effective safety measures where proportionate. Highway developments can potentially generate significant accident reduction benefits when they are well designed.

4.61 The applicant should undertake an objective assessment of the impact of the proposed development on safety including the impact of any

mitigation measures. This should use the methodology outlined in the guidance from DfT (WebTAG) and from the Highways Agency.

- 4.62** They should also put in place arrangements for undertaking the road safety audit process. Road safety audits are a mandatory requirement for all trunk road highway improvement schemes in the UK (including motorways).
- 4.63** Road safety audits are intended to ensure that operational road safety experience is applied during the design and construction process so that the number and severity of collisions is as low as is reasonably practicable.
- 4.64** The applicant should be able to demonstrate that their scheme is consistent with the Highways Agency's Safety Framework for the Strategic Road Network and with the national *Strategic Framework for Road Safety*. Applicants will wish to show that they have taken all steps that are reasonably required to:
- minimise the risk of death and injury arising from their development;
 - contribute to an overall reduction in road casualties;
 - contribute to an overall reduction in the number of unplanned incidents; and
 - contribute to improvements in road safety for walkers and cyclists.
- 4.65** They will also wish to demonstrate that:
- they have considered the safety implications of their project from the outset; and
 - they are putting in place rigorous processes for monitoring and evaluating safety.
- 4.66** The Secretary of State should not grant development consent unless satisfied that all reasonable steps have been taken and will be taken to:
- minimise the risk of road casualties arising from the scheme; and
 - contribute to an overall improvement in the safety of the Strategic Road Network.

Safety on the railways

- 4.67** Since the railways are one of the safest forms of transport, safety is unlikely to be the main driver for development. However, the opportunity should usually be taken to introduce the most modern and effective safety measures.
- 4.68** The rail industry is required by law to consider the impact on safety of any proposed changes to the rail network, through rigorous risk assessment. The principle of “so far as is reasonably practicable” (SFAIRP) is applied through the Railways and Other Guided Transport

Systems (Safety) Regulations 2006 (ROGS) which were made under the Health and Safety at Work Act, etc. 1974, and are enforced by the Office of Rail Regulation (ORR – the independent rail safety regulator).⁶⁷

- 4.69** For significant developments, the rail industry is also required by EU legislation to comply with Common Safety Methods published in the Official Journal of the European Union.
- 4.70** The Secretary of State should expect the applicant to have complied with all relevant regulations, industry guidance and regulatory guidance from the ORR.
- 4.71** The Secretary of State should expect the safety assessment to have considered the safety implications during the construction, commissioning and operational phases of the development.
- 4.72** The Secretary of State should not grant development consent unless satisfied that all reasonable steps have been taken, and will be taken to:
- minimise the risk of deaths or injury arising from the scheme; and
 - contribute to an overall improvement in societal safety levels;
 - noting that railway developments can influence risk levels both on and off the railway networks.
- 4.73** The Secretary of State should not consent to development which would lead to a disproportionate increase in the risk of death or injury.

Security considerations

- 4.74** National security considerations apply across all national infrastructure sectors. The Department for Transport acts as the Sector Sponsor Department for the national networks and in this capacity has lead responsibility for security matters in that sector and for directing the security approach to be taken. The Department works closely with Government agencies including the Centre for the Protection of National Infrastructure (CPNI) to reduce the vulnerability of the most ‘critical’ infrastructure assets in the sector to terrorism and other national security threats.
- 4.75** Government policy is to ensure that, where possible, proportionate protective security measures are designed into new infrastructure projects at an early stage in the project development. Where applications for development consent for infrastructure covered by this NPS relate to potentially ‘critical’ infrastructure, there may be national security considerations.

⁶⁷ Guidance on ROGS can be found on the ORR website

- 4.76** Where national security implications have been identified, the applicant should consult with relevant security experts from CPNI and the Department for Transport, to ensure that physical, procedural and personnel security measures have been adequately considered in the design process and that adequate consideration has been given to the management of security risks. If CPNI and the Department for Transport (as appropriate) are satisfied that security issues have been adequately addressed in the project when the application is submitted, they will provide confirmation of this to the Secretary of State, and the Examining Authority should not need to give any further consideration to the details of the security measures during the examination.
- 4.77** The applicant should only include such information in the application as is necessary to enable the Examining Authority to examine the development consent issues and make a properly informed recommendation on the application.
- 4.78** In exceptional cases, where examination of an application would involve public disclosure of information about defence or national security which would not be in the national interest, the Secretary of State can intervene and may appoint an examiner to consider evidence in closed session.

Health

- 4.79** National road and rail networks and strategic rail freight interchanges have the potential to affect the health, well-being and quality of life of the population. They can have direct impacts on health because of traffic, noise, vibration, air quality and emissions, light pollution, community severance, dust, odour, polluting water, hazardous waste and pests.
- 4.80** New or enhanced national network infrastructure may have indirect health impacts; for example if they affect access to key public services, local transport, opportunities for cycling and walking or the use of open space for recreation and physical activity.
- 4.81** As described in the relevant sections of this NPS, where the proposed project has likely significant environmental impacts that would have an effect on human beings, any environmental statement should identify and set out the assessment of any likely significant adverse health impacts.
- 4.82** The applicant should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate. These impacts may affect people simultaneously, so the applicant, and the Secretary of State (in determining an application for development consent) should consider the cumulative impact on health.

Strategic rail freight interchanges

Rail freight interchange function

4.83 Rail freight interchanges are not only locations for freight access to the railway but also locations for businesses, capable now or in the future, of supporting their commercial activities by rail. Therefore, from the outset, a rail freight interchange (RFI) should be developed in a form that can accommodate both rail and non-rail activities.

Transport links and location requirements

4.84 Given the strategic nature of large rail freight interchanges it is important that new SRFIs or proposed extensions to RFIs upgrading them to SRFIs, are appropriately located relative to the markets they will serve, which will focus largely on major urban centres, or groups of centres, and key supply chain routes. Because the vast majority of freight in the UK is moved by road, proposed new rail freight interchanges should have good road access as this will allow rail to effectively compete with, and work alongside, road freight to achieve a modal shift to rail. Due to these requirements, it may be that countryside locations are required for SRFIs.

4.85 Adequate links to the rail and road networks are essential. Rail access will vary between rail lines, both in the number of services that can be accommodated, and the physical characteristics such as the train length and, for intermodal services, the size of intermodal units that can be carried (the 'loading gauge'). As a minimum a SRFI should ideally be located on a route with a gauge capability of W8 or more, or capable of enhancement to a suitable gauge. For road links, the Government's policy is set out in Circular 02/2013 *The Strategic Road Network and the delivery of sustainable development*.

4.86 SRFIs tend to be large scale commercial operations, which are most likely to need continuous working arrangements (up to 24 hours). By necessity they involve large structures, buildings and the operation of heavy machinery. In terms of location therefore, they often may not be considered suitable adjacent to residential areas or environmentally sensitive areas such as National Parks, the Broads and AONBs, which may be sensitive to the impact of noise and movements. However, depending on the particular circumstances involved, appropriate mitigation measures may be available to limit the impacts of noise and light.

4.87 SRFIs can provide many benefits for the local economy. For example because many of the on-site functions of major distribution operations are relatively labour intensive, this can create many new job opportunities. The existence of an available and economic local workforce will therefore be an important consideration for the applicant.

Scale and design

- 4.88** Applications for a proposed SRFI should provide for a number of rail connected or rail accessible buildings for initial take up, plus rail infrastructure to allow more extensive rail connection within the site in the longer term. The initial stages of the development must provide an operational rail network connection and areas for intermodal handling and container storage. It is not essential for all buildings on the site to be rail connected from the outset, but a significant element should be.
- 4.89** As a minimum, a SRFI should be capable of handling four trains per day and, where possible, be capable of increasing the number of trains handled. SRFIs should, where possible, have the capability to handle 775 metre trains with appropriately configured on-site infrastructure and layout. This should seek to minimise the need for on-site rail shunting and provide for a configuration which, ideally, will allow main line access for trains from either direction.

APPENDIX 10 - Parish Councils in Blaby District

APPENDIX 10

List of Parish Councils and Parish Meetings in Blaby District

The list of Parish Councils and Parish Meetings within Blaby District, including opening hours, is as follows:

- Aston Flamville Parish Meeting (via Chair)
- Blaby Parish Council (Monday – Friday: 0900 – 1700)
- Braunstone Town Council (Monday – Sunday: 0930 - 1700)
- Cosby Parish Council (Monday – Thursday: 0900 - 1600)
- Countesthorpe Parish Council (Monday – Thursday: 0800 – 1600; Friday: 0800 - 1300)
- Croft Parish Council (no opening hours available)
- Elmesthorpe Parish Council (no opening hours available)
- Enderby Parish Council (Monday – Friday: 0900 – 1200)
- Glen Parva Parish Council (Closed until further notice)
- Glenfield Parish Council (Monday – Thursday: 1000 – 1400; Friday: 1000 - 1300)
- Huncote Parish Council (no opening hours available)
- Kilby Parish Council (no opening hours available)
- Kirby Muxloe Parish Council (Monday – Friday: 0830 - 1330)
- Leicester Forest East Parish Council (Monday – Friday: 1000 - 1200)
- Leicester Forest West Parish Meeting (via Chair)
- Lubbethorpe Parish Meeting (via Chair)
- Narborough Parish Council (Monday, Tuesday, Friday: 0900 – 1200; Thursday 1300 - 1600)
- Potters Marston Parish Meeting (via Chair)
- Sapcote Parish Council (no opening hours available)
- Sharnford Parish Council (no opening hours available)
- Stoney Stanton Parish Council (Tuesday – Friday: 0900 - 1730)
- Thurlaston Parish Council (no opening hours available)
- Whetstone Parish Council (Monday – Thursday: 0900 – 1600; Friday: 0900 – 1300)
- Wigston Parva Parish Meeting (via Chair)

APPENDIX 11 - Parish Councils in Hinckley and Bosworth Borough

APPENDIX 11

List of Parish Councils in Hinckley and Bosworth Borough

The list of Parish Councils within Hinckley and Bosworth Borough, including opening hours, is as follows:

- Bagworth & Thornton Parish Council (Monday, Tuesday, Thursday, Friday: 1000 – 1200)
- Barlestone Parish Council (no opening hours available)
- Barwell Parish Council (Monday, Friday: 1030 – 1230. Tuesday, Wednesday, Thursday: 0930 – 1330)
- Burbage Parish Council (Monday – Friday: 0830 - 1730)
- Cadeby Parish Council (no opening hours available)
- Carlton Parish Council (no opening hours available)
- Desford Parish Council (Tuesday, Wednesday: 0930 – 1700; Thursday, Friday: 0930 – 1800; Saturday: 0900 - 1500)
- Earl Shilton Town Council (Monday, Tuesday, Thursday, Friday: 0900 – 1500. Wednesday: 0900 – 1200)
- Groby Parish Council (Monday – Friday: 1000 – 1400)
- Higham on the Hill Parish Council (no opening hours available)
- Market Bosworth Parish Council (Thursday: 1000 – 1300 , or by appointment)
- Markfield Parish Council (no opening hours available)
- Nailstone Parish Council (no opening hours available)
- Newbold Verdon Parish Council (one morning a week: 0930 – 1200, or by appointment)
- Osbaston Parish Council (no opening hours available)
- Peckleton Parish Council (no opening hours available)
- Ratby Parish Council (no opening hours available)
- Shackerstone Parish Council (no opening hours available)
- Sheepy Parish Council (Clerk has flexible working hours, as no office)
- Stanton Under Bardon Parish Council (flexible office hours for Clerk)
- Stoke Golding Parish Council (no opening hours available)
- Sutton Cheney Parish Council (no opening hours available)
- Twycross Parish Council (no opening hours available)
- Witherley Parish Council (Flexible, 12 hours per week between the hours of 0900 and 1700)

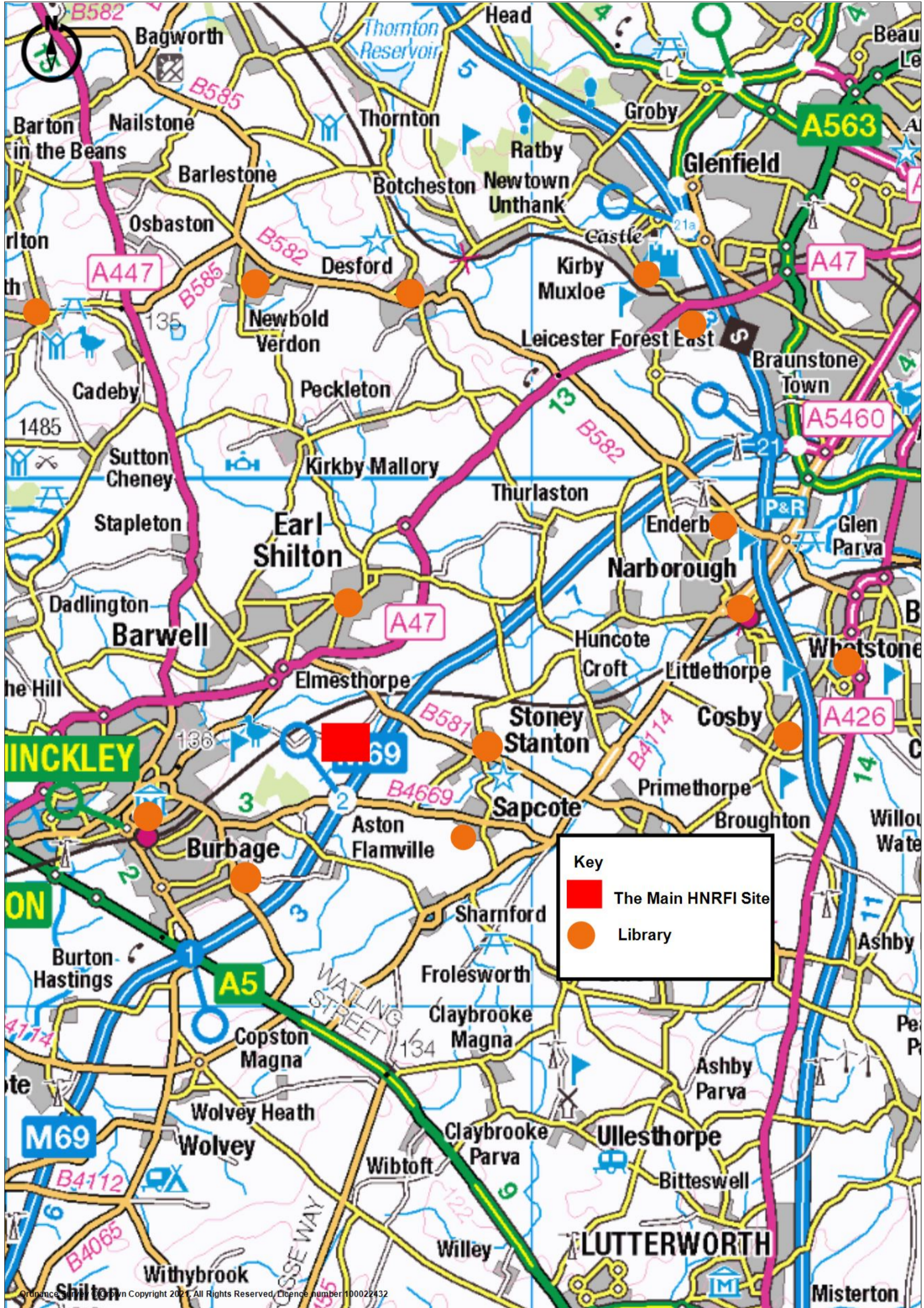
APPENDIX 12 - List of libraries and plan showing locations

APPENDIX 12

List of Libraries

- Blaby Library, Lutterworth Road, Blaby, LE8 4DW (Monday: 14:00-17:00, Tuesday: 10:00-13:00, Wednesday: Closed, Thursday: 10:00-13:00, Friday: 14:00-17:00, Saturday: 10:00-14:00, Sunday: Closed)
- Hinckley Library, Lancaster Road, Hinckley, LE10 0AT (Monday: 10:00-17:00, Tuesday: 10:00-13:00, Wednesday: 10:00-17:00, Thursday: Closed, Friday: 10:00-17:00, Saturday: 10:00-14:00, Sunday: Closed)
- Broughton Astley Library, Main Street, LE9 6RD (Monday: 10:00-13:00, Tuesday: 14:00-17:00, Wednesday: Closed, Thursday: 14:00-17:00, Friday: 10:00-13:00, Saturday: 10:00-14:00, Sunday: Closed)
- Earl Shilton Library, Wood Street, LE9 7NE (Monday: 10:00-13:00, Tuesday, Thursday: 10:00-17:00, Wednesday: Closed, Thursday: 14:00-17:00, Saturday: 10:00-14:00, Sunday: Closed)
- Burbage Library, Church Street, LE10 2DA (Monday, Tuesday: 14:00-17:00, Wednesday: Closed, Thursday: 10:00-13:00, 16:00-18:00, Saturday: 10:00-13:00, Sunday: Closed)
- Cosby Library, Park Road, LE9 1RN (Monday: 17:00-19:00, Tuesday: 14:00-17:00, Wednesday: Closed, Thursday: 10:00-12:30, Friday: 14:00-17:00, Saturday: 10:00 - 13:00, Sunday: Closed)
- Desford Library, Main Street, LE9 9JP (Monday: 14:00-17:00, Tuesday: 10:00-12:00, Wednesday: Closed, Thursday: 10:00-12:00, 14:00-18:00, Friday: 10:00-12:00, Saturday: 10:00-12:00, Sunday: Closed)
- Enderby Library, Townsend Road, Enderby, LE19 4PG (Monday – Friday: 14:00-18:00, Saturday: 10:00-13:00, Sunday: Closed)
- Kirby Muxloe Library, Station Road, LE9 2EN (Monday: 10:00-13:00, 14:00-14:00, Tuesday, Wednesday: 14:00-17:00, Thursday: Closed, Friday, Saturday: 10:00-13:00)
- Leicester Forest East Library, 76 Rushmere Walk, LE3 3PD (Monday: 14:00-17:00, Tuesday: Closed, Wednesday: 08:45-12:00, 14:00-16:30, 18:00-20:00, Thursday: 10:00-12:00, 14:00-16:00, Friday: 14:00-17:00, Saturday: 10:00-13:00, Sunday: Closed)

- Market Bosworth Library, 42-54 Station Road, CV13 0JS (Monday: 14:00–17:00, Tuesday: Closed, Wednesday: 10:00–12:00, Thursday: 14:00–19:00, Friday: 10:00–12:00, Saturday: 10:00–13:00, Sunday: Closed)
- Narborough Library, Station Road, LE19 2HR – (Monday: 14:00-17:00, Tuesday: Closed, Wednesday: 14.00-19.00, Thursday: 10.00-12.00, Friday: Closed, Saturday: 10.00-13.00)
- Newbold Verdon Library, Sparkenhoe, LE9 9NP (Monday: 14:00-16:00, Tuesday: 10:00-12:00, Wednesday: 16:00-18:00, Thursday: Closed, Friday: 10:00–12:00, Saturday: 10:00–13:00, Sunday: Closed)
- Sapcote Library, 12 Church Street, Sapcote, Leicester, LE9 4FG (Monday: 09:30–12:30, Tuesday: 10:00–12:00, 17:00–19:00, Wednesday: Closed, Thursday, Friday: 14:00–17:00, Saturday: 10:00–13:00, Sunday: Closed)
- Stoney Stanton Library, 21 St Michaels Court, Stoney Stanton, Leicester, LE9 4TJ (Monday: Closed, Tuesday: 10:00–12:00, 14:00–17:00, Wednesday: Closed, Thursday: 14:00–17:00, Friday: Closed, Saturday: 10:00–13:00, Sunday: Closed)



APPENDIX 13 - Catchment Areas of Local Publications

APPENDIX 13

Catchment Areas of Local Publications

The local publications identified in the Statement refer to the following circulation numbers and areas.

Publication	Approximate circulation	Settlements within catchment area
Hinckley Times (Weekly)	7,221	Atherstone
		Coalville
		Hinckley
		Leicester
		Lutterworth
		Market Bosworth
		Nuneaton
Leicester Mercury (Leicestershire Live online edition)	13,867	Leicestershire
Rugby Advertiser (Weekly)	6,532	Bilton
		Brownsover
		Hillside
		Kingways
		New Bilton

		Newbold on Avon
		Overslade
		Rugby
Rugby Observer (Weekly)	26,136	Rugby
		East Warwickshire
		Long Buckby
		Earl Shilton
		Lutterworth
The Coventry Telegraph (Coventry Live online edition)	8,434	Alcester
		Atherstone
		Bedworth
		Broughton Astley
		Coventry
		Earl Shilton
		Harborough Magna
		Henley-in-Arden
		Hinckley
		Lutterworth
		Market Bosworth
		Nuneaton
		Stratford upon Avon
		Warwick
Nuneaton News (Weekly)	28,226	Nuneaton
		Bedworth
The Local Rock, Hinckley	20,000 32,000	Hinckley Central Edition
		Villages Edition
		Burbage
		Wolvey
		Burton Hastings
		Aston Flamville
		Sharnford
		Sapcote
		Stoney Stanton
		Elmesthorpe
		Peckleton
		Kirkby Mallory
		Dadlington
		Thurlaston
		Stoke Golding
		areas of Barwell and Earl Shilton
		Sutton Cheney
		Cadeby
	10,000	South Leicester Edition
		Broughton Astley
		Enderby
		Narborough
		Cosby
		Blaby

		Whetston Frolesworth Leire
The Journal	7,700	Enderby Huncote Littlethorpe Narborough Thurlaston
Big Red Magazine	Not available	Leicester Forest East / New Lubbersthorpe Whetstone Earl Shilton Enderby Narborough - 95% Thurlaston - 85% Desford - 85% Croft - 85% Huncote - 75% Stanton
Swift Flash	17,000	Lutterworth and surrounding villages

APPENDIX 14 - Location of Site Notices

Appendix 14 to Statement of Community Consultation
Locations of Site Notices

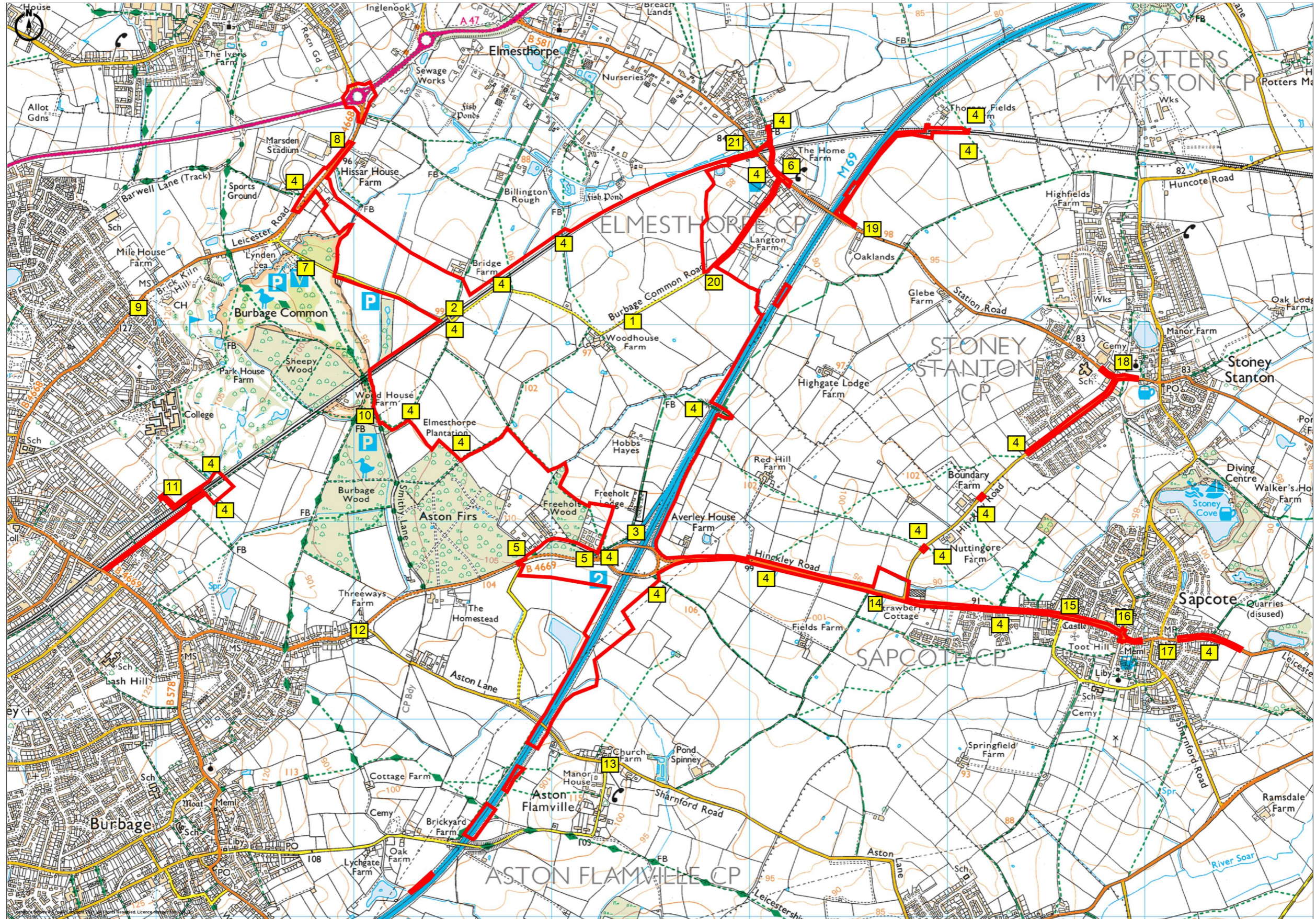
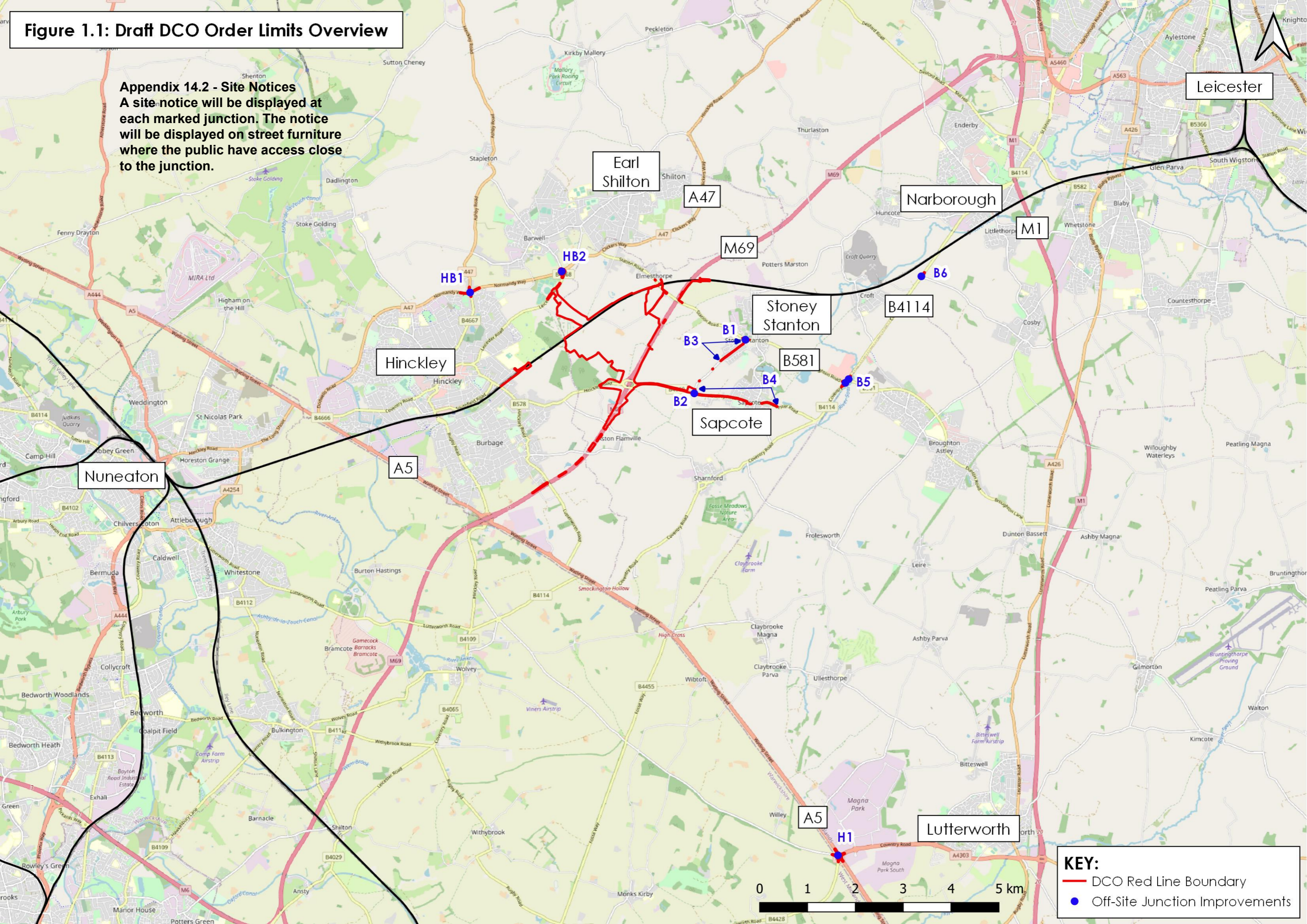


Figure 1.1: Draft DCO Order Limits Overview

Appendix 14.2 - Site Notices
A site notice will be displayed at each marked junction. The notice will be displayed on street furniture where the public have access close to the junction.



KEY:

- DCO Red Line Boundary
- Off-Site Junction Improvements

Key for Appendix 14.1



Site Boundary

1. Burbage Common Road South of Elmesthorpe
2. Burbage Common Road at Railway Bridge
3. Road Junction leading from M69 J2 (Private Road)
4. Along the Public Right of Way at the point of entry / exit
5. B4669 before J2 of the M69, close to Aston Firs
6. Station Road at Junction with Burbage Common Road
7. Car Park Entrance and Visitor Centre at Burbage Common
8. B4668, Outside Leicester Road Football Club – on telegraph pole
9. Leicester Road towards Hinckley at the commencement of frontage of housing – on lighting column/telegraph pole/similar
10. Smithy Lane Car Park, Hinckley
11. End of Ambion Way
12. Sapcote Road – on lighting column / telegraph pole / similar
13. Junction of Lychgate Lane/Hinckley Road/Sharnford Road, Aston Flamville – on telegraph pole
14. Junction of B4114/Sharnford Road – on telegraph pole
15. Junction of Hinckley Road/Park Road
16. Junction of Hinckley Road/Church Street/Stanton Road
17. Junction of Leicester Road/Grace Road
18. Junction of Hinckley Road/New Road
19. Stanton Road Near The White House
20. Burbage Common Road
21. Station Road, over railway line

Key for Appendix 14.2

No.	Location
	Blaby District Council
B1	Junction of B581 Station Road / New Road and Hinckley Road, Stoney Stanton
B2	Junction of B4669 Hinckley Road and Stanton Lane, west of Sapcote
B3	Stanton Lane / Hinckley Road, south-west of Stoney Stanton
B4	B4669 Hinckley Road/ Leicester Road, Sapcote
B5	Junction of B4114 Coventry Road and B581 Broughton Road at Soar Mill, south-east of Stoney Stanton
B6	Junction of B4114 Coventry Road and Croft Road, south-west of Narborough
	M69 Junction 2 (Access Infrastructure)
	New A47 Link Road (Access Infrastructure)
	Hinckley and Bosworth Borough Council
HB1	Junction of A47 Normandy Way and A447 Ashby Road, Hinckley
HB2	Junction of A47 Normandy Way / Leicester Road, the B4668 Leicester Road and The Common, south-east of Barwell
	Junction of B4668 and New A47 Link Road, north east of the site access (Access Infrastructure)
	Harborough District Council / Rugby Borough Council
H1	Cross in Hand roundabout at the junction of the A5 Watling Street, A4303 Coventry Road, B4428 Lutterworth Road and Coal Pit Lane, west of Lutterworth

APPENDIX 15 - Interested Groups, as identified in consultation with Blaby District

APPENDIX 15

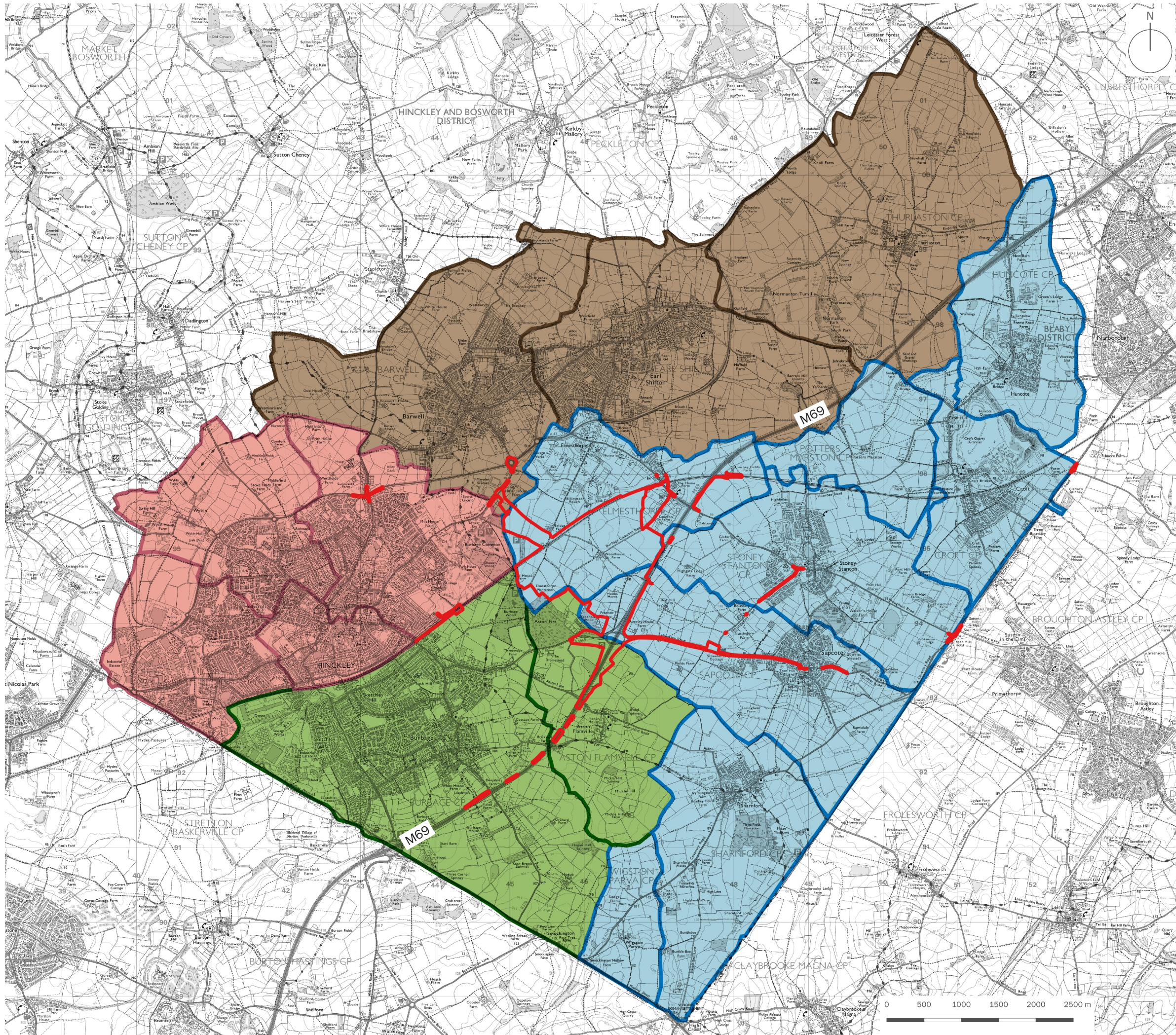
Interested Groups, as identified in consultation with Blaby District

1. A5 Strategy Group
2. Fosse Villages Neighbourhood Plan Group
3. Friends of Fosse Meadows
4. Sharnford Traffic Action Group (STAG)
5. Leicestershire Local Access Forum, County Hall Leicester. FAO Councillor Denney Vice Chairman
6. Stoney Stanton Action Group
7. 1st Huncote & Croft Scout Group
8. 1st Sapcote (Methodist & All Saints) Scout Group
9. 1st Stoney Stanton Scout Group
10. 2nd Sapcote Brownies
11. 38th Leicester Scouts
12. 84th (Littlethorpe) Scout Group
13. All Saints C of E Primary School & PTA (Sapcote)
14. All Saints Church, Narborough
15. All Saints Sapcote PTA
16. Commbus Project
17. Croft Allotment Society
18. Croft Church of England Primary School & PTA
19. Croft Good Neighbour Scheme
20. Croft Happy Circle
21. Croft Juniors FC
22. Croft Players
23. Croft Silver Band
24. Croft Wednesday Club
25. Elmesthorpe Craft Club
26. Friends of Narborough Station
27. Friends of Red Hill Field Primary School
28. Greystoke Primary School
29. Huncote Community Association
30. Huncote Community Library

31. Huncote Community Primary School Academy Trust & Fundraisers
32. Huncote PCC
33. Manorfield CofE Primary School & PTFA
34. Narborough & District Bowling & Social Club
35. Narborough & Littlethorpe Community Library
36. Narborough & Littlethorpe Leisure Gardeners Association
37. Narborough & Littlethorpe WI
38. Narborough Congregational Church
39. Narborough Evergreen Club
40. Parochial Church Council on Ecclesiastical Parish, Broughton Astley & Croft
with
41. Stoney Stanton
42. Red Hill Field Primary School
43. Sapcote Community Library
44. Sapcote Good Neighbour Scheme
45. Sapcote Heritage Group
46. Sapcote News
47. Sapcote Recreation Ground
48. Sapcote Youth Club
49. Sharnford CofE Primary School
50. Sharnford Good Neighbour Scheme
51. Sharnford Ladies Group
52. Sharnford Pre-School Playgroup (Little Explorers)
53. Sharnford PTA
54. Sharnford Traffic Action Group
55. Sharnford Youth Club
56. St James the Greater Church
57. St Mary's Church, Elmesthorpe
58. Stoney Stanton Carnival
59. Stoney Stanton Community Library
60. Stoney Stanton Evergreens
61. Stoney Stanton Good Neighbours Scheme
62. Stoney Stanton Lawn Tennis Club
63. Stoney Stanton War Memorial Playing Fields Association
64. The Pastures Primary School

65. Thurlaston C of E Primary School PTA
66. Thurlaston Church of England (Aided) Primary School
67. Thurlaston Juniors FC
68. Thurlaston Ramblers Club
69. Thurlaston Village Hall

APPENDIX 16 - Catchment areas of face to face events



 Site Boundary

Catchment Areas

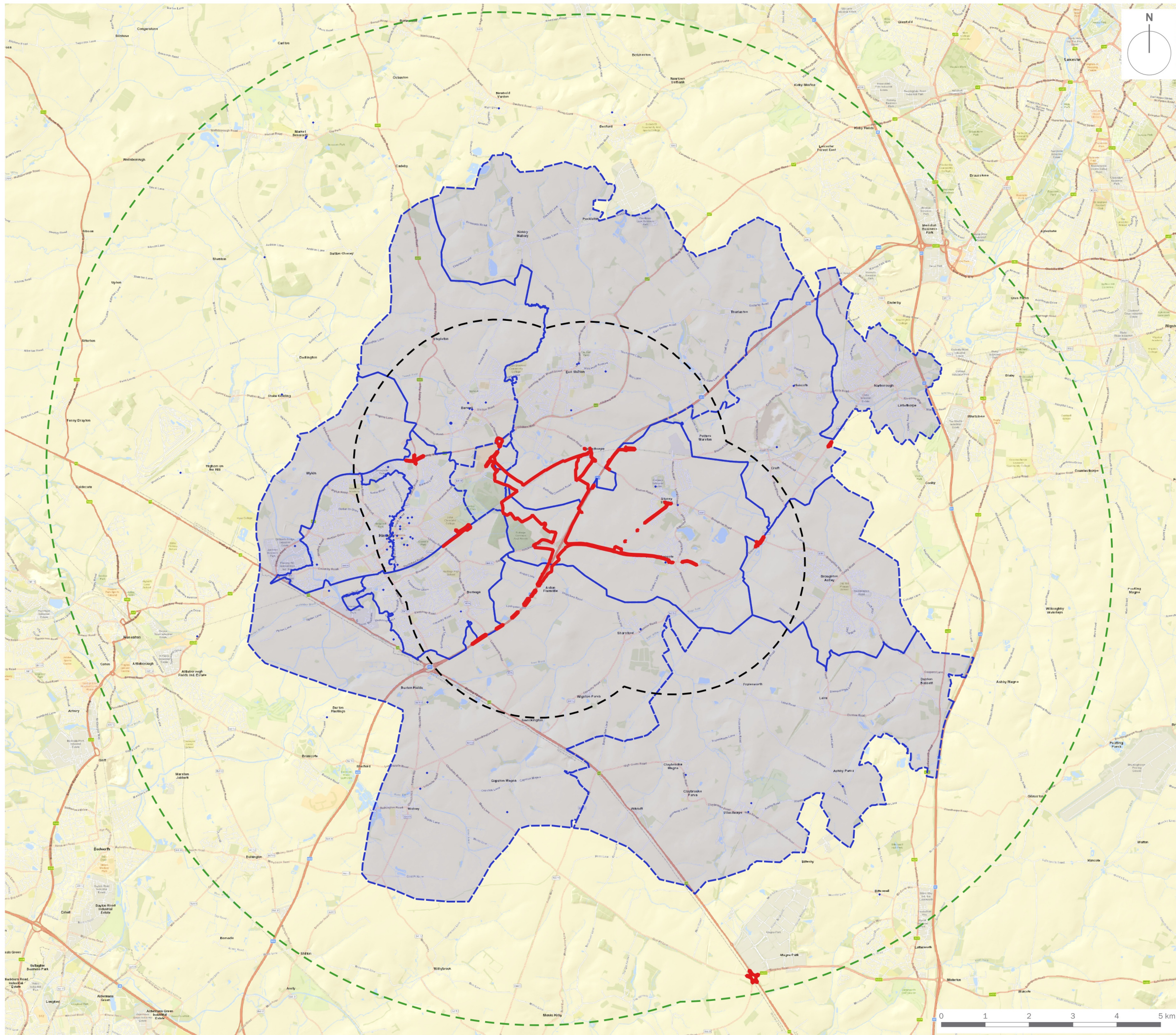
 Area 1





 Area 2

 Area 3

 Area 4

APPENDIX 17 - Plan showing consultation zones



-  Site Boundary
-  3km Consultation Zone
-  10km Consultation Zone
-  Core Consultation Zone

J48



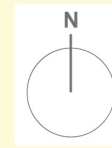
Offsite Junction



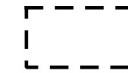
Postal Communication Zone



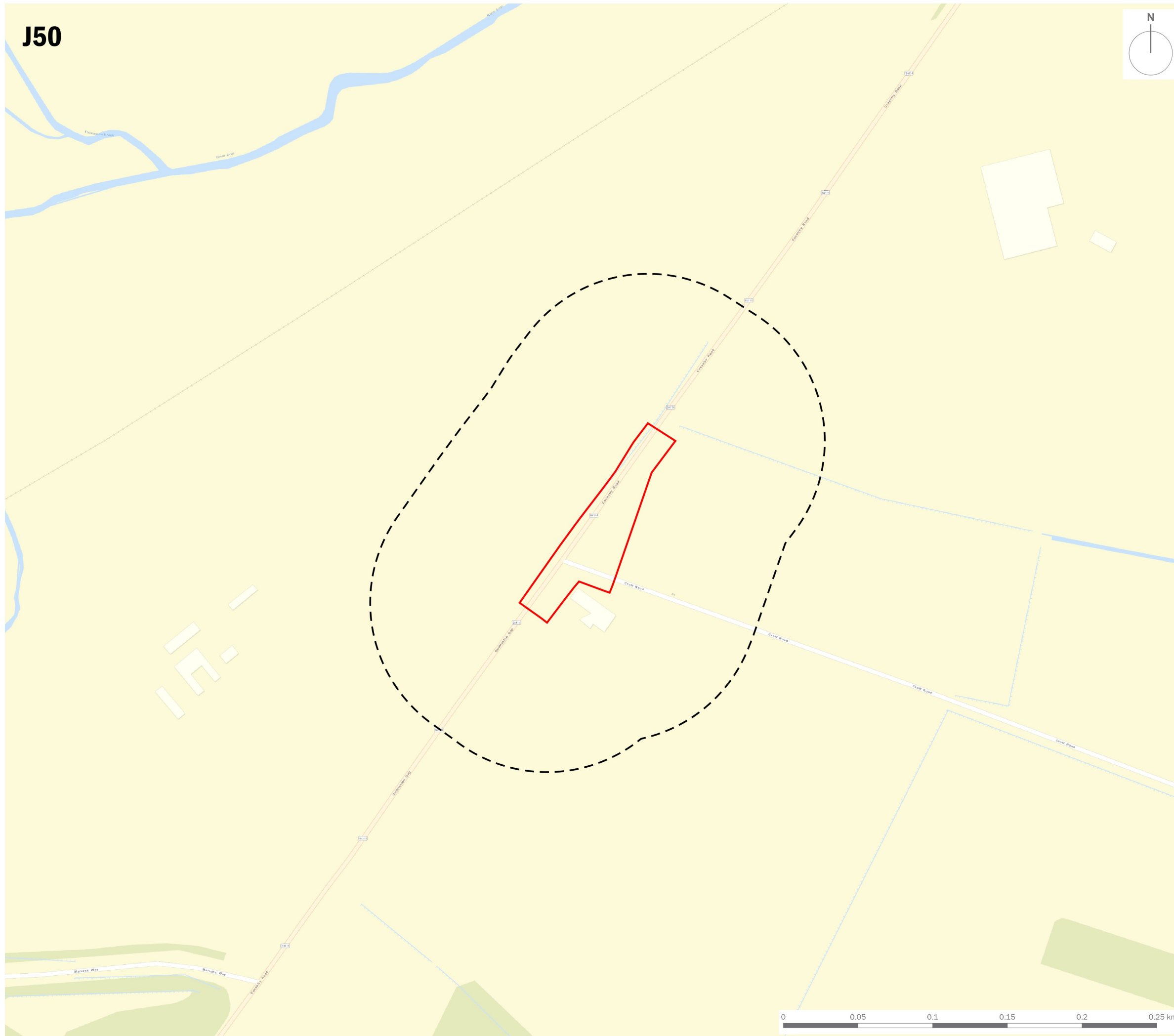
J50



Offsite Junction



Postal Communication Zone



APPENDIX 18 - Interested Groups, as identified in consultation with Hinckley and Bosworth Borough

APPENDIX 18

Interested Groups, as identified in consultation with Hinckley and Bosworth Borough

1. Hinckley Area Committee c/o Councillor Scott Gibbens, Chair of the Hinckley Area Committee – [REDACTED]
Rebecca Owen, Democratic Services Manager – [REDACTED]
2. Leicester Road Residents Association c/o Khalid Ansari, Chair [REDACTED] and Stuart Pemberton [REDACTED]
3. Burbage Neighbourhood Plan Forum c/o Group Chairman Councillor Richard Flemming [REDACTED]
4. Burbage Common Volunteers Group c/o Paul Scragg Paul.Scragg@hinckley-bosworth.gov.uk and Ian Pinfold [REDACTED]
5. Burbage Common Walking Group c/o Trevor Martin [REDACTED]

APPENDIX 19 - Other interested groups as identified in consultation with the Borough and District Authorities

APPENDIX 19

Other interested groups as identified in consultation with the Borough and District Authorities

- The Ramblers Association - Leicestershire & Rutland Ramblers
Chairman - [REDACTED]

- Leicestershire Footpath Association
Secretary
Cindy West
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Email: lfa.hon.secretary@gmail.com

- The British Horse Society – Leicestershire & Rutland
Sally Andrews
East Midlands Regional Manager
[REDACTED]

- Leicestershire Police
contactus@leicestershire.pnn.police.uk

- Leicestershire Fire and Rescue Service
12 Geoff Monk Way
Birstall
Leicester
LE4 3BU
Email: info@leics-fire.gov.uk

- East Midlands Ambulance Service NHS Trust
Trust Headquarters
1 Horizon Place
Mellors Way
Nottingham Business Park
Nottingham
NG8 6PY

- Leicestershire Bus companies
 - Arriva Customer Services, 487 Dunstable Road, FREEPOST ANG7624, Luton, Bedfordshire, LU4 8DS
 - First Leicester, 18 Menzies Rd, Leicester, LE4 0BR
 - Kinchbus, Mansfield Road, Heanor, Derbyshire, DE75 7BG
 - Centrebus, Customer Services Team, 43 Wenlock Way, Leicester, LE4 9HU
 - National Express, St Margarets Bus Station, Leicester, LE1 3AG

- Stagecoach Midlands, Main Road, Far Cotton, Northampton, NN4 8ES
 - LCC Buses and public transport, County Hall, Glenfield, Leicester LE3 8RA
 - Paul S. Winson Coaches, The Coach Station, Royal Way, Belton Park, Loughborough, LE11 5XR
 - Roberts Travel Group Head Office, The Limes Midland Road, Hugglescote, Leicestershire, LE67 2FX
-
- St. Nicolas Neighbourhood Watch VNW@gmail.com

 - Chair of Bitteswell Neighbourhood Plan Advisory Committee
c/o C Walsh (Bitteswell Parish Clerk)

parishclerk@bitteswell.org.uk

 - Chair of Broughton Astley Neighbourhood Plan Group
c/o D Barber (Broughton Astley Parish Clerk)
Council Office
Station Road
Broughton Astley
LE9 6PT
parishmanager@broughton-astley.gov.uk

 - Chair of Lutterworth Neighbourhood Plan Group
c/o Town Clerk
Council Offices
Coventry Road
Lutterworth
LE17 4SH
enquiries@lutterworth.org.uk

 - Chair of Ullesthorpe Neighbourhood Plan Group
c/o K Clarke (Ullesthorpe Parish Clerk)

clerk.ullesthorpepc@gmail.com

 - Magna Park is Big Enough (MPiBE)
Edmund Hunt, Maggie Pankhurst
mpisbe@gmail.com

APPENDIX 20 - List of Leicestershire County Councillors to be consulted, as identified by LCC

APPENDIX 20**List of Leicestershire County Councillors to be consulted, as identified by LCC**

Councillor	Political Party	Division
David Bill MBE, CC	Liberal Democrat	Hollycroft
Richard Blunt CC	Conservative	Glenfields, Kirby Muxloe & Leicester Forests
Stuart Bray CC	Liberal Democrat	St Marys
Lee Breckon JP CC	Conservative	Glenfields, Kirby Muxloe & Leicester Forests
Bill Crooks CC	Liberal Democrat	Mallory
Michael Mullaney CC	Liberal Democrat	De Montfort
Blake Pain CC	Conservative	Bruntingthorpe
Byron Rhodes CC	Conservative	Belvoir
Janice Richards CC	Conservative	Earl Shilton
Louise Richardson CC	Conservative	Enderby & Lubbethorpe
Terry Richardson CC	Conservative	Narborough & Whetstone
Nicholas Rushton CC	Conservative	Valley
Amanda Wright CC	Conservative	Burbage
Maggie Wright CC	Conservative	Stoney Stanton & Croft
Trevor Pendleton CC	Conservative	Castle Donington & Kegworth
Ozzy O'Shea CC	Conservative	Groby & Ratby
Les Phillimore CC	Conservative	Cosby with South Whetstone
Rosita Page CC	Conservative	Lutterworth

APPENDIX 21 - All District Councillors in wards and districts where the off-site highway works are located

APPENDIX 21

All District Councillors in wards and districts where the off-site highway works are located

Councillor	Political Party	District	Ward
Councillor Deanne Freer	Conservatives	Blaby District Council	Stanton & Flamville
Councillor Iain Hewson	Conservatives	Blaby District Council	Stanton & Flamville
Councillor Mike Shirley	Conservatives	Blaby District Council	Stanton & Flamville
Councillor Les Phillimore	Conservatives	Blaby District Council	Cosby & South Whetstone
Councillor Jane Wolfe	Conservatives	Blaby District Council	Cosby & South Whetstone
Councillor Cheryl Cashmore	Conservatives	Blaby District Council	Enderby & St. John's
Councillor Louise Richardson	Conservatives	Blaby District Council	Enderby & St. John's
Councillor Janet Forey	Conservatives	Blaby District Council	Narborough & Littlethorpe
Councillor Trevor Matthews	Conservatives	Blaby District Council	Narborough & Littlethorpe
Councillor Maggie Wright	Conservatives	Blaby District Council	Normanton
Cllr C Allen	Conservative	Hinckley and Bosworth Borough Council	Earl Shilton
Cllr R Allen	Conservative	Hinckley and Bosworth Borough Council	Earl Shilton
Cllr Ladkin	Conservative	Hinckley and Bosworth Borough Council	Earl Shilton
Cllr Bill	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley
Cllr Bray	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley
Cllr Cope	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley
Cllr Gibbens	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley
Cllr Hodgkins	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley
Cllr Lynch	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley
Cllr L Mullaney	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley

Cllr M Mullaney	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley
Cllr Nichols	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley
Cllr Pendlebury	Liberal Democrat	Hinckley and Bosworth Borough Council	Hinckley
Cllr Roberts	Conservative	Hinckley and Bosworth Borough Council	Barwell
Cllr Smith	Conservative	Hinckley and Bosworth Borough Council	Barwell
Cllr H Williams	Independent	Hinckley and Bosworth Borough Council	Barwell
Cllr J Crooks	Liberal Democrat	Hinckley and Bosworth Borough Council	Desford
Cllr Sheppard-Bools	Liberal Democrat	Hinckley and Bosworth Borough Council	Desford
Cllr Webber-Jones	Liberal Democrat	Hinckley and Bosworth Borough Council	Desford
Cllr Findlay	Liberal Democrat	Hinckley and Bosworth Borough Council	Burbage
Cllr Flemming	Liberal Democrat	Hinckley and Bosworth Borough Council	Burbage
Cllr Glenville	Liberal Democrat	Hinckley and Bosworth Borough Council	Burbage
Cllr Walker	Liberal Democrat	Hinckley and Bosworth Borough Council	Burbage
Cllr P Williams	Liberal Democrat	Hinckley and Bosworth Borough Council	Burbage
Councillor Paul Dann	Conservatives	Harborough District Council	Broughton Astley (Primethrope & Sutton Ward)
Councillor Bill Liquorish	Conservatives	Harborough District Council	Broughton Astley (Primethrope & Sutton Ward)
Councillor Colin Golding	Conservatives	Harborough District Council	Broughton Astley (South & Leire)
Councillor Mark Graves	Liberal Democrat	Harborough District Council	Broughton Astley (South & Leire)
Councillor Mrs Janette Ackerley	Conservatives	Harborough District Council	Lutterworth East
Councillor Martin Sarfas	Liberal Democrat	Harborough District Council	Lutterworth East
Councillor Paul Matthew Beadle	Labour	Harborough District Council	Lutterworth West
Councillor Mrs Geraldine Robinson	Conservatives	Harborough District Council	Lutterworth West
Councillor Mrs Rosita Page	Conservatives	Harborough District Council	Ullesthorpe
Cllr Jonathan Bateman	Conservatives	Harborough District Council	Misterton
Cllr Jeff Clarke	Conservatives	Nuneaton and Bedworth Borough Council	St Nicolas

Cllr Rob Tromans	Conservatives	Nuneaton and Bedworth Borough Council	St Nicolas
Councillor Seaman	Labour	Coventry City Council	Henley
Councillor Ruane	Labour	Coventry City Council	Henley
Councillor Maton	Labour	Coventry City Council	Henley
Councillor O'Boyle	Labour	Coventry City Council	Cabinet Member for Jobs, Regeneration and Climate Change
Councillor Chambers	Labour and Co-operative Party	North Warks Borough Council	Dordon
Councillor Morson	Labour and Co-operative Party	North Warks Borough Council	Dordon
Councillor Tina Clements	Conservatives	Tamworth	Wilnecote
Councillor Daniel Maycock	Conservatives	Tamworth	Wilnecote
Councillor Roy Rogers	Conservatives	Tamworth	Wilnecote
Councillor Stephen Doyle	Conservatives	Tamworth	Stonydelph
Councillor Marie Bailey	Conservatives	Tamworth	Stonydelph
Councillor Jason Jones	Conservatives	Tamworth	Stonydelph

The Statement of Community Consultation pursuant to an application for a Development Consent Order (Planning Act 2008)

on behalf of Tritax Symmetry (Hinckley) Ltd

December 2021

1. Introduction

- 1.1 Hinckley National Rail Freight Interchange (HNRFI) comprises a Nationally Significant Infrastructure Project (NSIP) which is subject to the consent regime under The Planning Act 2008 (the Act). The form of development is more commonly referred to as a 'major infrastructure project'. This means that the project will need to be consented through a Development Consent Order (DCO) by the Secretary of State for Transport, rather than a grant of planning permission from the local planning authority. The construction of a rail freight interchange comprises an NSIP where each of the conditions below is expected to be met by the proposal (Section 26 of the Act):
- (3) The land on which the rail freight interchange is situated must—
 - (a) be in England, and
 - (b) be at least 60 hectares in area.*
 - (4) The rail freight interchange must be capable of handling—
 - (a) consignments of goods from more than one consignor and to more than one consignee, and
 - (b) at least 4 goods trains per day.*
 - (5) The rail freight interchange must be part of the railway network in England.*
 - (6) The rail freight interchange must include warehouses to which goods can be delivered from the railway network in England either directly or by means of another form of transport.*
 - (7) The rail freight interchange must not be part of a military establishment.'*
- 1.2 The project is being promoted by Tritax Symmetry (Hinckley) Ltd (TSH) (The Applicant), which has been established by Tritax Symmetry Ltd especially for this development proposal. Tritax Symmetry Ltd was formed following the acquisition of db symmetry by Tritax Big Box REIT plc, a FTSE 250 company, in February 2019. Tritax Symmetry Ltd has a land portfolio comprising some 4150 acres of land that is capable of accommodating 40 million sqft of logistics space.
- 1.3 Through Tritax Symmetry Ltd, TSH has become a Gold Leaf Member of the UK Green Building Council (UKGBC) committing to the low carbon agenda. The buildings will achieve net zero carbon in construction through initiatives such as funding high quality

accredited and verified offset schemes. Any offset scheme selected will be in line with the current principles set out in UKGBC's net zero framework.

- 1.4 Pre-application consultation is a key requirement for applications for a DCO for major infrastructure projects such as HNRFI. Effective pre-application consultation leads to an application which is better developed and better understood by the public, and in which the important issues have been articulated and considered as far as is possible in advance of the submission of the application to the Secretary of State.
- 1.5 Applicants for NSIPs are required (Section 47(1) of the Act) to produce a Statement of Community Consultation (SoCC) to describe how they will consult the local communities about the project. Before the SoCC is published, applicants are required to consult all local authorities within whose area the project is located (S47(2)). They are then obliged to carry out consultation in accordance with the SoCC (S47(7)). Guidance published by the Government on the pre-application process can be found at <https://www.gov.uk/government/publications/guidance-on-the-pre-application-process-for-major-infrastructure-projects>
- 1.6 HNRFI lies mainly within the administrative area of Blaby District. The 'A47 link' (which forms part of the proposed highway works, as described in the Project Description below) lies mainly within Blaby District and partly within Hinckley and Bosworth Borough. Some effects of the development, for example transportation and landscape and visual effects, are likely to extend over a wider area than the main HNRFI site¹.
- 1.7 The SoCC is to be made available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where development is proposed, as required by Section 47 of the Act and the Regulations². The Guidance on the Pre-Application³ process highlights that, whilst there are statutory timescales setting out minimum requirements for consultation with local authorities on the SoCC, applicants may wish to engage with local authorities over a longer period to resolve any differences about the public consultation exercise. Specifically, paragraph 38 of the Guidance provides advice to local authorities on their role when engaging in such discussions and paragraph 39 identifies topics for consideration which might be included in pre-consultation discussions. The SoCC has been prepared in consultation with the Local Authorities (listed at paragraphs 4.1 - 4.2) and TSH have had regard to the responses received.
- 1.8 Informal consultation on the preparation of the SoCC has taken place with Blaby District Council and Hinckley and Bosworth Borough Council during May 2018; July 2018; July 2019; December 2020 and July 2021. Statutory consultation took place from 26th August 2021 to 24th September 2021.

¹ The 'main HNRFI site' refers to all of the land inside the draft DCO Order Limits between the Leicester to Hinckley railway to the north-west and the M69 motorway to the south-east, in which the proposed SRFI would be located.

² The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, The Infrastructure Planning (Applications, Prescribed Forms and Procedures) Regulations 2009 and The Infrastructure Planning (Interested Parties and Miscellaneous Prescribed Provisions) Regulations 2015.

³ DCLG Planning Act 2008: Guidance on the Pre-Application Process March 2015

- 1.9 Consultation is to be appropriate to the scale and nature of the project and be geographically related to the location where the main environmental impacts from the development may be experienced. Consultation should be thorough, effective and proportionate.
- 1.10 The Infrastructure Planning (Publication and Notification of Applications etc) (Amendment) Regulations 2020 has removed the requirement for applicants to provide hard copies of documents in public places for applications for a Development Consent Order. The documents are to be made available without charge online via a project website for HNRFI. The project website is <https://www.hinckleynrfi.co.uk/>. Notwithstanding this provision, the Authorities at paragraph 4.1 and 4.2, and the libraries referred to at paragraph 5.7 will be invited to make available for inspection a hard or electronic copy of the consultation documents including the SoCC.
- 1.11 The Local Authorities referred to at paragraphs 4.1 and 4.2 will be invited to display a link to the PEIR on their individual websites, and will be notified of the publication at least five working days in advance.
- 1.12 The SoCC has been prepared on the basis that 'face-to-face' events will be held, subject to any Government health restrictions to the contrary (Covid 19), together with virtual events including a video engagement platform. Recent experience in the holding of public consultation events via digital means has achieved extensive public participation and engagement.
- 1.13 The arrangements for making documentation available via a website, and the holding of 'face to face' and virtual consultation events are described at Section 7 of this SoCC.
- 1.14 The form of community communication for the statutory consultation on HNRFI will be undertaken by a range of methods identified at Section 7 – including an extensive postal communication to all premises that lie within 3km of the main HNRFI site; the entirety of Barwell Parish, and Narborough Parish. Postal communication will be made to at least all premises located within 100m of off-site highway junctions where works may be proposed. A review of individual off-site highway works will be undertaken to establish whether any further postal communication should be undertaken to premises in a wider area. The wider postal communication with premises that may be affected by the proposed highway works is described at paragraph 7.25 (i) - (iii).

Project Description

- 1.15 HNRFI is EIA development⁴. A full description of HNRFI will be provided in Chapter 3 in the Preliminary Environmental Information Report (PEIR). The proposed development will comprise the NSIP and associated development.
- 1.16 The project description is set out in the Project Summary attached as **Appendix 1**. The main features of the proposal are:
- New rail infrastructure providing access to a series of parallel sidings
 - Intermodal freight terminal ('railport') capable of accommodating up to 16 trains of up to 775m in length
 - Hard surfaces areas for container storage
 - Up to 850,000m² GIA of warehousing and ancillary buildings with a total footprint of 650,000m² & up to 200,000m² of mezzanine floorspace
 - Lorry park with welfare facilities and fuel filling station
 - Energy centre incorporating an electricity substation connected to the local electricity distribution network and a gas-fired combined heat and power plant with an electrical generation capacity of up to 10 megawatts (MW), supported by 20 MW standby generation capacity and 20MW battery capacity, fed from B8 building roof-mounted photovoltaic arrays with a generation capacity of up to 38 MWp, to provide electrical supply resilience
 - Terrain remodelling, hard and soft landscape works, amenity water features and planting
 - Noise attenuation measures – acoustic barriers up to 6m in height
 - Pedestrian, equestrian and cycle access routes and infrastructure

M69 upgrade works

- Additional northbound and southbound slip roads
- Reconfiguration of existing roundabout and approach lanes
- New access road connecting to an internal road network serving HNRFI

Link road from M69 junction 2 to the B4668 / A47 Leicester Road

- New rail bridge
- New junction at B4668 / A47 Leicester Road
- utility compounds, plant and service infrastructure;
- drainage works including groundwater retention ponds, underground attenuation tanks and swales. A swale is a grassed depression in the ground that provides temporary storage for storm water and reduces peak flows;
- habitat creation and enhancement and public access, including the provision of amenity open space at the south-western extremity of the SRFI near Burbage Wood and a new route for pedestrians, cyclists and horseriders from a point south of Elmesthorpe to Burbage Common;
- works affecting existing pedestrian level crossings on the Leicester to Hinckley railway including Barwell and Earl Shilton within the 'Main HNRFI site' Thorneyfields Farm north-west of Sapcote, Elmesthorpe, near Billington Rough

⁴ Meaning that the application for the DCO must be accompanied by an Environmental Impact Assessment.

- to the south of Elmesthorpe and between Burbage and Hinckley;
- security and safety provisions inside the SRFI including fencing and lighting.

1.17 In addition to the provision of the A47 link, traffic modelling undertaken by transportation consultants BWB on behalf of TSH has identified a need for review of capacity at junctions on the local road network and the Strategic Road Network (SRN), in response to the different traffic flow pattern resulting partly from the proposed HNRFI development and principally from the M69 junction 2 upgrade. These junctions and any proposed mitigation works are listed at **Appendix 2** (and shown on the plan attached as **Appendix 3**). The proposed highway works required for each junction are described at Chapter 3 and Chapter 8 of the PEIR. At the date of preparation of the SoCC, the proposed off-site highway mitigation works have not been agreed with LCC Highway Authority (local road network) and National Highways (SRN).

Preliminary Environmental Information Report

- 1.18 TSH has commissioned the preparation of a PEIR of HNRFI. The purpose of the report is to present environmental information compiled by the Applicant to enable consultees to develop an informed view of the likely significant environmental effects of the proposed development.
- 1.19 This PEIR is structured along the same lines as an Environmental Statement (ES). However, for the avoidance of doubt the information it contains is 'preliminary'. During the consultation period, the Applicant will be actively seeking consultees' comments and there will be the opportunity for amendments to both the design of the proposed development and the ES to take into account comments received through the formal consultation process. A Community Explanation Document for non-technical readers will be published (refer to Section 6).
- 1.20 For those whom it has been established do not have access to the internet, a hard copy may be requested, and will be provided by post free of charge, on the basis of one hard copy per household. If difficulties are experienced with accessing the PEIR via the internet, TSH will provide a USB stick for the PEIR, free of charge.
- 1.21 For members of the community who wish to review more detailed information on HNRFI, the PEIR will be available at 'face to face' exhibitions (if held subject to any limitations on holding 'face to face' events as may be imposed by the Government in response to the Covid 19 health pandemic). The PEIR will also be available online at the specific project website (www.hinckleynrfi.co.uk). The PEIR will be available in hard copy on payment of a reasonable charge of £35.00 plus VAT. (The charges for all documents will be set out on the project website.) The website will provide an 'easy link' to the PEIR. The PEIR will be available to download free of charge.
- 1.22 The PEIR will have separate chapter headings covering the following matters:
1. Introduction
 2. Site Description
 3. Scheme Description
 4. Site Selection and Project Evolution

5. Need and Policy
6. Environmental Impact Assessment (EIA) Scope and General Methodology
7. Land use and socio-economic effects
8. Transport and traffic
9. Air quality
10. Noise and vibration
11. Landscape and visual effects
12. Ecology and biodiversity
13. Cultural heritage
14. Surface water and flood risk
15. Hydrogeology
16. Geology, soils and contaminated land
17. Materials and waste
18. Energy and climate change
19. Major Accidents and Disasters
20. Cumulative and transboundary effects
21. Conclusion

1.23 A request has been made by Blaby District Council during informal consultation on the SoCC for specific information to be provided to the local community in the PEIR on:

- Trip generation for road and rail traffic
- The impact of HNRFI upon the barrier 'down-time' for the railway crossing at Narborough

1.24 Hinckley and Bosworth Borough has requested that the following transportation matters are addressed in the consultation:

- The impacts on A47 between the A5 and Desford crossroads;
- The impacts on the Hinckley urban area road network with specific mention of the A47 link to Leicester Road;
- The impacts on the Burbage urban area road network;
- The impacts on the Barwell and Earl Shilton local road network;
- The impacts on the A5, particularly between Longshoot to Smokington Hollow;
- How TSH has accounted for the withdrawal of the proposed A5 Longshoot/Dodwells junction improvement scheme originally proposed by National Highways in the traffic modelling;
- Traffic volumes including HGV flows in the rural areas surrounding Hinckley including Higham on the Hill, Stoke Golding and Wykin;
- How TSH has derived an estimate of employees and HGV driver patterns in and out of the development including the air quality and noise impacts;
- How TSH has allowed for the cumulative impacts in their highway modelling of the low bridge strikes on the A5 and their high frequency causing diversion from the trunk road on to local roads;

- How TSH has planned in highway network resilience if any part of the strategic road network is disrupted (e.g., closure of the M6 or M1) and how TSH has assessed how the development will affect such disruptions;
- Clarity on whether the new A47 link road will be open to the public and HGVs creating a through road from the M69;
- Information on changes to existing highway movement patterns as a result of the creation of the southbound slip roads to Junction 2 of the M69, particularly the rerouting of HGV journeys to existing locations within the Borough (i.e., Triumph); and
- Changes of public rights of way within and around the Hinckley and Bosworth Borough.

Background Stages to HNRFI

- 1.25 In April 2018 the Planning Inspectorate issued a Scoping Opinion to identify the scope of the Environmental Assessment (Reference TR50097). Subsequently two extensive public consultation exercises were undertaken on an informal basis between October – December 2018 and July - September 2019. These consultation exercises were undertaken in accordance with the draft SoCC that had been prepared in 2018 and informally discussed with the Local Authorities referred to at para 4.1.
- 1.26 Arising from these informal consultation exercises, TSH has undertaken substantial review of the project, particularly in respect of the transportation impacts – which proved to be the principal concern from the informal consultation responses.
- 1.27 The second informal public consultation exercise identified potential alternative routes for the construction of a new road to the east of M69 – so called ‘Eastern Villages Link’ (EVL) (This potential new highway has also been referred to as the Eastern Villages Bypass (EVB)). The most recent traffic modelling results arising from the Leicestershire County Council transport model shows the redistribution of traffic due to the new south facing slip roads at M69 J2 and the new connection through the site to the B4668 (A47 link), as well as taking into account the forecast changes to the network with committed developments and planned infrastructure changes. The outputs from this modelling shows that there are a number of areas that benefit from the proposed changes to the road network and these include Sharnford, Hinckley, Burbage and Elmesthorpe, with reductions in traffic on the east-west routes crossing the M69 and north-south on the B4114.
- 1.28 The proposed south-facing slip roads at M69 J2 offer direct or more convenient access to the Strategic Road Network for the residents of Sapcote, Stoney Stanton and other villages east of M69 including Huncote and Broughton Astley. Limited vehicle numbers are shown to go through either Stoney Stanton or Sapcote toward Broughton Astley and with the recent changes to speeds on the B4114 a more attractive route north to Huncote and Narborough is via the Huncote Road north of Stoney Stanton.
- 1.29 The position of TSH is now that the EVL /EVB south of Sapcote is not required or justified. Traffic management measures and introduction of the A47 Link Road to rebalance vehicle flows on the surrounding highway network including through the

villages east of the M69 have been identified. These mitigation proposals will be discussed and reviewed by Leicestershire County Council (for the local highway network) and National Highways (for the SRN – Cross in Hand roundabout on the A5).

1.30 The illustrative masterplan and parameters plan have evolved since the informal public consultation stages, principally in:

- i. the location of the railport, and installation of a rail chord (an extended rail line) into the site;
- ii. the inclusion of energy centre;
- iii. lorry park with the potential provision for HGV fuelling;
- iv. the routing of diverted public rights of way;
- v. the proposals for the height of buildings are now to a maximum height of 33m albeit not across the entire main HNRFI site.

1.31 As a consequence of these main changes, and indeed the passage of time since the inception of the project, TSH submitted a request for a new Scoping Opinion from the Planning Inspectorate in November 2020 (the Scoping Report). The Scoping Report and Scoping Opinion (and the earlier version) can be viewed on the HNRFI project website <https://www.hinckleynrfi.co.uk/> and on the Planning Inspectorate's webpage relating to the HNRFI project:

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

1.32 TSH will have regard to all responses to publicity and consultation as required by Section 49 of the Act in response to the statutory consultation. A Consultation Report will be prepared by TSH to set out the response to the representations received in response to the consultation and publicity. These responses may include changes to HNRFI DCO Application on submission to the Planning Inspectorate. Alternatively, TSH may explain the reasoning why no change or amendment to the proposal is deemed appropriate in response to comments made.

2.0 The DCO Boundary

- 2.1 The proposed draft DCO Order Limits, are shown on Figure 1.1 attached at **Appendix 3**. The main HNRFI site for the logistics buildings and the railport lies 3km to the north east of Hinckley in Blaby District in Leicestershire. The land to accommodate the south facing slips to M69 Junction 2 lie within the administrative area of Blaby District Council. The proposed link road between M69 J2 and the B4668 (The A47 link) passes through Blaby District and extends approximately 250m into the administrative area of Hinckley and Bosworth Borough Council. The District Boundaries are shown on the plan attached as **Appendix 4**. The site and surrounding area are described in the PEIR at Chapter 2.
- 2.2 At the stage of the statutory consultation on the SoCC, the potential requirement for off-site highway works had not been finalised. The transportation impacts have been considered on the junctions listed at **Appendix 5** These potential highway works involved land within the administrative areas listed at **Appendix 6**
- 2.3 The analysis of transportation modelling for the impact of HNRFI has now identified that off-site highway works are required to:
- 7 junctions / highways within Blaby District
 - 3 junctions within Hinckley and Bosworth Borough
 - 1 junction within Harborough District / Rugby Borough

The location of the junctions, and the works proposed are described at **Appendix 2**.

- 2.4 The proposed off-site highway works involve works on land within the following Districts:
- Blaby District
 - Hinckley and Bosworth Borough
 - Harborough District
 - Rugby Borough
- 2.5 The Parishes or Wards within these Districts in which the works are located comprise:

Blaby District

Aston Flamville
 Cosby
 Elmesthorpe
 Stoney Stanton
 Sapcote
 Croft

Hinckley and Bosworth Borough

Hinckley De Montfort Ward
 Barwell

Harborough District

Broughton Astley
Lutterworth

Rugby Borough

Willey

- 2.6 The requirement to consult neighbouring authorities under Section 43(2) includes:
Contact details and references are attached as **Appendix 7**.

S43(2) “A” Authority

- Charnwood Borough Council
- Melton Borough Council
- North Warwickshire Borough Council
- North West Leicestershire District Council
- Nuneaton and Bedworth Borough Council
- Oadby and Wigston Borough Council
- Stratford-on-Avon District Council
- Warwick District Council

S43(2) “B” Authority

- Blaby District Council
- Hinckley and Bosworth Borough Council
- Harborough District Council
- Rugby Borough Council

S43(2A) “C” Authority

- Leicestershire County Council
- Warwickshire County Council

S43(2A) “D” Authority

- Birmingham City Council
- Coventry City Council
- Derbyshire County Council
- Gloucestershire County Council
- Leicester City Council
- Lincolnshire County Council
- North Northamptonshire Council
- Nottinghamshire County Council
- Oxfordshire County Council
- Rutland District Council
- Solihull Council
- Staffordshire County Council

- West Midlands Combined Authority
- West Northamptonshire Council
- Worcestershire County Council

2.7 Notification of the consultation will be provided to Tamworth Borough Council, and the Parish Councils within 10km of the main HNRFI site identified at **Appendix 8**.

3. National Planning Policy Statement for National Networks

3.1 The Department of Transport has published a National Policy Statement for National Networks (NN-NPS), December 2014. This Policy Statement sets out the need for, and the Government's policies for the delivery and development of nationally significant infrastructure projects on the national road and rail networks in England. The NN-NPS includes reference to the need for the development of Strategic Rail Freight Interchanges.

3.2 The NN-NPS provides planning guidance for promoters of NSIPs on the road and rail networks, and the basis for the examination of the individual schemes by the Examining Authority and the decision-taking by the Secretary of State. The Secretary of State will use the NN-NPS as the primary basis for making decisions on development consent applications for NSIPs.

3.3 Where a National Policy Statement has effect, under S104 of the Act, the Secretary of State must decide an application for a NSIP in accordance with that NPS unless satisfied that to do so would:

- lead to the UK being in breach of its international obligations
- be unlawful
- lead to the Secretary of State being in breach of any duty imposed by or under any legislation
- result in adverse impacts of the development outweighing its benefits
- be contrary to legislation about how the decisions are to be taken.

3.4 Extracts from the NN-NPS on the need for the development of SRFIs (Section 2) and the Assessment Principles (Section 4) are attached to this document as **Appendix 9**. The full document can be found online at: <https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>.

3.5 The application for a Development Consent Order for HNRFI may comprise more than one Nationally Significant Infrastructure Project: a development within the meaning of 'Rail Freight Interchanges', as defined in the Act (Section 26); and a development within the meaning of 'Highways' (Section 22) in respect of the alterations to the M69 J2 to create an all-ways grade separated motorway junction.

3.6 The principal consideration as to whether the proposed highway works to M69 J2 and improvements to M69, J3/ M1, J21 comprise a NSIP as '*highway related development*'

is the area of development. The Act provides a threshold of 15 hectares. Presently the area of land calculated for these highway works is less than the statutory threshold. The DCO would then be submitted on the basis these works comprise Associated Development pursuant to S115(2) of the Act. If upon final remeasurement, the areas of land involved extend beyond 15 hectares, then the DCO would comprise more than one NSIP.

4 Relevant Local Authorities

4.1 The SoCC and the earlier versions for informal consultation have been prepared in consultation with Blaby District Council, Hinckley and Bosworth Borough Council, and Leicestershire County Council – the host authorities for the main HNRFI site. The principal contacts in the host authorities for consultation on the SoCC and more generally the progress of the project have included:

i) Contacts at Blaby District Council are:

- John Richardson, Strategic Director
- Cat Hartley, Group Manager – Planning and Strategic Growth
- Louise Hryniw, Strategic Growth Manager
- Edward Stacey, Senior Planning Officer / Major Schemes Officer

ii) Contacts at Hinckley and Bosworth Borough Council are:

- Matthew Bowers, Director (Environment and Planning)
- Stephen Meynell, Planning Manager (Major Projects)
- Helen Nightingale, Principal Planning Officer (Major Projects)
- Kirstie Rea, Planning Manager (Policy)

iii) Contacts at Leicestershire County Council are:

- Luke Raddon Jackson, Growth Manager
- Nic Thomas, Head of Planning, Historic & Natural Environment
- Oliver Meek, Team Manager Planning, Planning Historic and Natural Environment
- Ann Carruthers, Director of Environment and Transport

- Jacqui Green, Gypsy and Traveller Liaison Service

4.2 As explained at paragraph 2.3, the review of the transportation impacts on off-site highway junctions includes consideration of works within other administrative areas. Contact has been made in the consultation of the draft SoCC in December 2020 with the following authorities:

- i. **Harborough District**
David Atkinson, Chief Officer, Planning and Regeneration, Harborough District Council
- iii. **Rugby Borough**
Mannie Ketley - Executive Director and Head of Paid Service, Rugby Borough Council
- iv. **Nuneaton and Bedworth Borough**
Ashley Baldwin, Head of Planning and Building Control, Nuneaton and Bedworth Borough Council
- v. **North Warwickshire Borough**
Steven Maxey, Chief Executive, North Warwickshire Borough Council
- vi. **Warwickshire County Council**
Monica Fogarty, Chief Executive, Warwickshire County Council
- vii. **Coventry City Council**
Colin Knight, Director of Transportation & Highways

4.3 The following authorities provided a written response to the statutory consultation on the SoCC:

- Leicestershire County Council
- Blaby District Council
- Hinckley and Bosworth Borough Council
- Harborough District Council
- Staffordshire County Council

5. Publication of the SoCC

5.1 TSH is required pursuant to S47(6) of the Act to publish the SoCC. The SoCC must be available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land. Notice must be published in a local newspaper circulating in the vicinity of the land.

5.2 The Infrastructure Planning (Publication and Notification of Applications etc) (Amendment) Regulations 2020 has established that the requirement to make

inspection of the SoCC reasonably convenient can be met by making documents available online. This SoCC has therefore been prepared in accordance with these Regulations, with additional arrangements for inspection and comment on documents as set out below.

5.3 TSH will place a notice for the publication of the SoCC in the following newspapers stating where and when the SoCC can be inspected:

- Hinckley Times
- Leicester Mercury

5.4 The SoCC will be made available for viewing on the following websites.

- The HNRFI project website at [REDACTED]

A link to the SoCC will be provided to the following authorities prior to publication to enable the documentation to be uploaded.

- The Planning and Building webpage on the Blaby District Council website under 'Major Developments at:
<https://www.blaby.gov.uk/planning-and-building/major-developments/hinckley-rail-freight-interchange/>
- The webpage on the Hinckley and Bosworth Borough Council website at:
https://www.hinckley-bosworth.gov.uk/info/200249/view_planning_applications_and_decisions/1543/hinckley_national_rail_freight_interchange
- The website of Harborough District Council (as requested) at
<https://www.harborough.gov.uk/>
- The website of North Warwickshire Borough Council (as requested) at
<https://www.northwarks.gov.uk/site/>

5.5 The SoCC is being provided to the following local authorities, prior to its publication, with a request that the SoCC is also displayed on their websites:

- Nuneaton and Bedworth Borough Council
- Rugby Borough Council
- Coventry City Council
- Tamworth Borough Council
- Leicester City Council
- Leicestershire County Council
- Warwickshire County Council
- Staffordshire County Council

5.6 The SoCC will be provided to the Chairs of Parish Councils within Blaby District (**Appendix 10**); Hinckley and Bosworth Borough (**Appendix 11**) and the Parish

Councils identified at **Appendix 8** with an invitation that the SoCC is displayed on the individual Council's website.

- 5.7 The SoCC will be provided to the libraries listed at **Appendix 12** with a request to make available to visiting members of the public.

6. 'Community Explanation' Document

- 6.1 TSH will prepare a short document for HNRFI specifically written for local communities in a clear, accessible and non-technical language. This document will signpost readers as to where they can find more information on the proposals and will be accompanied by some mapping. All the local authorities listed at 4.1 and 4.2 will be invited to review the content of this document 3 weeks prior to its release. This Community Explanation Document will be available at the commencement of the Statutory Consultation. This document will provide a description of HNRFI; the relevant national and local planning policy background to HNRFI and will describe the main environmental effects of the development. The document will explain how local communities may respond to the proposal, and the planning process beyond the consultation.
- 6.2 This document will be displayed on the project website and available in hard copy format upon request at a reasonable charge of £5.00 plus VAT. For those whom it has been established do not have access to the internet, a hard copy may be requested, and will be provided by post free of charge, on the basis of one hard copy per household.
- 6.3 The Councils identified at paragraphs 4.1 and 4.2 will be invited to display the Community Explanation Document on their websites and be requested to make available a hard copy of the document to visiting members of the public. The libraries listed at **Appendix 12** will be similarly invited to make available a hard copy of the Community Explanation Document to members of the visiting public.
- 6.4 The 'Community Explanation Document' will also be published via Facebook - 'Hinckley National Rail Freight Interchange – HNRFI'; Twitter @Hinckleynrfi and Instagram - 'hinckleynationalrailfreight'.

7. Form of Consultation

7.1 As explained in further detail below, community consultation on HNRFI will rely upon a range of methods for communication during an 8-week period of consultation, comprising:

1) Project website

The establishment of the project website [REDACTED]

2) Community Information Line

The establishment of a project telephone enquiry line (Community Information Line) 0844 556 3002 – as referred to at paragraph 7.9

The project website and Community Information Line will be displayed on all notices and written communications with the local community.

3) Public exhibitions and webinars

The holding of public events as referred to at paragraphs 7.11 – 7.23.

4) Social Media

The establishment of social media platforms on Facebook, Twitter and Instagram. Updates relating to the consultation will be provided (paragraph 7.24).

5) Printed Press and Press websites

Public notices will be placed with the printed press and press websites as listed at **Appendix 13**.

6) Libraries

A request to be made to all public libraries listed at **Appendix 12** to make available for inspection the consultation documents via a hard copy, USB stick or CD where agreed to.

7) Site Notices

The display of site notices as listed at **Appendix 14**, including display on at least one parish noticeboard where available and permissible for parishes wholly or partly within 10km from the main HNRFI site. Site notices will be displayed at the locations generally described at paragraph 7.30. The list is not intended to prescriptively identify the precise position of site notices.

8) Core Consultation Zone

Postal communication to individual premises as described at paragraph 7.25 (i – iii inclusive). This correspondence will be accompanied by a brief Community Newsletter containing a brief description of the development; the project website; community information telephone line and details of the exhibitions and virtual events and a plan identifying the DCO boundary.

The hand delivered notices will invite consultation via a questionnaire which can be completed online. The notices will explain that a paper copy of the questionnaire can be obtained for those without internet access, without charge, by telephoning the Community Information Line 0844 556 3002.

9) Outer Consultation Zone

Postal communication, including the Community Newsletter, to each Parish Council identified at Appendix 8 where the parishes lie beyond 3km of the main HNRFI site and within 10km of the main HNRFI site. A request will also be made to invite the display of consultation material on the Council's website, or a link to the project website.

10) Other postal communications

Postal communication including the Community Newsletter to the persons, groups listed at paragraph 7.25 (iv – x inclusive)

11) Notification to Local Authorities

To make a request to all Councils listed at paragraphs 4.1 and 4.2 to use the Council's own digital channels to promote the consultation. The Councils will be invited to display consultation material on their websites; or provide a link to the project website.

To make a request to each local authority listed at paragraphs 4.1 and 4.2 to make available the consultation material for viewing by visiting members of the public as a hard copy (to be provided by TSH), and electronically at a computer terminal.

12) Hard to Reach Groups

- i. To provide a postal communication to each organisation / group identified by Blaby District Council (listed at Appendix 15). Where a correspondence address cannot be identified, TSH will seek to engage with these groups via social media.
- ii. To invite HBBC to publish details on its voluntary community sector newsletter with a link to the project website and the Community Information Line.
- iii. To invite an on-site presentation to the Gypsy and Traveller communities listed at paragraph 7.25 (iii).
- iv. To invite the holding of an on-site presentation at the Castle Fields Mobile Home Park.

The establishment of the project website

7.2 A HNRFI website [REDACTED] is being hosted by Lexington Communications. The website will provide:

- i) A short summary as to the progress of the application for HNRFI.
- ii) An index to the documents available online under distinct headings including the SoCC and the Community Explanation Document.
- iii) A short media presentation of the proposals.
- iv) A link to the dedicated consultation platform which will be established for the purposes of the formal consultation.
- v) A dedicated link to the virtual consultation events that are being hosted by TSH.
- vi) The details of public face to face events (subject to any Government restrictions).

- vii) The ability to provide comments to a questionnaire which may be downloaded and returned by post, or be completed online. A hard copy of the response form will be provided free of charge if requested via the Community Information Line, if a respondent does not have access to the internet.
- viii) Links to documents prepared by the consultant team on behalf of TSH for HNRFI – an ‘e-Library’. The website will explain how documents may be obtained from the website, and that the documents are available to download free of charge. Documents will be readily accessible to an enquirer, being clearly named and logically structured.
- ix) An index to assist in the identification of information within the Preliminary Environmental Information Report (PEIR).
- x) An archive section of documents and plans prepared for the informal stages of consultation on HNRFI.
- xi) A facility for the provision of a response by TSH to Frequently Asked Questions.

- 7.3 The project website [REDACTED] will be well signposted in notices of the statutory consultation that will be displayed on and around the site (as identified at **Appendix 14**) and published within local newspapers.
- 7.4 During the period of the statutory consultation the FAQs and the response from TSH will be reviewed and updated as necessary following the completion of the statutory consultation until submission of the DCO application.
- 7.5 TSH will arrange receipt of updates via email to all those who have previously contacted the project team and took part in the first two rounds of consultation, and provided their email address, and those who register online with the Project website, or via the Community Information Line for updates on HNRFI. The website and the feedback form will include an option for requesting updates. These updates will be issued by email. The updates will be issued to the relevant authorities, and the Parish Councils listed at Appendices 8, 10 and 11 with a request that the updates are made available on the individual Council websites, and / or published in Council newsletters.
- 7.6 TSH will respond reasonably to requests for updates by postal communications where a member of the local community has explained that communication by email or via the internet is not available
- 7.7 The updates will be sent to the libraries listed at Appendix 12 with a request that the updates are made available with the documents for public inspection.
- 7.8 TSH intend to display interactive plans of the project which will be available to view on the project website at the formal stage of consultation.

i. The publication of a project telephone enquiry line

- 7.9 The Community Information Line is operated by Lexington Communications on behalf of TSH, the Applicant. The line is staffed Monday to Friday 0900 – 1730, excluding Bank Holidays. Outside these times, a voicemail facility will be available. Members of the public can also email hinckleynrfi@lexcomm.co.uk. The Community Information Line will be available throughout the pre-application and submission stages of the project. The number is available for residents to ask questions, submit feedback and request hard copies of documents.
- 7.10 The HNRFI website will also display the Community Information Line (0844 556 3002).

ii. The holding of virtual events and ‘face to face’ events

- 7.11 TSH propose to hold ‘face to face’ events at suitable and available locations within or close to 3km of the main HNRFI site – subject to their being no Government restrictions on the holding of such events as a consequence of the prevailing Covid 19 health situation. Attached as **Appendix 16** is a plan identifying four geographical areas within the locality of HNRFI. At least one exhibition will be held in each area. TSH will ensure that exhibitions provide a ‘mix’ of events between mornings and afternoons / evenings.
- 7.12 In addition, it is proposed that an exhibition is held on a Saturday morning in Elmesthorpe village, and at a suitable location within Hinckley. A face to face event will be held in Narborough in view of the public concern regarding the ‘barrier down-time’ on the railway level crossing.
- 7.13 Notification of the ‘face to face’ events will be provided:
- i. On the HNRFI project website;
 - ii. On Facebook, Twitter and Instagram
 - iii. Press Notices
 - iv. Site Notices
 - v. In the postal communication issued to all premises within 3km of the main HNRFI site, Barwell and Narborough Parish; and to at least all properties within 100m of the locations identified for potential off-site highway works; IDI Gazeley and all occupiers of Magna Park which will include the Community Information Leaflet.
 - vi. To the authorities listed at paragraphs 4.1, 4.2, and those at Appendix 8.
- 7.14 Attendance within any internal space for a ‘face to face’ event will be managed in the interests of seeking to maintain a safe environment for attendees and personnel representing TSH. Those attending may be requested to wait outside an event until sufficient space is available for additional visitors to attend.
- 7.15 In addition to the holding of the ‘face to face’ events (subject to Government restrictions), TSH will host virtual events for the presentation of the consultation. Registration for virtual events will be sought from respondents in order to practically

manage attendance. TSH will host at least two virtual events held within the consultation period.

- 7.16 Those wishing to participate will be invited in response to information provided on the project website; notices in the local newspapers including online notifications, and site notices to telephone the Community Information Line, or register online on the HNRFI website, to request an attendance at a virtual exhibition event. Attendees will be invited to share their name and postcode but the provision of this information will not be a conditional requirement for attendance.
- 7.17 These interactive virtual consultation events which will enable members of the local community to participate in an effective consultation exercise. A specialist consultancy will host a digital consultation tool with an internet domain that has a link from the HNRFI website. The events will be attended by TSH and members of the project team in order to answer questions from members of the public.
- 7.18 It is proposed that each virtual event lasts for up to 2 hours. At the start of each event the display boards which will have been used for local exhibitions will be shared on all screens. These consultation boards will be available to view on the website after the event.
- 7.19 If it is evident that the level of interest in the virtual events exceeds the capacity that can be effectively managed for consultation, then additional virtual events may be held by TSH within the 8-week consultation period. The number of consultation events, whether held 'face to face' or virtually, will be at least eleven.
- 7.20 TSH will display on the project website a pre-recorded presentation so as to enable members of the public to view the presentation at their convenience. The pre-recording will explain how members of the public may make representations on the project.

iii. Display material at exhibitions / virtual presentations

- 7.21 Consultation material at the exhibitions / virtual presentations will comprise plans and explanatory text of HNRFI that address the anticipated key issues, namely:
- matters relating to transportation impacts, including the use of existing Public Rights of Way (PROWs); trip generation for road and rail traffic; the impact of HNRFI on the 'barrier down-time' of the Narborough rail crossing. Other transport related issues have been identified at paragraph 1.26 – 1.29;
 - the consequence for the movement of traffic upon the re-formatting of M69 J2 into an 'all-ways' movement junction (M69 J2);
 - the need for the development;
 - the HNRFI process for identifying the site undertaken by TSH;
 - the opportunities HNRFI may provide for place making;
 - matters relating to noise, air quality, drainage, flood risk, heritage, climate change, energy and waste;

- the landscape and visual impact of the development, including the impacts at night (lighting);
- the ecological impacts of urban development of this scale both on-site and off site (Burbage Common);
- the potential for disturbance to existing communities during construction and operation of HNRFI, including from noise, lighting, vehicular movement, impacts on air quality;
- the socio-economic effects of the development;
- the information available at the exhibitions will explain the changes in the scheme since the earlier non-statutory public consultation events. The exhibition will explain what matters are settled in the proposals for HNRFI, and what matters remain to be settled.

7.22 The list above is not intended to be exhaustive, or to place the issues in any form of priority. Rather, the list identifies those impacts which have been most identified through the informal consultation exercise and the environmental impact process.

7.23 The statutory consultation material; the Community Explanation Document referred to in Section 6; the PEIR and a pre-recorded presentation of the project (refer to paragraph 7.20) will be made available on the HNRFI website.

iv. Social media advertising

7.24 The social media platform will allow members of the community and interest groups to follow the progress of the project and will provide details on how to submit feedback. Social media will include Facebook, Twitter and Instagram advertisements, which will be promoted and act as a window to the consultation website. A range of social media advertisements will be run throughout the consultation period. The advertisements will be universal in their appeal, not targeted to specific groups.

v. Postal Communications

7.25 An invitation will be made to the exhibitions and for participation in virtual events by hand delivery of notices to:

- i. A core consultation zone including all properties (schools will be included) within 3km from the main HNRFI site as the area in which the main impacts of the development may be focussed. This postal communication will include all properties, by reference to the full postcode unit (as LE + 2 digits + number and 2 letters which are allocated to streets and to sides of the street). Where the 3km boundary cuts through a postcode unit (the full postcode) the postal communication will be extended to include all addresses within the postcode sector and where part of the postcode boundary lies on the east side of the M69. The consultation area is shown on the plan attached as **Appendix 17**. In response to a request from Hinckley and Bosworth Council and Blaby District Council, this area has been extended to include the parish of Barwell and the areas of Narborough and Littlethorpe;

- ii. A consultation zone for all properties at least within 100m of the locations identified for potential off-site highway works (as shown on the plans attached at **Appendix 17**). The off-site junctions include Cross in Hand roundabout on the A5 close to Magna Park. A postal communication will be sent to IDI Gazeley Ltd and all premises at Magna Park;
- iii. All households at Aston Firs and at the adjoining mobile home sites, and gypsy and traveller sites off Smithy Lane, Sapcote. All households at the Leicester Road, Hinckley gypsy and traveller site. All households at the Lychgate Lane, Aston Flamville site and Lychgate Lane site in Hinckley and Bosworth Borough. The liaison with these households will be undertaken with the assistance of Jacqui Green, Gypsy and Traveller Liaison Officer at Leicestershire County Council;
- iv. All respondents to the informal stages of consultation undertaken by TSH who provided either email or postal addresses
- v. All landowners and tenants of land within the area of the main HNRFI site;
- vi. All Section 43 authorities referred to at paragraph 2.4 and listed at **Appendix 7**;
- vii. The Parish Councils and Parish Meetings within Blaby District as listed at **Appendix 10**;
- viii. The Parish Councils within Hinckley and Bosworth Borough as listed at **Appendix 11**;
- ix. Tamworth Borough Council, and the Parish Councils within 10km of the main HNRFI site as listed at Appendix 8;
- x. Interested groups as identified in consultation with Blaby District, as identified at **Appendix 15** including Sharnford Traffic Action Group and resident associations for the mobile homes sites;
- xi. Interested groups as identified in consultation with Hinckley and Bosworth Borough as listed at **Appendix 18**;
- xii. Interested groups as identified in consultation with the Borough and District Authorities, as identified at **Appendix 19**;
- xiii. All District Councillors within Blaby District;
- xiv. All District Councillors within Hinckley and Bosworth Borough;
- xv. Leicestershire County Councillors, as listed at **Appendix 20**;
- xvi. Alberto Costa MP for South Leicestershire;
- xvii. Dr Luke Evans MP for Bosworth;
- xviii. Marcus Jones MP for Nuneaton;
- xix. Mark Pawsey MP for Rugby;
- xx. Craig Tracey MP for North Warwickshire;
- xxi. Neil O'Brien MP for Harborough, Oadby and Wigston
- xxii. All District Councillors in wards where the off-site highway works are located as listed at **Appendix 21**.

vi. Public Notices in Newspapers

7.26 Public notices of the statutory consultation will be placed within the following publications on two successive weeks. A press release will be issued to the Editor of these publications:

- Hinckley Times
- Leicester Mercury

Press releases will be issued to the following online publications:

- Leicestershire Live
- Rugby Advertiser
- Rugby Observer
- The Coventry Telegraph
- Coventry Live
- Nuneaton News

7.27 The table shown at **Appendix 13** identifies the catchment areas which are referred by individual publishers.

7.28 Public notices of the statutory consultation will be placed in a national newspaper and once in the London Gazette.

7.29 The matters which the notices will include are:

- a) the name and address of the applicant;
- b) a statement that the applicant intends to make an application for development consent to the Planning Inspectorate;
- c) a statement as to whether the application is EIA development;
- d) a summary of the main proposals, specifying the location or route of the proposed development;
- e) a statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge at the places (including at least one address in the vicinity of the proposed development) and times set out in the notice;
- f) the latest date on which those documents, plans and maps will be available for inspection (being a date not earlier than the deadline in sub-paragraph (i));
- g) whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge;
- h) details of how to respond to the publicity; and
- i) a deadline for receipt of those responses by the applicant.

vii. Site Notices

7.30 Site Notices will be placed at the positions marked on the plan attached as **Appendix 14** including:

1. Burbage Common Road South of Elmesthorpe
2. Burbage Common Road at Railway Bridge
3. Road Junction leading from M69 J2 (Private Road)
4. Along the Public Right of Way at the point of entry / exit
5. B4669 before J2 of the M69, close to Aston Firs
6. Station Road at Junction with Burbage Common Road
7. Car Park Entrance and Visitor Centre at Burbage Common
8. B4668, Outside Leicester Road Football Club – on telegraph pole

9. Leicester Road towards Hinckley at the commencement of frontage of housing – on lighting column/telegraph pole/similar
10. Smithy Lane Car Park, Hinckley
11. End of Ambion Way
12. Sapcote Road – on lighting column / telegraph pole / similar
13. Junction of Lychgate Lane/Hinckley Road/Sharnford Road, Aston Flamville – on telegraph pole
14. Junction of B4114/Sharnford Road – on telegraph pole
15. Junction of Hinckley Road/Park Road
16. Junction of Hinckley Road/Church Street/Stanton Road
17. Junction of Leicester Road/Grace Road
18. Junction of Hinckley Road/New Road
19. Stanton Road Near The White House
20. Burbage Common Road
21. Station Road, over railway line

And at these off-site junctions / highways shown at **Appendix 14** including:

No.	Location
	Blaby District Council
B1	Junction of B581 Station Road / New Road and Hinckley Road, Stoney Stanton
B2	Junction of B4669 Hinckley Road and Stanton Lane, west of Sapcote
B3	Stanton Lane / Hinckley Road, south-west of Stoney Stanton
B4	B4669 Hinckley Road/ Leicester Road, Sapcote
B5	Junction of B4114 Coventry Road and B581 Broughton Road at Soar Mill, south-east of Stoney Stanton
B6	Junction of B4114 Coventry Road and Croft Road, south-west of Narborough
	M69 Junction 2 (Access Infrastructure)
	New A47 Link Road (Access Infrastructure)
	Hinckley and Bosworth Borough Council
HB1	Junction of A47 Normandy Way and A447 Ashby Road, Hinckley
HB2	Junction of A47 Normandy Way / Leicester Road, the B4668 Leicester Road and The Common, south-east of Barwell
	Junction of B4668 and New A47 Link Road, north east of the site access (Access Infrastructure)

No.	Location
	Harborough District Council / Rugby Borough Council
H1	Cross in Hand roundabout at the junction of the A5 Watling Street, A4303 Coventry Road, B4428 Lutterworth Road and Coal Pit Lane, west of Lutterworth

7.31 A copy of the Site Notice will be issued for information to Blaby District Council and Hinckley and Bosworth Borough Council prior to the commencement of the statutory consultation. The Site Notices will be displayed at least two weeks prior to the commencement of the statutory consultation. Such notices will at least provide:

- 1) the Project Title – HNRFI
- 2) a brief description of the development;
- 3) a plan identifying the DCO boundary;
- 4) the formal status of the consultation.
- 5) the date, times and location of public exhibitions and the arrangements for virtual consultation events and the means of access to such events.
- 6) the HNRFI website address as a source of further information.
- 7) the telephone number of the Community Information Line
- 8) details of charges for hard copies of the SoCC, PEIR and the Community Explanation Document.

viii. Requesting copies of documents

7.32 TSH will provide, free of charge, copies of documents on a USB stick where parties have access to a computer, and it has been established that the property is located with limited or no internet access. Blaby District Council, Hinckley and Bosworth Borough Council and Leicestershire County Council will be requested to make available a computer terminal for the public to inspect the project website during normal office hours throughout the 8-week consultation period.

7.33 The following charges are to be made for requesting hard copies of documents, namely:

- PEIR £35.00 plus VAT
- SoCC £20.00 plus VAT
- Community Explanation Document £5.00 plus VAT
- Full set of all consultation material comprising all documents being made available for public consultation including appendices and plan £125.00 + VAT

These costs reflect the costs of the production and circulation of these documents via the postal system. Hard copies of the Community Newsletter will be made available without charge.

- 7.34 A limited number of copies of the Community Explanation Document will be available at each face to face event held. Copies will be similarly available at presentations made to Gypsy and Traveller communities and at mobile home sites.
- 7.35 Requests for the receipt of hard copies should be made via the Community Information Line. Payment in advance will be required prior to the issuing of hard copies by the postal service.

ix. Informal engagement with local authorities

- 7.36 TSH will, if requested to do so by Blaby District Council, attend special Parish Council liaison events on HNRFI in person or virtual events hosted by Blaby District Council which may be convened during the pre-application process. These events will provide an opportunity to update the Parish Councils on the pre-application process and to respond to matters of concern.
- 7.37 TSH will - if requested by the contacts (listed at paragraph 4.1) of Blaby District Council - attend similar events with District Councillors at Blaby District Council.
- 7.38 TSH will attend a similar format of events with Councillors of Hinckley and Bosworth Borough Council; and Parish Councillors of Hinckley and Bosworth Borough – if so, requested by the contacts (listed at paragraph 4.1) of Hinckley and Bosworth Borough Council or the Clerks of the Parish Councils.
- 7.39 TSH is willing to make similar presentations to County Councillors at Leicestershire County Council – if so, requested by the contacts (listed at paragraph 4.1) of Leicestershire County Council.
- 7.40 TSH will, if requested by any of the following Councils, attend special parish liaison events within the administrative areas on HNRFI in person (if permissible) or at a virtual event hosted by the Councils.
- Harborough District
 - Rugby Borough

x. Hard to Reach Groups

- 7.41 The consultation programme has considered whether there may be sections of the community who may be more difficult to engage with, such as: older people; younger people; people with disabilities; travelling communities; economically inactive people; ethnic minorities; religious groups; time poor / busy working people; and socially deprived communities. It is concluded that individual arrangements should be made to engage with local gypsy and traveller communities resident to the south of HNRFI.
- 7.42 Contact has been made with Jacqui Green, Gypsy and Traveller Liaison Officer at Leicestershire County Council who manages the Aston Firs Gypsy and Traveller Site, as to how to best engage the residents of Aston Firs, and adjoining resident communities, within the statutory consultation exercise. It is clearly evident that the COVID-19 health pandemic is a particular concern to the residents. Furthermore, it is

understood that the use of ‘virtual’ engagement techniques may have limited effectiveness for reasons relating to:

- The poor quality of internet access that is presently available in this location
- The availability of electronic devices to enable access to the internet for virtual presentations
- A general ‘discomfort’ for residents to participate in this form of public engagement.

7.43 Jacqui Green has recommended that for the statutory consultation exercise a copy of the presentation (referred to at paragraph 7.20) is prepared so that it can be displayed in the administrative office at Aston Firs. Jacqui Green will invite residents to view the presentation. TSH will provide Jacqui Green with the short Community Explanation Document referred to in Section 6. Copies of the questionnaire will be made available for residents to complete.

7.44 Details of face-to-face events referred to at paragraph 7.11 will be provided to Jacqui Green if such events can be safely managed.

7.45 Jacqui Green has provided information regarding the nature of adjoining residential developments where engagement with residents may be difficult to establish. These comprise:

- Woodfield Stables – a privately managed Gypsy and Traveller site
- Castle Fields Mobile Home Park
- Acorn Cottage which is a small privately managed Gypsy and Traveller site
- Rosevale which is a privately managed mobile home site managed by Kernon Wright
- White Gates Stables which is a small privately managed Gypsy and Traveller site.

TSH is making contact with the proprietors of these sites.

7.46 TSH will seek to engage with the Gypsy and Traveller community residing on sites in Lychgate Lane in Aston Flamville, and on Leicester Road, Hinckley through contact being made with Jacqui Green.

8. HNRFI Programme

8.1 TSH propose that the statutory consultation will take place at the commencement of Q1 2022, with the intention of submitting the DCO for examination at the end of Q2 or early Q3 2022.

8.2 The currently intended programme for the HNRFI is set out below:

Table 1.1: HNRFI Programme

Activity	Date
Formal S42 Statutory Consultation Formal S47 Public Consultation	Q. 1 2022
Review of consultation feedback; design refinement and mitigation	Q.1 – Q.2 2022
Preparation of DCO application documents including the ES, an ES non-technical summary and the Consultation Report Submit draft DCO and other application documents to PINS for comment	Q.2 2022
Submission of the DCO application	At the end of Q.2 2022 or early Q.3 2022

8.3 Contact from members of the public regarding the programme should be made to the **Community Information Line on 0844 556 3002.**

9. Conclusions – Taking into account the responses received from the statutory consultation

9.1 The scheme for HNRFI has already evolved from its inception in response to a wide range of views received during informal consultation; through engagement with organisations and groups; statutory consultees and in response to potential occupier requirements, and the requirements of the intended railport operator.

9.2 TSH has a duty to take into account all responses to the statutory consultation at the pre-application stage of a proposal for a Development Consent Order. TSH will summarise all responses in a Consultation Report which must be submitted with the application for a DCO Consent. The Consultation Report must explain how TSH has had regard to the consultation responses. The Consultation Report must show that TSH has complied with the statutory pre-application consultation requirement and TSH has had regard to the responses received. The Consultation Report is part of the application and will be published on the relevant project page on the National Infrastructure Planning website posted by the Planning Inspectorate soon after an application is received.

9.3 The Community Explanation Document and all notices and postal communication will set out how notification of the progress of the application can be sourced from the Project Website or via the Community Information Line.

10. List of appendices

Appendix 1	Project Summary
Appendix 2	List of junctions which require highway works
Appendix 3	Figure 1.1 draft DCO Order Limit boundaries plan
Appendix 4	District Boundaries Plan
Appendix 5	All junctions where transportation impacts have been considered
Appendix 6	List of the administrative areas which involved potential highway works
Appendix 7	Contact details for Section 43 Authorities
Appendix 8	Other offices of the Parish Councils including all within 10km of the main HNRFI site
Appendix 9	Extracts from the NPS on the need for the development of SRFIs (Section 2) and the Assessment Principles (Section 4)
Appendix 10	Offices of the Parish Councils within Blaby District
Appendix 11	Offices of the Parish Councils within Hinckley and Bosworth Borough
Appendix 12	List of libraries within 10km of the main HNRFI site and a plan showing the locations of the libraries
Appendix 13	Catchment areas of local publications
Appendix 14	Site notices plan and key as to location of display
Appendix 15	Interested groups as identified in consultation with Blaby District
Appendix 16	Plan identifying areas where the holding of a face-to-face event will take place
Appendix 17	Plans showing 'core' consultation zone from the main HNRFI site and the entirety of Barwell Parish and Narborough Parish, and the consultation zones for all properties within 100m of the locations identified for potential off-site highway improvements
Appendix 18	Interested groups as identified in consultation with Hinckley and Bosworth Borough
Appendix 19	Other interested groups as identified in consultation with the Borough and District Authorities
Appendix 20	Leicestershire County Councillors
Appendix 21	All District Councillors in wards and districts where the off-site highway works are located

Appendix 7.2

BDC Response to SoCC

Paragraph	Comments	Applicant's Response
1.10	<p>Please provide for hard copies at public libraries? This would come at little cost but would make physical copies much easier to access. You can add that these hard copies will only be available at the discretion of libraries in the event COVID related restrictions limit the opening of library buildings Why is Blaby library the only one identified in Blaby District? Expand this list to include all libraries within Blaby District plus Early Shilton and Broughton Astley Comment made: 17th September 2021 (Formal Consultation)</p>	<p>The Applicant will extend the request for making hard copies of the consultation documents available for public inspection at additional libraries listed at Appendix 1 of the BDC letter.</p> <p>This request was met by TSH. Hard copies of the SoCC were provided to the libraries which requested a hard copy. In the hand delivery of the SoCC the libraries were asked to make available the SoCC to any visiting member of the public.</p>
1.13	<p>The boundary should be 10km not 3km to pick up the wider villages which could still be impacted and will otherwise not be consulted as thoroughly. As part of this, Narborough, Littlethorpe, Enderby, Whetstone and Cosby should be added in addition to Barwell Parish. Comment made: 17th September 2021 (Formal Consultation)</p>	<p>The Applicants considered this request to extend the postal communication to all premises within 10km of the boundary (taken to mean the main HNRFI site). TSH considered this request was disproportionate, in the context of the overall form of Consultation that is set out at paragraph 7.1 of the SoCC. The plan attached as Appendix 17 to the SoCC identifies:</p> <ul style="list-style-type: none">- A consultation area in which postal communication was actioned for each premises – amounting to some 51,000 letters being issued. The Core Consultation Area extended beyond the 3km consultation zone and was defined by postal code references. The consultation zone included Narborough, Little Thorpe, Barwell <p>The Parishes of Enderby, Whetstone and Cosby are located beyond the Core Consultation Zone. The Core Consultation Zone also included all properties within 100m of off site highway junctions where potentially mitigation works may have been required.</p>

1.14	<p>The absence of the Eastern Villages Link (EVL) as a main feature of the proposal incorrectly represents its significance and potential impacts. The EVL is substantially more than an off-site junction improvement and is a significant development in its own right that should be incorporated into the main description. Moreover, the fact that such a large part of the DCO boundary of appendix 4 is not listed in this "main features" section will be confusing for the public. There is conflict with para 1.25 as the EVL is not ruled out. Need to amend and link with para 1.27 comments and clarify highway authority's view on EVL.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>At the time of preparing the draft SoCC for consultation with the LAs, the EVL had not been ruled out as a highway requirement. Paragraph 1.27 of the draft SoCC stated 'It is considered that the EVL south of Sapcote is not required or justified and traffic management measures to rebalance vehicle flows to the villages east of the M69 will be discussed and reviewed with Leicestershire County Council'. The publication of the SoCC stated (paragraph 1.29):</p> <p><i>'The position of TSH is now that the EVL/EVB south of Sapcote is not required or justified'.</i></p>
1.17	<p>Proofread: two paragraphs with this numbering.</p> <p>To omit the EVL from the Principle and Associated Development is not acceptable as it cannot be ruled out at this stage.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Numbering corrected</p> <p>TSH's position is that the EVL (EVB) is not required and is omitted from the statutory consultation on HN. The DCO is revised accordingly.</p>
1.27	<p>Change "presently considered" to "the opinion of TSH". Add sentence at the end of this paragraph: "However, at this stage the model outputs have not been approved by the relevant highway authorities and so cannot be conclusively ruled out at this stage." Replace "TSH will make their position clear...at the consultation stage." With: "TSH will not carry out the public consultation exercise until the EVL can be formally ruled out following agreement with the relevant highway authorities."</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>The SoCC has been reworded to set out the position of TSH. The proposition from BDC that public consultation on HNRFI should not take place 'until the EVL can be formally ruled out following agreement with the relevant highway authorities' is not accepted as highway modelling to date does not suggest the need for the EVL. The statutory consultation on HNRFI will take place without provision for a EVL / EVB, with off-site mitigation works identified on the wider highway network.</p>
2.1	<p>Proof read: appendix 4 and para 2.1 conflict by referring to the DCO boundary drawing as figure 1.1 and 1.2 respectively.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Amended in final version of SoCC</p>
2.2	<p>Please add Huncote to the list of Parishes under Blaby District.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Added to final version of SoCC</p>
5.2	<p>Proof read: Additional "T" after "VAT".</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Amended in final version of SoCC</p>

<p>6.1</p>	<p>Given that any cost requirement for the project documents is likely to have an impact on resident's access to them, the community explanation document should be produced free of charge, one per household, to anyone who asks for it. Not just for those considered to be unable to access it electronically.</p> <p>Moreover, please explore whether this document can be hand delivered along with every postal consultation letter free of charge.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>TSH's response is set out above under the heading 'cost of the provision of documents issued in a hard format'.</p> <p>TSH considered that a modest charge for the provision of a hard copy of the Community Explanation Document is reasonable to reflect the cost of production and postage. As a response to this comment and as stated at paragraph 7.33 of published SoCC TSH issued to each premise within the Core Consultation Zone a Community Newsletter without charge. The Community Explanation Document and Newsletter to be made available on the Project Website and at the public exhibitions.</p>
<p>7.1</p>	<p>With regards to the 'Hard to reach groups', please see Appendix 1 of this letter which sets out groups BDC is aware of and please contact me about those groups you wish to contact further.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>TSH's response is set out above under the heading 'Hard to Reach Groups'.</p> <p>Appendix 15 of the published SoCC identifies all the interested groups identified by Blaby DC. Correspondence was issued to each interested group.</p>
<p>7.7</p>	<p>Please add a paragraph, similar to 7.7, explaining where residents are able to register for updates as the SoCC only references those previously engaged in the process. During a meeting, you informed us that interest could be registered online.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>The wording of the SoCC (para 7.7) has been clarified to read '... and those who register online with the Project website, or via the Community Information Line for updates on Hinckley National. These updates will be issued by email. The updates will be issued to the relevant authorities, and the Parish Councils listed at Appendices 8, 10 and 11 with a request that the updates are made available on the individual Council websites, and / or published in Council newsletters'.</p> <p>The updates will be sent to the libraries listed at Appendix 1 with a request that the updates are made available with the documents for public inspection.</p>

7.11	<p>More face to face events are required. One should be held in at least every Parish within the extended postal consultation zone (see comment on para 1.13). Comment made: 17th September 2021 (Formal Consultation)</p>	<p>At the time of using the draft SoCC for consultation with the LAs, there remained uncertainty as to the ability to hold face to face meetings as a consequence of restrictions on public gatherings in response to the CV-19 pandemic.</p> <p>The published SoCC stated (paragraph 7,11) that 'At least one exhibition will be held in each area' (the geographic areas shown on Appendix 16). Nine public exhibitions were held at:</p> <ul style="list-style-type: none"> Elmesthorpe Village Hall Stoney Stanton Village Hall Elmesthorpe Village Hall Burbage Millennium Hall Sapcote Methodist Church The George Ward Centre St Francis Community Centre Ashby Road Sports Club Narborough Village Hall
7.12	<p>The sentence starting with "In addition, it is proposed..." should be moved to the end of para 7.11 to clarify the number of face to face events that are proposed. Comment made: 17th September 2021 (Formal Consultation)</p>	Amended
7.14	<p>Proof read: paragraph symbol before "In addition to the holding..." as well as a full stop after "(subject to Government restrictions)" that incorrectly breaks up a sentence. Comment made: 17th September 2021 (Formal Consultation)</p>	Corrected
7.20	<p>Comments made on paras 7.11 and 7.14 in relation to the number of events proposed are relevant here too. Comment made: 17th September 2021 (Formal Consultation)</p>	See comment above in relation to 7.11
7.27	<p>Proof read: para 7.27 follows 7.21. Comment made: 17th September 2021 (Formal Consultation)</p>	Numbering corrected

7.31	<p>You also need to include other Gypsy and Traveller encampments within the consultation zones, for example there is one in Blaby District on Lychgate Lane in Aston Flamville and we believe Hinckley and Bosworth have at least one, west of this, along the same road.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Agreed - additional sites included.</p> <p>Consultation took place with the residents at two G&T sites in Lychgate Lane in Aston Flamville, and the residents of an unauthorised encampment on Leicester Road. A face to face meeting between representatives of TSH and the G&T community was held at Aston Firs on the 8th of March 2022.</p> <p>A meeting with the residents of the Castle Fields Mobile Home Park was held at Stoney Stanton Village Hall on the 16th of March 2022. A presentation of the exhibition material was made by TSH and its consultant team. Thereafter in agreement with the chairman of the Residents Associated, TSH undertook a site visit on the 31st of March 2022. At that meeting a plan was displayed to show a section between the Mobile Homes Site and the Main HNRFI. This plan particularly illustrated the difference in site levels.</p>
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7.37 Site notices should be added to the Parish noticeboards of each of the Parishes within Blaby District.

Comment made: 17th September 2021 (Formal Consultation)

TSH's response is set out above under the heading 'Extent of direct postal communication to individual properties.'

Site Notices were displayed on the following parish notice boards:

Ashby Parva
Carlton
Cosby
Huncote
Lubbesthorpe
Burton Hastings
Combe Fields
Aston Flamville
Stoney Stanton
Sapcote
Glenfield
Kirby Muxloe
Whetstone
Newbold Verdon
Burbage
Willey
Groby
Barlestone
Elmesthorpe
Market Bosworth
Blaby
Dunton Bassett
Thurlaston
Croft
Nailstone

Where Parish Notice boards are locked the site notices were posted to the Parish Council with a request to display the notice.

7.39	<p>See comments on para 6.1 regarding the charge for the Community Explanation Document.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>The response to this matter is addressed in the response to paragraph 6.1 above.</p>
7.46 – 7.51	<p>While you have listed hard to reach groups other than Gypsy and Traveller communities you have not described how you will address their specific needs. The Council are aware of groups and events that may give you access to some of these people and I have included a list of these groups for you to consider as Appendix 2. Please contact me about those groups you wish to contact further.</p> <p>You have only referred to one locality of Gypsy and Travellers at Aston Firs, as I have stated previously, there are other Gypsy and Travellers in this consultation area; please see comments on para 7.31 and discuss further with me and Jacqui Green at Leicestershire County Council.</p> <p>One key hard to reach group is those with limited access to the internet, computers and phones and there is a significant opportunity to better engage with these people. The SoCC places charges and introduces restrictions which limits their access to the consultation material. This can be overcome by making hard copies of all documents free to access if someone does not have good internet or computer access and by generally making them as readily available as possible. On the latter, please provide copies of the consultation material to each of the Libraries within Blaby District. At present, the material is only available at Blaby Library.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>TSH's response is set out above under the response to 7.31.</p> <p>The Council provided a list of interested groups listed at Appendix 15 of the published SoCC. TSH considered that the identification of these interested groups are not within the ordinary meaning of a hard-to-reach group being a group within society that typically underrepresented in the planning process or has limited capacity for involvement. The published SoCC identified Hard to Reach Groups at 7.45 - 7.46 which included the G&T communities and the residents of the mobile home site. As stated to the comment in response to paragraph 7.31 face to face presentations were held by TSH to both of these groups.</p>
8.1	<p>DCO submission for examination late Q4 2021 contradicts table 1.1 which states Q1 2022.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>SoCC updated</p>

Appendix	Comments	
1	<p>In line with comments on paras 7.46 – 7.51, expand this list to include all libraries within Blaby District plus Earl Shilton and Broughton Astley.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>TSH's response is set out under the sub heading 'Cost of the provision of documents issued in 'hard format''</p>
3	<p>Several of the District Councillors / Parish Councils requested that additional junctions are considered. Please see Appendix 1 for more details.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>It is not the purpose of the SoCC to set out detailed project information. The SoCC must set out how the applicant proposes to undertake consultation with the local community. The comment that 'additional junctions are considered' should be made in response to the consultation exercise. TSH will respond to all comments made within the Consultation Report</p>
4	<p>Proof read: appendix 4 and para 2.1 refer to the DCO boundary drawing as figure 1.1 and 1.2 respectively.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Amended</p>
7	<p>There is no Littlethorpe Parish Council, Littlethorpe are represented by Narborough Parish Council. Delete Littlethorpe Parish Council.</p> <p>Please change Huncote Parish Council's opening times to "no opening hours available". Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Amended</p>
10	<p>Also include The Local Rock, The Journal, Big Red Magazine, Swift Flash</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Added</p>

11	<p>Site notices should be added to the Parish noticeboards of each of the Parishes within Blaby District.</p> <p>Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Site Notices were included on Parish Notice Boards in the parishes of:</p> <ul style="list-style-type: none">Ashby ParvaCarltonCosbyHuncoteLubbesthorpeBurton HastingsCombe FieldsAston FlamvilleStoney StantonSapcoteGlenfieldKirby MuxloeWhetstoneNewbold VerdonBurbageWilleyGrobyBarlestoneElmesthorpeMarket BosworthBlabyDunton BassettThurlastonCroftNailstone
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12	<p>More face to face events are required. One should be held in at least every Parish within the extended postal consultation zone (see comment on para 1.13, 7.11).</p> <p>The identified catchment areas are not fully shown on the plan and so the full extent of possible locations is not clearly described.</p> <p>Despite their proximity to the development, there are no areas in Harborough DC areas considered for face to face events. Comment made: 17th September 2021 (Formal Consultation)</p>	<p>TSH's response is set out above in response to paragraph 7.11.</p> <p>BDC comment that no areas in Harborough District are considered for face to face events. HDC has not suggested that any exhibition events should be held within Harborough District. TSH consider that the steps taken to announce the consultation will provide adequate opportunity for residents within Harborough District to engage in the consultation.</p>
13	<p>Narborough, Littlethorpe, Enderby, Cosby and Whetstone need to be included in the consultation boundary. There are significant concerns around the impact of increased barrier down time at all times of the day.</p> <p>Junctions 45 and 46 are missing from this appendix. Comment made: 17th September 2021 (Formal Consultation)</p>	<p>TSH will include Narborough as a location for a face to face event – in response to concerns raised regarding the potential impact of HNRFI on the 'down time' for the gates at the railway crossing.</p> <p>The comment that face to face events should also be held at Littlethorpe, Enderby, Cosby and Whetstone is considered disproportionate to the requirement to ensure adequate announcement is made of the consultation on HN. TSH will display a site notice on parish notice boards in each of these Parishes, if available and allowed, and provide an electronic version of the documents to each Parish Council, as explained above.</p>
14	<p>Please add Stoney Stanton Action Group Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Added</p>
18	<p>Please check whether Councillor Maggie Wright of Normanton Ward, Blaby District, should be included in this list. Comment made: 17th September 2021 (Formal Consultation)</p>	<p>Added</p>

HBBC Response to SoCC

1.1	<p>The Planning Act 2008 is referred to but not defined as 'the Act'. subsequently, 'the Act' is referred to throughout the document. The definition needs to be included after the initial use of the full title so people understand what is being referred to.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	Added 'the Act' to final version of SOCC
1.5	<p>'Project' is capitalised as if it is a defined term, but it is not. Should be corrected to avoid confusion.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	Amended in final version of SOCC
1.7	<p>The Infrastructure Planning (Miscellaneous Prescribed Provisions) Regulations 2010 are referred to in the footnote; these regulations have been repealed.</p> <p>The paragraph states that paragraph 39 of the government guidance on the pre DCO application process 'sets out appropriate topics for discussion'. The wording of paragraph 39 in fact states 'topics for consideration [...] might include'. The wording in the SoCC should be updated so as not to avoid suggesting the list in paragraph 39 of the guidance is definitive or that any matters beyond the list would be inappropriate to discuss.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	The wording of para 1.7 is clarified.

1.13	<p>The wording in this paragraph seems to require that all junctions for mitigation (and e.g. bypasses) need to be identified now, however LCC in particular say they have not agreed such mitigation and so these junctions may be subject to change, thereby changing the geographical scope of the SoCC. It is suggested that the 3km postal area is extended to 5km as this will then include the affected parishes of Earl Shilton and Higham on the Hill and capture a wider area where transport impacts will be felt. Additionally whilst there is reference to a 100m consultation zone around offsite junctions with scope for this to be extended further dependent on the works proposed, how will this be determined? What thresholds would have to be exceeded to opt for a wider area? Also, air quality, visual and noise impacts would usually impact a wider area than the originally quoted 100m. Desford crossroads as a local example would need a much wider reach for consultation than 100m.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>BWB as transportation advisers for TSH have identified off-site highway mitigation works to address the transportation impact of HNRFI. The DCO boundary encompasses these works. The consultation will identify the extent of works proposed at each junction which may comprise works within the existing highway boundary, for example the installation of signage or carriageway markings, or physical alterations to the junctions.</p> <p>As part of the actions to be taken to notify the local community of HNRFI a postal communication at least 100m from each junction is proposed. The application of judgement for wider postal communication proportionate to the scale of highway works is considered appropriate.</p>
1.15	<p>This is the first time 'PEIR' is referred to (not para 1.18) and the full term needs to be defined here to let the reader know what is being referenced.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	Full title provided
1.16	<p>HBBC has been advised that there may be signalling the M69 Junction 2 so this would also need to be mentioned.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	Reference to signals is included
1.17	<p>Two paragraphs identified as 1.17.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	Numbering corrected
1.17	<p>Traffic modelling referred to which has not yet been agreed by the local highway authorities and Appendix 3 shows junctions studied, but as model has not yet been agreed, this cannot be confirmed.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	Clarification added
1.19	<p>It is not stated where the Community Explanation Document will be published.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	Section 6 of the SoCC provides adequate information as to how the community may obtain this document.

1.20	The term '(if held)' needs a foot note to give context that this is subject to Government restrictions pertaining to the COVID-19 pandemic. Significant parts of the PEIR will depend on highway modelling information that has not yet been agreed. Comment made: 24th September 2021 (Formal Consultation)	Clarified
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<p>1.22</p>	<p>This paragraph sets out a request made by Blaby District Council with regards to particular information to be provided to the local community. HBBC believe it would be appropriate to add their specific requests for information to be provided to the local community. The topics to add to these paragraphs should include:</p> <ul style="list-style-type: none"> • The impacts on A47 between the A5 and Desford crossroads; • The impacts on the Hinckley urban area road network with specific mention of the A47 link to Leicester Road; • The impacts on the Burbage urban area road network; • The impacts on the Barwell and Earl Shilton local road network; • The impacts on the A5, particularly between Longshoot to Smokington Hollow; • How TSH has accounted for the withdrawal of the proposed A5 Longshoot/Dodwells junction improvement scheme originally proposed by National Highways in the traffic modelling; • Traffic volumes including HGV flows in the rural areas surrounding Hinckley including Higham on the Hill, Stoke Golding and Wykin; • How TSH has derived an estimate of employees and HGV driver patterns in and out of the development including the air quality and noise impacts; • How TSH has allowed for the cumulative impacts in their highway modelling of the low bridge strikes on the A5 and their high frequency causing diversion from the trunk road on to local roads; • How TSH has planned in highway network resilience if any part of the strategic road network is disrupted (eg closure of the M6 or M1) and how TSH has assessed how the development will affect such disruptions; • Clarity on whether the new A47 link road will be open to the public and HGVs creating a through road from the M69; • Information on changes to existing highway movement patterns as a result of the creation of the southbound slip roads to Junction 2 of the M69, particularly the rerouting of HGV journeys to existing locations within the Borough (i.e Triumph); and • Changes of public rights of way within and around the Hinckley and Bosworth borough. <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Added to paragraph 1.22</p>
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1.25 – 1.27	<p>'LCC' has not been defined so it is unclear to the reader what is meant. It has not been formally agreed by the Council that the outputs from the highway modelling show benefits in Hinckley and Burbage.</p> <p>Additionally, there is mention of the Eastern Villages Link (EVL) not being ruled out, however para 1.27 and Appendix 2 state that the EVL is not required or justified. The claim that the EVL is not required or justified has not been agreed by the relevant highway authorities and therefore this should be made clear that this is the opinion of TSH.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>LCC amended to read Leicestershire County Council TSH's response is set out above under the heading 'The Eastern Villages By-pass'</p> <p>The SoCC makes clear the settled position of TSH of the EVL at the date of publishing the SoCC (At the date of consulting the LAs on the SoCC the position of TSH had not been settled),</p>
1.28	<p>Typo in iv.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Routeing or Routing are accepted as alternative spellings</p>
1.29	<p>It should be clarified that the previous Scoping Report and Scoping Opinion are also available on the PINS website.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Clarified</p>
1.31	<p>Is the reference to 'Section 37 of the Act' correct? The points discussed do not look like those which are covered by section 37.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Section 47</p> <p>The SoCC was amended to correct the reference to Section 47 of the Act.</p>
2.1	<p>The description of the Site and its location is quite short. There is little to no description of the wider area in which the Site is situated.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>The description of the site and its location is considered to be of appropriate length for the SoCC. A sentence has been added to inform the reader that the site and its surrounding context is more fully described in the Pre-liminary Environmental Information Report (PEIR).</p>
2.2	<p>The list of parishes and towns in the Hinckley and Bosworth 'Borough' not District should also include Earl Shilton and Higham on the Hill.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>The text has been amended</p>
3.1 – 3.6	<p>This detail is not necessary in a SoCC.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>BDC requested reference to the NPS in an earlier response and so it has been included.</p>
4.1	<p>Please omit Rhiannon Hill, Principal Planning Officer from the list of HBBC contacts. Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Deleted</p>

5.2	Typo at the end of the sentence. Comment made: 24th September 2021 (Formal Consultation)	Amended
5.5	Any documentation required by the Council to display on their website must be in an accessible format as this is a legal requirement.	Noted
6.1	<p>It is important within the Community Explanation Document that there is specific mention of the proposed highway works on and off site and the effects of those highway works as set out in comments above for paragraph 1.22.</p> <p>Additionally, the proposed three week turn around period for the local authorities to review the Community Explanation Document, make comments and then have those comments incorporated into the document is very tight and maybe slightly unrealistic, considering there are a number of authorities involved. A four week turnaround may be more realistic. A section in the Community Explanation Document needs to inform those that have been consulted how they can continue to be notified of the progress of the application, either by registering their interest with the Hinckley National website or PINS.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>The Community Explanation Document is purposefully a short document which is accessible to and appropriate for the local community. Reference will be made to the fact that off-site highway improvements are proposed and the location where further information can be obtained. The red line boundary within the Community Explanation Document for the DCO will include each of the junctions.</p> <p>The local authorities will be invited to review the document, but its provision 3 weeks prior to publication is not intended as an exercise in a joint production between the local authorities and TSH. TSH will consider any comments that may be made as to substance.</p> <p>BDC have entered a PPA with the Applicant and HBBC and LCC are negotiating a PPA. The receipt of any comments within 3 weeks is not unreasonable in the context of the provisions of the PPA.</p>
6.2	Will the Community Explanation Document be published on Twitter too? Comment made: 24th September 2021 (Formal Consultation)	Yes
7.1	There is a reference to 'Authorities Communication Teams' but it hasn't been set out what these are. Comment made: 24th September 2021 (Formal Consultation)	Clarified
7.2(vii)	There is a reference to 'the Community Information Line' – we assume this is the telephone enquiry line referred to in para 7.1, but it isn't given that name in para 7.1 so it's not completely clear to the reader. Comment made: 24th September 2021 (Formal Consultation)	Added description to 7.1

7.4 – 7.9	<p>Some of these paragraphs do not really relate to the project website so it is slightly confusing that they are within this section.</p> <p>The Council are yet to confirm the feasibility of making available a computer terminal for the public to inspect the project website during office hours. Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Updated text to 7.7</p> <p>These paragraphs in the SoCC had been included under the subheading 'The Establishment of the Project Website'. TSH agreed that paragraph 7.4 should appear under the sub heading 'Request copies of documents'. Paragraph 7.5 is addressed by paragraph 7.33 in the published SoCC; paragraphs 7.6 and 7.7 appears at paragraph 7.4 - 7.5 in the published SoCC. Paragraph 7.8 was reformatted into paragraph 7.8 of the published SoCC. Interactive plans were displayed on the Project Website</p>
7.12	<p>There should be more than one Saturday morning event held within the Hinckley and Bosworth Borough to match that proposed in Blaby. Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Attendees to local exhibitions are not influenced by the administrative boundary in which the exhibition is held. The location of the exhibitions held on a Saturday morning were convenient for access by the local community.</p>
7.13	<p>The mention of Facebook, Twitter and Instagram are not consistent throughout the document. If all three social media platforms are to be used, then they should be consistently referred to. Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Amended to include all three</p>

7.14

Para 7.14 states that attendance at events will be ‘managed’ (but doesn’t go into detail as to how) and that people may be asked to wait outside an event until there is sufficient space indoors (is there a risk of people being unable to attend?). Inconsistently para 7.35 refers to ‘present anticipation that all consultation will take place by virtual arrangements.

It is also suggested that all consultation events are done so within the first 6 weeks of the proposed 8 week consultation to enable an adequate response time for participants following the final event.

Comment made: 24th September 2021 (Formal Consultation)

HBBC question how attendees at face to face exhibitions will be managed. The PINS guidance on the Pre-Application Process states (57): *‘The Statement of Community Consultation should act as a framework for the community consultation generally, for example setting out where details and dates of any consultation events will be published.’*

The SoCC is not intended to comprise some form of prescriptive blueprint for the consultation process. The SoCC has reasonably stated that in response to the CV-19 pandemic, attendance at face to face meetings will need to be managed – in the interests of the health of the attendees, and personnel attending the events representing TSH.

The explanation that attendance will be ‘managed’ is proportionate for the content of the SoCC. It is considered disproportionate for the SoCC to set out a prescriptive regime for management of attendance, which in reality will require a judgement to be made by TSH at each event. The SoCC explains to the reader that management may be required as a response to the unprecedented circumstances of a health pandemic – the circumstances of which cannot be predicted at the date of preparation of the SoCC.

The SoCC adequately explains how details of the events – dates and venues, including virtual events – will be published. It is not a requirement of the SoCC to specify these dates as the precise date for the commencement of the consultation has not been determined.

7.16	<p>As well as hosting documents on a website, the SoCC introduces the concept of virtual events. However, the position on the number of virtual events is a bit tricky to follow:</p> <ul style="list-style-type: none"> □ Para 7.14 – ‘TSH will host at least two virtual events for the presentation of the consultation’ □ Para 7.16 – ‘TSH will host a number of events in response to the level of local interest, but acting reasonably in the number of events held within the consultation period’ <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>This paragraph has been clarified to refer to ‘at least two virtual events’ to be consistent with paragraph 7.14</p>
7.20	<ul style="list-style-type: none"> • Para 7.20 – ‘The number of consultation events, whether held face to face or virtually, will be at least nine’ <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>The SoCC paragraph 7.19 states that the number of consultation events held face to face or virtually will be at least eleven. 9 face to face events were held with 2 virtual events between 19th January – 2nd February 2022.</p>
7.27	<p>Matters relating to transport impacts should make reference to those outlined above in paragraph 1.22. It is not clear to the reader what is meant by down-time.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Added Changed to ‘gate down time’ for ease of understanding</p>
7.28	<p>This refers to the list in para 7.27 identifying environmental impacts, but the content of the list appears to go beyond that.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Omitted</p>
7.30	<p>Will comments and concerns raised on social media be responded to and if so how will they be responded to? How will comments submitted through social media be considered as part of the consultation? If comments on social media are not to be taken in to account, will TSH inform the respondents of this and redirect them to the appropriate channels?</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>The primary function of the social media outlets are to provide project updates. Comments on social media will not receive a response, the social media platforms will however provide a link through to the project website where comments can be submitted.</p>

7.31	<p>The use of 'or' in the first sentence implies recipients will get invitations to one or the other not both. Is it to be assumed that this isn't the case if both are to take place.</p> <p>It is suggested that the 3km postal area is extended to 5km as this will then include the affected parishes of Earl Shilton and Higham on the Hill and capture a wider area where transport impacts will be felt.</p> <p>Also, as previously mentioned, it will be very difficult for someone affected to by a potential highway improvement to comment without the knowledge that there is a highway improvement – particularly as the highway modelling has not been agreed.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Changed to 'and'</p> <p>The Applicants considered this request to extend the postal communication to all premises within 5km of the boundary (taken to mean the main HNRFI site). TSH considered this request was disproportionate, in the context of the overall form of Consultation that is set out at paragraph 7.1 of the SoCC. The plan attached as Appendix 17 to the SoCC identifies:</p> <ul style="list-style-type: none"> - A consultation area in which postal communication was actioned for each premises – amounting to some 50,000 letters being issued. The Core Consultation Area extended beyond the 3km consultation zone and was defined by postal code references. The consultation zone included Narborough, Little Thorpe, Barwell
7.35(7)	<p>Inconsistently para 7.35 refers to 'present anticipation that all consultation will take place by virtual arrangements'.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>TSH clarified the commitment that face to face events will be held subject to Government restrictions in response to Covid-19 health pandemic.</p>
7.38	<p>BDC' and 'HBBC' have not previously been defined.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Amended</p>
7.46	<p>Whilst it states that the consultation programme has considered whether there may be sections of the community who may be more difficult to engage with, there is now further information about how that has been considered. Has TSH thought about consulting local schools to engage young people for example?</p> <p>The Council can use its voluntary community sector newsletter and forum to notify different community groups of the consultation. TSH will need to liaise directly with the Council on this matter.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>The interested groups identified at Appendix 15 of the published SoCC include Schools. Each School within the consultation zone received details of the consultation exercise and the Community Newsletter.</p> <p>TSH will make a request to HBBC to use its voluntary community sector newsletter.</p>

8.1	The timeframe for the public consultation being Q3 2021 does not seem realistic. Comment made: 24th September 2021 (Formal Consultation)	The programme has been updated
Sec 9	Further explanation is needed in this section on how those that have been consulted can continue to be notified of the progress of the application, either by registering their interest with the Hinckley National website or PINs. This information should also be included in the initial letter sent out as part of the consultation as well as being mentioned in the Community Explanation Document. Comment made: 24th September 2021 (Formal Consultation)	The Community Explanation Document and all notices and postal communication will set out how notification of the progress of the application can be sourced from the Project Website or via the Community Information Line.
Appendices	These all need to be titled and labelled correctly	Noted
1	Hinckley and Burbage libraries too Comment made: 24th September 2021 (Formal Consultation)	Hard copies & USB's were made available at:- Blaby Library
2	para 1.16 Refer to comments made above in para 1.25-1.27 regarding the EVL. 'Enhancement of works at junctions in the locality' is a very generic term within a project summary with no certainty to what it actually refers to, thereby making consultation very difficult if this is still an unknown. Comment made: 24th September 2021 (Formal Consultation)	Change to 'off-site highway works'
3	As stated for para 1.17, Appendix 3 shows junctions studied, but as model has not yet been agreed, this cannot be confirmed and this is the same for the scope identified in this SOCC. Comment made: 24th September 2021 (Formal Consultation)	The fact the works have not been agreed is addressed in the SoCC
4	Off-site junctions not agreed as previously mentioned. Also, the traffic management lines are shown but there is no explanation as to what this actually means. Comment made: 24th September 2021 (Formal Consultation)	As above. Paragraph 2.2 of the published SoCC made clear that 'At the statutory consultation on the SoCC, the potential requirement for offsite highways works had not been finalised paragraph 2.3 in the published SoCC identified the 11 offsite highway junctions where highway improvements are proposed.

5	<p>Very poor map showing different colours for counties/highway authorities and not the districts. The districts are delineated by blue hatching but this is not signposted in the key and so it is not clear what the map is showing.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>The plan attached as Appendix 4 of the published SoCC identified town names and the geographical areas of local authorities.</p>
6	<p>This detail is not necessary in a SoCC.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Appendix 6 provides factual information in respect of administrative areas in which off-site highway works are proposed under the heading DCO Boundary.</p>
11	<p>Given the close proximity of the development to Burbage Common, there needs to be visible communication for Burbage Common users, the majority of whom travel to the site by car from a wider distance than 3km to enable site user to participate in the consultation if they wish to. Further contact with the Council is need on this matter.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>A site notice is to be displayed at Burbage Common car park.</p>
12	<p>The wards/parishes within Areas 1-4 should be detailed to ensure adequate areas are captured.</p> <p>Comment made: 24th September 2021</p>	<p>Parishes listed at Appendices 8, 10 & 11 in SoCC December 2021</p>
13	<p>To reiterate what has been previously mentioned in paragraphs 1.13 and 7.3, it is suggested that the 3km postal area is extended to 5km as this will then include the affected parishes of Earl Shilton and Higham on the Hill and capture a wider area where transport impacts will be felt. Additionally, the scope of the 100m consultation area around off-site junctions needs to be considered in more detail.</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>The Applicants considered this request to extend the postal communication to all premises within 5km of the boundary (taken to mean the main HNRFI site). TSH considered this request was disproportionate, in the context of the overall form of Consultation that is set out at paragraph 7.1 of the SoCC. The plan attached as Appendix 17 to the SoCC identifies:</p>
15	<p>Please change the details for the Hinckley Area Committee to: Councillor Scott Gibbens, Chair of the Hinckley Area Committee – scott.gibbens@hinckley-bosworth.gov.uk Rebecca Owen, Democratic Services Manager – [REDACTED]</p> <p>Comment made: 24th September 2021 (Formal Consultation)</p>	<p>Updated</p>

LCC Response to SoCC

<p>Inadequacy of proposals</p> <p>Given the scale of the development and the impact on residents, the community explanation document should be distributed more widely rather than only being considered for those unable to access it electronically.</p> <p>As the concerns around Covid-19 recede, additional face-to-face events should be held, ensuring coverage of all affected parishes.</p> <p>Comment made: 23rd September 2021 (Formal Consultation)</p>	<p>The Community Explanation Document will be made available:</p> <ul style="list-style-type: none">• On the Project Website• To S43 Councils and Parish Councils• To public libraries• 200 copies will be made available free of charge at each public exhibition, and 50 copies at each open air event with the Gypsy and Traveller community. <p>Additional exhibitions are to be held at Narborough.</p>
<p>Insufficient postal notifications are being sent out direct to households within the Fosse Villages;</p> <p>The limiting 3km zone prevents a lot of residents who will be directly impacted being reached by this method if the proposal goes ahead. The far reaching impact this development will have continues to be underestimated. For example, the impact on Sharnford residents due to the road network, the impact on Thurlaston due to the increased traffic directed onto the A47,(exiting the village onto the road is difficult now increased traffic will require the installation of traffic lights at peak times), the impact on Huncote, Croft and Thurlaston due the promotion of Huncote Road, Stoney Stanton.</p> <p>Comment made: 23rd September 2021 (Formal Consultation)</p>	<p>The response to appendix 13 above addresses this matter.</p>
<p>Lack of clarity surrounding Eastern Villages Link;</p> <p>Without a firm conclusion on whether the link is required, impact on traffic movements and mitigation plans, the public will not be in a position to fully consider the plans for the scheme, with further consultation then necessary when a complete picture can be presented.</p> <p>Comment made: 23rd September 2021 (Formal Consultation)</p>	<p>TSH has set out its position to the EVL. The proposition from that public consultation on HNRFI should not take place 'until the EVL can be formally ruled out following agreement with the relevant highway authorities' is not accepted as highway modelling to date does not suggest the need for the EVL. The statutory consultation on HNRFI will take place without provision for a EVL / EVB, with off-site mitigation works identified on the wider highway network.</p>

Harborough District Council Response to SoCC

<p>A local (within 3km) and wider consultation area is supported. However, it would be useful to be clearer, earlier in the SoCC document, about the size and coverage of the consultation area including why it's been selected.</p> <p>Comment made: 20th September 2021 (Formal Consultation)</p>	<p>Clarification is provided – as the area where the development will have the most effect on the local community.</p>
<p>A facility for the provision of a response by TSH to FAQs is welcomed. It is suggested that the SoCC makes a commitment to publish responses on the project website after the face-to-face events have taken place or at the end of the public consultation period.</p> <p>Comment made: 20th September 2021 (Formal Consultation)</p>	<p>FAQs were added</p> <p>The published SoCC states under 'The establishment of the project website that 'During the period of the statutory consultation the FAQs and the response from will be reviewed and updated as necessary following the completion of the statutory consultation .</p>
<p>Given the likely complexity of the project and supporting documentation it would be helpful if the e-Library (referred to at para 7.2viii) and index had a non-technical summary to outline / signpost which document/s the public can refer to for key pieces of information on specific topics.</p> <p>Comment made: 20th September 2021 (Formal Consultation)</p>	<p>The Project Website will have an e-library, and will signpost to the technical summary of the environmental information.</p>
<p>At Para 7.11 reference is made to a plan identifying 4 geographical areas – this is contained in Appendix 11, not 12. Subsequent references to numbered appendices may also be incorrect.</p> <p>Comment made: 20th September 2021 (Formal Consultation)</p>	<p>Appendix 12 is correct.</p>
<p>At Para 7.31 reference is made to plans identifying consultation zones for potential off-site highway works – these are contained in Appendix 12, not 13. In respect of J48 we suggest that IDI Gazeley Ltd operators of Magna Park are also consulted.</p>	<p>Appendix 13 is correct. Re: IDI Gazeley will be consulted</p>

<p>Comment made: 20th September 2021 (Formal Consultation)</p>	
<p>Proposed 'Community Explanation Document' it would be helpful if this document also succinctly set out key changes to the project since previous consultation exercises.</p> <p>Comment made: 20th September 2021 (Formal Consultation)</p>	<p>The Community Explanation Document provided an update following the informal highways consultation. However, the document provided a straightforward summary of our proposals for a Strategic Rail Freight Interchange known as the Hinckley National Rail Freight Interchange (HNRFI)</p>
<p>Display material listed at Para 7.27 is acknowledged and list is noted as not exhaustive. It is suggested that material should also make clear the key changes to the project (since earlier consultations) and if necessary, what's known or not yet known in terms of project detail e.g. the form other highway improvements may take on the surrounding network.</p> <p>Comment made: 20th September 2021 (Formal Consultation)</p>	<p>Project changes will be detailed in the consultation materials</p>
<p>Based on para 5.5 of the SoCC it is understood that, once settled following formal consultation with the relevant authorities, TSH will request that HDC display the SoCC on its website. Please ensure that this request is sent to our team's general email planningpolicy@harborough.gov.uk to ensure it gets picked up promptly.</p> <p>Comment made: 20th September 2021 (Formal Consultation)</p>	<p>This will be undertaken</p>

Staffordshire County Council Response to SoCC

<p>It is noted that the SoCC identifies the M42 Junction 10 as a junction being further tested as to the need for highway works. Whilst the focus should be around impacts on M42 J10 we also feel that consideration should be given to impacts along the A5 towards Tamworth and the junctions in close proximity to J10, specifically the Pennine Way dual roundabout interchange given their interaction with M42 Jct 10. We will provide technical input as Highway Authority but it will also be prudent to engage with Tamworth Borough Council on this matter so local Members have a clear understanding of any impact and potential works.</p> <p>Comment made: 31st August 2021 (Formal Consultation)</p>	<p>TSH is advised that the traffic impact of HN will have limited impact on M42 J10 or the A5 around the junction. The modelling actually shows a reduction in traffic.</p>
<p>May I suggest that your Highways/Transport consultant contact us in due course to arrange a meeting to discuss the proposal, work undertaken to date and the local context for Tamworth? I will act as the main point of contact initially.</p> <p>Comment made: 31st August 2021 (Formal Consultation)</p>	<p>Tamworth Borough Council are included on the list of local authorities consulted on the SoCC.</p>

Coventry City Council Response to SoCC

Paragraph	Comments	Applicant's Response
	<p>I have attached, for your information, the current list of City Council Members. For this scheme, the relevant Ward is Henley, which is represented by three Members, Councillors Seaman, Ruane, and Maton. Our Cabinet Member for Jobs, Regeneration and Climate Change is Councillor O'Boyle. His portfolio includes strategic transport, which would cover the potential improvement scheme at M6 Junction 2. I suggest that any consultation should include these four Members.</p> <p>Comment made: 20th July 2021 (Informal Consultation)</p>	<p>Coventry City Council will be consulted</p>

Nuneaton and Bedworth Response to SoCC

Paragraph	Comments	Applicant's Response
App 17	It's Cllr Jeff Clarke and Cllr Rob Tromans. Comment made: 22nd July 2021 (Informal Consultation)	Nuneaton and Bedworth Borough Council will be consulted

North Warwickshire Borough Council Response to SoCC

Paragraph	Comments	Applicant's Response
	I have nothing to add by way of comment on the SoCC Comment made: 22nd July 2021 (Informal Consultation)	Noted
	There are two Members from the Dordon Ward – Cllrs Chambers and Morson Comment made: 22nd July 2021 (Informal Consultation)	Noted

Tamworth Response to SoCC

Paragraph	Comments	Applicant's Response
	<p>Thank you for your email, however I would be grateful if you will amend your records to reflect the correct information.</p> <p>I am Chief Executive at Tamworth Borough Council, the relevant contact for matters such as this is Anna Miller, Assistant Director Growth and Regeneration</p> <p>████████████████████</p> <p>Comment made: 21st July 2021 (Informal Consultation)</p>	Noted
	<p>All of our ward and member details are on our website, www.tamworth.gov.uk</p> <p>Comment made: 21st July 2021 (Informal Consultation)</p>	Noted
	<p>As an observation given there are highway implications should the Staffordshire highways team at Staffs County Council be part of the consultation process?</p> <p>Comment made: 21st July 2021 (Informal Consultation)</p>	Will be consulted if required

LCC to SoCC

Paragraph	Comments	Applicant's Response
	<p>From reading the SoCC, it appears that the applicant cannot entirely rule out the necessity for the Eastern Villages Link (EVL). The description also fails to adequately set out the likely vehicle movements resulting from the development. For many of our residents, the EVL and resulting vehicular movements will be a matter of significant concern. The scheme cannot be reasonably and meaningfully be considered by members of the public until the necessity of the EVL is fully known and the vehicle movements are fully described. Until these matters are resolved, the Council is unable to support the carrying out of the next stage of public consultation.</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>Not all matters need to be settled prior to consultation but sufficient information should be provided to give the opportunity to make an informed response. A PEIR document will be produced setting out the environmental assessment work undertaken to date as well as a suite of plans, draft DCO and draft Planning Statement.</p>
	<p>Given where we are in terms of the Government's road map and the release of restrictions we now expect to see full details of how the face to face events will be carried out.</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>Actioned</p>
	<p>The methods of consultation set out in the SoCC lack innovation and interaction. A wider range of more engaging and interactive methods need to be proposed. The absence of significant face to face consultation furthers this issue and in general the consultation methods can do much more to improve the inclusivity and meaningfulness and of this consultation exercise.</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>A bespoke digital platform has been designed for the project providing information on the proposals and other means of communication will be available including a community information line and postal communication.</p>
	<p>It is noted that if face-to-face events take place, they are proposed between 15:00 – 20:00. These hours may be restrictive to those working shift patterns. It is suggested that these hours are extended (e.g. 09:00 – 20:00) to allow as many members of the public to attend as possible</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>A range of times, days and venues will be proposed for consultation.</p>

Paragraph	Comments	Applicant's Response
	<p>The SoCC makes many references to engagement with public/communities and inviting feedback. However, there is little up-front information about how the feedback and comments will be used to shape and influence the final proposals. It is noted that there is a requirement for a 'Consultation Report' to be provided with the DCO application (paragraph 9.2), which will provide an explanation at the point the application is submitted. It is suggested that a framework of the Consultation Report is provided as an appendix to the SoCC so that the public understand how their comments are going to be taken into account.</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>There is a statutory requirement to have regard to consultation responses. How this requirement was complied with will be set out in the consultation report.</p>
1.4	<p>HDM welcome pre-application engagement. However, in the absence of a masterplan, programme, and latest model report it is unclear what information is to be presented to the public.</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>A suite of plans, draft DCO, planning statement, Community Explanation Document, highways assessment based on highway modelling and a Pre-liminary Environmental Information Report (PEIR) will be provided at consultation.</p>
1.10	<p>This does not appear appropriate given the scale of the development and lifting of restrictions. However, it is not my place to comment and I suggest we seek the opinion of our Comms colleagues</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>Nine face to face events were held as well as virtual events to allow as many people as possible access the consultation.</p>
1.16 (e)	<p>To date we have not seen any proposals relating to existing or proposed PROW. Therefore, it is unclear what information is to be presented to the public</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>A PROW strategy will be presented as part of the consultation materials.</p>
1.16 (h)	<p>We cannot agree that this road will be single carriageway. We have not seen the latest model outputs and early indications were that this road will need to be dual (at least in part)</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>Modelling confirmed that the A47 link would be part dualled and part single carriageway.</p>
1.17	<p>The Appendices have not been provided. However, on the basis that we have yet to see the latest model outputs, we have not reached any agreement on junctions requiring further analysis or indeed mitigation</p> <p>Comment made: 23rd July 2021 (Informal Consultation)</p>	<p>The appropriate junctions and mitigation proposals were presented for consultation on the basis of the July 2021 modelling.</p>

1.22	We have been repeatedly requesting information on the impact of the proposed HNRFI on the 'down time' for the railway crossing at Narborough, but this information has not been provided Comment made: 23rd July 2021 (Informal Consultation)	Network Rail provided information to LCC Highways which was agreed and fed into the highway model.
1.25	Reword 'Leicestershire County Council's modelling consultants' because the consultants have been commissioned by Tritax through the LCC Framework Comment made: 23rd July 2021 (Informal Consultation)	Reworded.
1.25	Reference to 'outputs of this modelling' should not be included because LCC are yet to see the outputs of the modelling Comment made: 23rd July 2021 (Informal Consultation)	The fact that the output of traffic modelling has not been agreed with LCC is not a reason for the SoCC excluding reference to the offsite highways where highway improvements are proposed. The identification of these junctions is important with reference to the notification to premises within 100m of the proposed highway works. Paragraph 1.17 of the publish SoCC explained that 'At the date of preparation of the SoCC, the proposed offsite highway mitigation works have not been agreed with LCC Highway Authority (Local road network) and National Highways (SRN),
1.26	These are BWB conclusions from the information they have been party to. We are yet to be presented with the model outputs so cannot comment Comment made: 23rd July 2021 (Informal Consultation)	Noted.
1.27	As Above Comment made: 23rd July 2021 (Informal Consultation)	Noted
1.28	As above, despite repeated requests we have not been provided with a masterplan. We have been repeatedly told its in in development Comment made: 23rd July 2021 (Informal Consultation)	Masterplan provided.
2.2	No appendices have been supplied and any list will not be exhaustive in the absence of the model outputs and agreement Comment made: 23rd July 2021 (Informal Consultation)	Appendices provided.

3.6	Why is there no reference to the EVL? Comment made: 23rd July 2021 (Informal Consultation)	Included
5.5	LCC have not been asked to host the SoCC on their website. Comment made: 23rd July 2021 (Informal Consultation)	LCC invited to host the SoCC on their website.
6.1	We are yet to see the model outputs and detailed proposals Comment made: 23rd July 2021 (Informal Consultation)	Will be worked through the Transport Working Group and presented at consultation.
7.2	Bullet 1 - It is unclear what information is to be presented and what evidence supports the proposals. This information is yet to be presented to us. Comment made: 23rd July 2021 (Informal Consultation)	The information was presented at consultation.
7.27	Paragraph 7.27 sets out the information to be included in exhibitions / virtual presentations. The inclusion of waste as a topic area is supported. It is suggested that the information addressing the quantity of aggregate needed and where it will come from is also included. Comment made: 23rd July 2021 (Informal Consultation)	Included in PEIR

BDC Response to SoCC

Paragraph	Comments	Applicant's Response
	<p>From reading the SoCC, it appears that the applicant cannot entirely rule out the necessity for the Eastern Villages Link (EVL). The description also fails to adequately set out the likely vehicle movements resulting from the development. For many of our residents, the EVL and resulting vehicular movements will be a matter of significant concern. The scheme cannot be reasonably and meaningfully considered by members of the public until the necessity of the EVL is fully known and the vehicle movements are fully described. Until these matters are resolved, the Council is unable to support the carrying out of the next stage of public consultation.</p> <p>Comment made: 27th July 2021 (Informal Consultation)</p>	<p>Three options were consulted upon in 2019, a bypass around Stoney Stanton, one around Sapcote and the A47 link through the site. The public feedback was very negative to the Stoney Stanton and Sapcote options. Ahead of consultation three separate scenarios for each of the options were ran through the model.</p> <p>The A47 link had the most significant benefit in terms of removing traffic from the B581 in Stoney Stanton and providing direct access to the M69 for settlements to the North and West of Hinckley. The Sapcote bypass removed some traffic, but a large number of vehicles were generated by the villages themselves.</p> <p>The Sapcote Bypass also drew more traffic to it (induced demand) which placed more pressure on the surrounding highway network. There are increases in general traffic through the village, however the numbers are at such a level that they do not justify the construction of a bypass. The proposed mitigation measures within Sapcote and Stoney Stanton are specifically designed to improve safety for residents and to discourage through-routing of vehicles from further afield.</p> <p>TSH considered this comment. The view of the local of progress in discussions with the Transport Working Group a decision was taken by TSH to make clear its position on the EVB/EVL in the published SoCC.</p>

	<p>Given where we are in terms of the Government's Road map and the release of restrictions we now expect to see full details of how the face to face events will be carried out. The council's position on the necessity of these events has been clearly made, both at the Local Authority Officers Working Group and in our letter dated 12 July 2021. We urge you to make face to face events a significant part of the SoCC and suggest that you speak to the Planning Inspectorate to ensure that any reintroduction of restrictions does not result in issues at the pre-examination stage.</p> <p>Comment made: 27th July 2021 (Informal Consultation)</p>	<p>9 face to face exhibitions were held.</p>
	<p>The methods of consultation set out in the SoCC lack innovation and interaction. A wider range of more engaging and interactive methods need to be proposed. The absence of significant face to face consultation furthers this issue and in general the consultation methods can do much more to improve the inclusivity and meaningfulness and of this consultation exercise.</p> <p>Comment made: 27th July 2021 (Informal Consultation)</p>	<p>A bespoke digital platform has been designed for the project providing information on the proposals and other means of communication will be available including a community information line and postal communication.</p> <p>9 face to face exhibitions were held.</p>

Paragraph	Comments - Comments made: 27th July 2021 (Informal Consultation)	Applicant's Response
1.10	Now out of date as no significant prevailing restrictions, the comments above relating to the balance of virtual vs face to face consultation are relevant here.	Covid-19 restrictions were monitored closely, no restrictions were in place by the time of the exhibitions.
1.20	It is likely that any cost for the provision of documents will reduce public engagement in some way. Therefore, please provide for a stated reasonable number of free copies of the documents with the reasonable costs stated in the SoCC to apply for additionally requested copies.	Free copies of Community Explanation documents were provided at the exhibitions, a small, not unreasonable charge was set against other documents.
1.25	The unknown necessity of the EVL, as set out above, needs to be resolved.	<p>Three options were consulted upon in 2019, a bypass around Stoney Stanton, one around Sapcote and the A47 link through the site. The public feedback was very negative to the Stoney Stanton and Sapcote options. Ahead of consultation three separate scenarios for each of the options were ran through the model.</p> <p>The A47 link had the most significant benefit in terms of removing traffic from the B581 in Stoney Stanton and providing direct access to the M69 for settlements to the North and West of Hinckley. The Sapcote bypass removed some traffic, but a large number of vehicles were generated by the villages themselves.</p> <p>The Sapcote Bypass also drew more traffic to it (induced demand) which placed more pressure on the surrounding highway network. There are increases in general traffic through the village, however the numbers are at such a level that they do not justify the construction of a bypass. The proposed mitigation measures within Sapcote and Stoney Stanton are specifically designed to improve safety for residents and to discourage through-routing of vehicles from further afield.</p>
1.27	Contradicts 1.25 stating that the EVL is not required.	Text amended

4.1 i)	Correct job titles for Cat and Ed are: Cat Hartley, Group Manager – Planning and Strategic Growth Ed Stacey, Senior Planning Officer / Major Schemes Officer	Amended
5.2	It is likely that any cost for the provision of documents will reduce public engagement in some way. Therefore, please provide for a stated reasonable number of free copies of the documents with the reasonable costs stated in the SoCC to apply for additionally requested copies.	Free copies of Community Explanation documents were provided at the exhibitions, a small, not unreasonable charge was set against other documents.
5.4	Please ensure that suggested draft text, hyperlinks and the relevant documents are sent to the Council at least 5 working days prior to their required publication.	Actioned
6.1	It is likely that any cost for the provision of documents will reduce public engagement in some way. Therefore, please provide for a stated reasonable number of free copies of the documents with the reasonable costs stated in the SoCC to apply for additionally requested copies.	Free copies of Community Explanation documents were provided at the exhibitions, a small, not unreasonable charge was set against other documents.
7.1	The overall lack of innovative and engaging methods of consultation, as set out above, needs to be addressed. Please ensure that the relevant social media accounts are updated; for example, the Facebook profile photo contains a now out of date map. Are there any other relevant social media platforms like Twitter?	The 'Form of Consultation' was expanded upon in the published consultation and included specific reference to social media advertising (paragraph 7.24) Social media advertising included Facebook, Twitter and Instagram. The overall package of community consultation is considered appropriate to bring to the attention of the local community to the statutory consultation exercise.
7.2	Have you considered a short 60 – 120 second video summarising the application? The BBC and World Economic Forum create such videos with just text narration that could be very effective alongside your social media publications.	A video with powerpoint presentation and two webinars were produced and made available on the consultation website that provided summaries of the application.
7.4	Please provide full details as soon as possible of what you propose the Council provide, including the dates and times you wish the terminal's to be available for, so that this request can be considered by the Council.	Noted Correspondence was issued to the local authorities requesting the consultation documents are made available to visiting members of the public.

7.5	It is likely that any cost for the provision of documents will reduce public engagement in some way. Therefore, please provide for a stated reasonable number of free copies of the documents with the reasonable costs stated in the SoCC to apply for additionally requested copies.	Free copies of Community Explanation documents were provided at the exhibitions, a small, not unreasonable charge was set against other documents.
7.9	Please ensure that suggested draft text, hyperlinks and the relevant documents are sent to the Council at least 5 working days prior to their required publication.	Actioned
7.11-7.24	Too little detail of the face to face events is provided. Will the number of attendees be capped? How will this be managed? How will they book access to the events? How will hard to reach groups be managed? You need to set out how the events could be safely managed if track-and-trace or capped visitor numbers again become a government requirement so that it is clear a genuine effort will be made to host such events.	Covid-19 restrictions were monitored closely, no restrictions were in place by the time of the exhibitions.
7.11	We disagree with this text, it can be reasonably assumed that face to face events can take place. In this paragraph, at ii, the text should state that face to face events will not be organised if they would be contrary to government legislation.	9 face to face exhibitions took place.
7.12	Why do the face-to-face events need to be arranged along the 3km DCO boundary, should it not read "within the 3km DCO boundary"? We note that you are intending to promote events via your website, Facebook, Instagram and press notices. The Council has its own social media accounts and electronic newsletters and we would be happy to notify residents of such events. Please contact the Council as soon as possible to discuss this as I will need to coordinate specific actions with our Communications department.	Amended in SoCC to 'within or close to 3km of the main site'. Correspondence dated 4 January 2022 was issued to the BDC/HBBC requests that the statutory consultation is published on the Councils website.
7.13	Four face to face events, if that is what is proposed, is unacceptably small given the large catchment areas, likely interest, and the possibility that an individual member of the public may be unable to access their single nearest	Nine face to face events were held. An event was held at Narborough on 01.02.2022

	<p>one due to, for example, work, family, caring or holiday commitments.</p> <p>Narborough and Littlethorpe must also be included in this process. Aston Firs should be offered their own dedicated event and a way of engaging other Gypsy and Traveller groups in a face-to-face manner should be considered.</p>	<p>A face-to-face event was held at Aston Firs, arranged with Ms J Green of LCC G&T Liaison Officer.</p>
7.19	<p>Thought needs to be given to the devices residents will use to access these meetings. For example, a mobile phone may not easily allow the resident to read the large, scaled drawings sometimes provided at face to face events.</p> <p>Bespoke presentation material is likely to be required.</p>	<p>Two virtual events were held. All material was available on the project website.</p> <p>The Statutory Consultation comprised a range of measures to enable the local community to access the consultation material including:</p> <ul style="list-style-type: none"> - Face to face exhibitions (9 in total). - The display of the consultation materials on the project website - Presentation to the G&T community and Castle Fields Mobile Home Park. - Two virtual attendance events
7.23	<p>Comments made on para 7.13 in relation to the number of events proposed are relevant here too.</p>	<p>As above</p>
7.24	<p>Can the pre-recorded presentation also be made available on social media?</p>	<p>The pre-recorded presentation was available on the project website. The website was shared on social media. The presentation was not in a suitable format to be hosted on some of the social media channels.</p>

7.27	<p>Stating the need to define the impacts in respect on Narborough rail crossing without substantial consultation of Narborough and Littlethorpe is an obvious issue. The other sections of the SoCC need to be amended to resolve this. Have you considered including job creation or positive impact on local businesses in the presentations?</p>	<p>The impact of the development on the down time of the level crossing at Narborough station was addressed in the PEIR.</p> <p>Agreed, covered in consultation material and a socio-economic chapter of the PEIR addressed the exhibition/virtual events material.</p>
7.30	<p>The range of social media advertisements needs to be much better defined. How much advertising will be purchased? For what duration? What groups and localities will be targeted? How will you utilise targeted advertisements on social media to engage hard to reach groups? Furthermore, you could cheaply request posts on local interest group sites such as “The Pastures, Narborough”, “Spotted Sapcote” to name but a few.</p>	<p>Social media adverts were utilised to share key announcements on the consultation. These covered the consultation geographical area who also received postal information regarding the consultation to ensure maximum engagement. To ensure that it was inclusive as possible, no specific groups were targeted.</p>
7.31	<p>You also need to include other Gypsy and Traveller encampments within the consultation zones, for example there is one in Blaby District on Lychgate Lane in Aston Flamville and we believe Hinckley and Bosworth have at least one, west of this, along the same road. Please discuss further with me and Jacqui Green at Leicestershire County Council. Why are you only inviting the Parishes with opening times? A large number in appendix 6 are stated to be without opening times which is a concern if you are to leave them out. All Parish Councils and Parish meetings should be invited.</p>	<p>All Gypsy and Traveller sites in the vicinity of the site were consulted in the consultation with arrangements agreed with LCC G&T Liaison Officer.</p> <p>This comment is a misunderstanding of paragraph 7.31 in the draft SoCC. Paragraph 7.31 simply records the fact that Appendix 6 identifies the operating hours of Parish Councils where available rather than implying that only Parish Councils where opening hours are known would be invited. There is no logic in such a limitation. All Parish Councils listed at Appendix 8 of the SoCC were notified of the statutory consultation by letter dated 8 December 2021.</p>
7.34	<p>Please also consider utilising the Council’s wide range of communication methods with its residents that may be helpful. These include e-newsletters (26,500 residents and businesses on the mailing list), voluntary sector specific newsletters, Parish Council newsletters, Facebook, Twitter, Instagram.</p>	<p>The publication of the SoCC and Statutory Consultation was notified to HBBC, BDC, LCC,</p>

7.35	Point 7) makes it very clear that you are not in reality anticipating any significant face to face consultation. This is unacceptable as previously stated in this letter and in our previous letter dated 12 July.	<p>Nine face to face events were held.</p> <p>At the date of the draft SoCC for consultation with LAs the ability to hold face to face meetings was not settled because of the CV19 pandemic. The published SoCC made a commitment to hold the 9 face to face events.</p>
7.37	Please add site notices to both sides of the Narborough Station crossing.	<p>Sites notices were displayed at off site highway junctions where potential highway works required. No highway works have been identified for the Narborough crossing.</p>
7.39	It is likely that any cost for the provision of documents will reduce public engagement in some way. Therefore, please provide for a stated reasonable number of free copies of the documents with the reasonable costs stated in the SoCC to apply for additionally requested copies.	<p>The provision of documents was primarily made on-line. Full copies of the statutory consultation material were made available to the Local Authorities offices and the following Libraries: -</p> <ul style="list-style-type: none"> Blaby Library Hinckley Library Broughton Astley Library Earl Shilton Library Burbage Library Cosby Library Desford Library Enderby Library Kirby Muxloe Library Leicester Forest East Library Market Bosworth Library Narborough Library Newbold Verdon Library Sapcote Library Stoney Stanton Library
7.40	The limited opening times of this information line need to be expanded to after normal working hours to provide greater access to hard copies of	<p>The project telephone line had voicemail facilities for calls made after 'normal' office hours when the telephone line</p>

	documents.	was manned.
7.46	Overall, there are many other hard to reach groups that you have failed to specifically address; for example, youth, elderly, less-abled, BME, disinterested, disenfranchised and faith groups. Will you utilise targeted advertisements on social media to engage hard to reach groups? The Council run groups and events that may give you access to some of these people. We would be more than happy to provide you with further information about this but given the required 5 day response time it has not been possible to discuss this with them yet. Please confirm if you wish to explore this option and I will help you liaise with my appropriate colleagues. You have also only referred to one locality of Gypsy and Travellers at Aston Firs, as stated previously, there are other Gypsy and Travellers in this consultation area; please see comments on para 7.31 and discuss further with me and Jacqui Green at Leicestershire County Council.	The groups identified by the local authorities at Appendix 15, 18 and 19 were all consulted.
7.48	Recent Council experience of this exact community suggests that questionnaires are a very ineffective form of communication and should not be relied upon.	Questionnaires were not wholly relied upon.
7.49	It would be much more useful for you to hold a face-to-face meeting on site if the County Council deemed it suitable.	Face to face meetings were held in 9 locations between 19 th January – 1 st February 2022. Face to face meetings were held with the Gypsy and Traveller community 8 March 2022.
7.50	See comments on paras 7.31 and 7.46 for other Gypsy and Travellers that need to be considered.	G&T communities to be consulted via the County Councils Gypsy and Traveller Liaison Officer. Actioned.
8.1	DCO submission for examination late Q4 2021 contradicts table 1.1 which states Q1 2022.	Corrected.
8.3	09:00-17:30 opening times for the communication line fails to provide access to a large proportion of working adults or those in full time education. This must be extended to evening and weekend opening times, particularly as the line is a means to access hard copies of relevant documents.	Voicemail facilities provided.

HBBC Response to SoCC

Paragraph	Comments Made: July 2021 (Informal Consultation)	Applicant's Response
1.9	We have put hard copies of our local plan consultation in libraries and community buildings. This should also be done for this consultation in order to provide a wider reach. A list can be provided as to where we have put hard copies for our consultation if required.	Actioned
1.12	This should be higher as some of the highways works are not near premises but will impact them. i.e. Desford Crossroads and Dans Lane will impact Neovia/Caterpillar and Desford residents but they will not be consulted if the distance is only set at 100 metres.	100 metres is considered to be an appropriate distance. TSH exercised a judgement as to the extent of the notification of premises in proximity to offsite highway works. By reason of the extent of these works a premise notification extending to 100m is considered reasonable in
1.20	Headings do not suggest how cumulative effects are to be dealt with (there is no separate section), perhaps they are to be dealt with in each of the individual chapters but it is not clear.	These will be dealt with in the PEIR document and ultimately in the ES.
2.2	Desford Crossroads and Dans Lane is Desford/Peckleton and some are in Hinckley	Noted
6	In addition to the points listed, the document should (1) signpost readers as to where they can find more information on different aspects of the proposals and (2) should include or be accompanied by some mapping, at the minimum, a plan showing the proposed red line boundary for the application.	Actioned
6.1	Cannot see a justification for this if they cannot access the online version.	Removed
7.4	We would need to discuss internally with our reception team. Presumably this would be best dealt with in local libraries, but details of those libraries must be provided in the SoCC and briefings given to staff given as to where to locate the various documents. Query the costs of any additional staff that may be necessary?	Actioned
7.7	Will updates be given by post as well or just email? Should be by post as well.	Text inserted - TSH will respond reasonably to requests for updates by postal communications where a member of the local community has explained that communication by email or via the internet is not available

7.11 ii	<p>Understand the need for the caveat however all guidance currently points to face to face events being able to be held. A representative number of face-to-face consultations should be held even if it not the predominate way of consultation.</p> <p>Other schemes have recently put much more detail into their SoCC in terms of what that means for the face-to-face events, i.e. limiting numbers of attendees at events, having timed appointments, having increased numbers of events, but with face-to-face events still clearly intended if possible – generally more detail should be provided on all of this in the SoCC.</p>	At the time of consultation the applicant was able to hold 9 face to face events. Prior to consultation CV-19 measures were closely monitored to understand the requirements for consultation.
7.13	Barwell and Earl Shilton should be separated into 2 different areas. Where in the settlements the proposed events are to be carried out should be listed.	An appropriate spread of venues will be utilised for exhibitions.
7.29	Has thought been given to local radio advertising?	Broad spectrum of notification methods proposed – radio advertising not considered a useful means to impart detailed information on the consultation and exhibition events.
7.31	Very little is to be issued to households individually only a notice. Why as a minimum can't the 'Community Explanation document' be posted to them?	A community newsletter and order limits plan will be included with the notification of consultation letter.
7.31	All residents at the Leicester Road Hinckley site	Actioned
7.31	Can notices be emailed to those without opening hours so that they are still notified?	Actioned
7.31	Could add Peckleton Lane Businesses (Neovia, Caterpillar, SiD) here instead of extending the 100 metre consultation zone around the off-site highway works as the parishes are being notified.	100 metre consultation zone retained as a standardised approach to off site highway works.
7.45	The only hard-to-reach groups considered are the gypsy-community - no measures are considered for other groups for whom web-based approaches are not accessible – do different translations need to be provided?	Other interested groups identified in the SoCC. No specific need to provide documents in different translations has been identified.

8.2	Are there any specific dates for the public consultation?	Delays due to a new highway model being introduced but LA's will be informed when dates are known.
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LCC Response to SoCC

Paragraph	Comments	Applicant's Response
1.10 iv	<p>identifies the construction of a new public highway between M69 J2 and the B4668 and removal of an existing bridge carrying Burbage Common Lane. This does not explicitly identify removal of access and highway rights over Burbage Common Road though. This route currently links the B4668 to the B591 in Elmesthorpe. The proposed A47 link, links the B4668 to the B4669 in Sapcote so is not a direct replacement as the paragraph suggests. Removal of the link also removes sustainable access from a popular recreational route e.g. to and from Burbage Common and hence an important aspect of community consultation.</p> <p>Comment made: 22nd January 2021 (Informal Consultation)</p>	Appropriate project description to be provided.
	Appendix 1 is not an exhaustive agreed list of junctions to be tested nor potential off-site highway improvement works and should not be presented as such on the basis transport modelling has not yet been completed. In addition, the list of Parishes affected (para 2.4) is also not an exhaustive agreed list and should not be presented as such.	The position on highway agreements will be clear.
5.4	<p>BWB are unlikely to be in a position to identify a final agreed list of where off-site mitigation will be required prior to the SoCC statutory consultation commencing at the end of January 2021, therefore, suggest that all authorities located within the identified Area of Influence are consulted.</p> <p>There are a number of interested groups that should be added to the list including:</p> <ul style="list-style-type: none"> • The Ramblers Association • Leicestershire footpath association • The British Horse Society • All emergency services • Bus companies • Local action groups 	Actioned

	<p>It is not clear how the list of Leicestershire County Councillors has been identified. However, given the potential Area of Influence and Parishes identified in para 2.4, it should include:</p> <ul style="list-style-type: none">• Mr Trevor Pendleton• Mr Ozzy O'Shea• Mr Bill Liquorish• Mr Les Phillimore• Mrs Rosita Page	Actioned
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Paragraph	Comments	Applicant's Response
	<p>The Leader of the Council wishes to see both Narborough and Littlethorpe included in the list villages who will be consulted by way of a letter drop. This is on the basis both settlements would be affected in the event there is more barrier down time at Narborough Station arising as a result of the proposed development. Linked to this is a request for additional information to be provided in the SOCC in relation to what the proposed increase in barrier down time will be at Narborough Station. PINS guidance requires Applicants to 'set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed'. If the increase in barrier down time is not yet known, this should be clearly set out. In addition, our communities will need to be aware of what the proposed percentage road and rail usage will be, at the various stages of the proposed development, again so they are properly informed for the purpose of the consultation and can provide meaningful responses.</p> <p>Comment made: 10th February 2021 (Informal Consultation)</p>	<p>Narborough and Littlethorpe to be consulted and an exhibition to be held in Narborough.</p> <p>TSH agreed to extend the notification to all properties so as to include Narborough and Littlethorpe.</p> <p>Detailed project information such as barrier downtime is not the purpose of the SoCC. The SoCC sets out how the community will be consulted. Information on barrier downtime was presented for consultation.</p>
	<p>Stoney Stanton is the largest village but it is not included as a venue, and it should be, given the size of the settlement and the potential impact from this scheme.</p> <p>Comment made: 21st January 2021 (Informal Consultation)</p>	<p>Exhibition to be held in Stoney Stanton</p>

	<p>The timing of the proposed consultation is disappointing, given the accelerated pace of the pandemic, particularly if elections are going ahead.</p> <p>Comment made: 21st January 2021 (Informal Consultation)</p>	<p>The Covid-19 situation is being monitored and will be reflected in the SoCC.</p>
	<p>Councillor Les Phillimore, as District Ward Councillor for Cosby and County Councillor for Cosby with Countesthorpe, and Councillor Jane Wolfe as District District Ward Councillor for Cosby to be included on the list of Councillors to be consulted with, given Section 2.4 now lists Cosby in relation to Highway Works</p> <p>Comment made: 21st January 2021 (Informal Consultation)</p>	<p>Actioned</p>
5.4	<p>This doesn't make sense, given that in the covering email Peter says he has written to the various other authorities already. By the time the required highway works have been identified, it will be potentially too late to involve a wider group in consultation; therefore the final SoCC should be provided to those on the list at the earliest opportunity.</p> <p>Comment made: 21st January 2021 (Informal Consultation)</p>	<p>Noted</p>
	<p>In terms of postal communications, in addition to sending an invitation to an event there should be a questionnaire sent out. This will pick up those people who cannot attend virtual events, and as the promoters are picking up the cost of postage anyway then this will utilise it to the most benefit.</p> <p>Comment made: 21st January 2021 (Informal Consultation)</p>	<p>A questionnaire was not posted out, a similar approach was taken to the recent census whereby forms were completed electronically but where a paper copy was required one could be sent out. Hard copies of feedback forms were provided at the exhibitions and could be completed and returned at the exhibitions.</p>
	<p>Are you intending to include the person/group from Aston Flamville (who we understand had made representations to you previously)? They should be included given they have contacted you previously.</p> <p>Comment made: 21st January 2021 (Informal Consultation)</p>	<p>Actioned</p>

<p>New legislation and accompanying guidance was introduced by the Government in December that, permanently removed the requirement for applicants to provide hard copies of documents in public places for applications under the Planning Act 2008 (i.e. Development Consent Orders). Originally there was a relaxation of the rules until the end of December 2020 but then that legislation expired. The accompanying explanatory note to the legislation says it is a permanent move towards the digitization of planning application publicity, etc. etc., but is written to say it is a permanent move rather than temporary so the SoCC will need updating to reflect this change. This is a link to the legislation: https://www.legislation.gov.uk/ukxi/2020/1534/contents/made); this will affect a few different paragraphs through the whole document and probably require a re-drafting of the document.</p> <p>Comment made: 21st January 2021 (Informal Consultation)</p>	<p>Actioned</p>
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Nuneaton and Bedworth Response to SoCC

Paragraph	Comments	Applicant's Response
4.2	Please can you replace Phil Richardson with myself (Ashley Baldwin) Comment made: 28th January 2021 (Informal Consultation)	Actioned
7.22	In terms of potential interested groups, please can you add St. Nicolas Neighbourhood Watch (VNW@gmail.com) Comment made: 28th January 2021 (Informal Consultation)	Actioned

Rugby Borough Council Response to SoCC

Paragraph	Comments	Applicant's Response
	<p>I refer to the draft SoCC and have no comments raise with the documents.</p> <p>However, as the amendments for the consultation relates to potential offsite highway works, I have highlighted additional parish councils who should be made aware of the scheme along with the Parish Councils highlighted in the document (Churchover and Ansty).</p> <p>I have used the Junction reference number located along the A5 and the junction of the A5 with the M69 as set out in the plan for Appendix 1 of the document.</p> <p>J 47 – Churchover PC</p> <p>J48 – Monks Kirby PC Contact name – Mrs Alexa Higgins Address [REDACTED] Email monkskirbypc@btinternet.com</p> <p>Willey Parish Council Contact Mrs Alison Abraham Address [REDACTED] Email [REDACTED]</p> <p>J 22 and 32 – Burton Hastings Parish Meeting Contact Mr R A Taylor Email [REDACTED]</p> <p>Wolvey Parish Council Contact Mrs Jackie Essex Address [REDACTED] Email parishclerk@wolvey.org.</p> <p>Comment made: 21st January 2021 (Informal Consultation)</p>	Actioned

HBBC Response to SoCC

Paragraph	Comments	Applicant's Response
	<p>After reviewing the document and our response to the SoCC in 2018, it has been noted that our previous comment in 2018 requesting a wider postcode consultation area has been observed, particularly down to the borough boundary, along the A5 and this is welcomed.</p> <p>With regards to the 2020 SoCC, we would just like a bit of clarification on the following:</p> <p>It is unclear on Appendix 9 whether the entire Barwell Parish is within the postcode consultation area beyond the 3km core consultation area. As the proposal has been extended in to the boundary of Hinckley and Bosworth Borough, and in particular the Barwell Parish, we would suggest that all of the Barwell Parish is consulted.</p> <p>Comment made: 25th January 2021 (Informal Consultation)</p>	Actioned
	<p>Another point we would like to raise is that in our 2018 response, we raised the issue of the location of site notices which were drawn rather tightly to the application site area, rather than representing the geographical area of consultation. Was our original point considered? We think expanding the site notice area will only increase awareness of the project.</p> <p>Comment made: 25th January 2021 (Informal Consultation)</p>	Additional site notices to be put up – 150 notices erected.

North Warwickshire Borough Council Response to SoCC

Paragraph	Comments	Applicant's Response
	<p>In short we think that NWBC should be involved more, than perhaps considered so far.</p> <p>Appendix 8 – please add the Atherstone Library</p> <p>Comments made: 25th January 2021 (Informal Consultation)</p>	<p>North Warwickshire Borough Council was consulted as a Section 43(2) local authority.</p>
	<p>Appendix 12 - to include all of the Parish and Town Councils along our stretch of the A5 – that will be Dordon; Baddesley Ensor, Grendon, Atherstone Town Council, Merevale, Mancetter and Hartshill</p>	<p>Consultation with Parish Councils was extended to 10km from the site, this included the Pariash Coucnisl of Dordon, Baddesley, Grendon, Atherstone Stone Council, Mancetter and Hartshill</p>
	<p>Appendix 15 - The Herald Group should be here as that covers NWBC</p>	<p>It was considered that substantial newspaper coverage was provided by the publications used to publicise the consultation. These publications are set out at Appendix 13 of the SOCC.</p>
<p>5.4</p>	<p>please include our website</p>	<p>Actioned</p>
<p>7.22 (i)</p>	<p>Please include the North Warwickshire MP - Craig Tracey</p>	<p>North Warwickshire Borough Council was consulted as a Section 43(2) local authority.</p>

Warwickshire County Council Response to Socc

Paragraph	Comments	Applicant's Response
	<p>Further to receipt of the email dated 22/12/2020 together with the draft Statement of Community Consultation (SoCC), Warwickshire County Council (WCC) as Highway Authority will be responding to this application only in regard to the impact on the Warwickshire Highway Network. The Transport Consultants (BWB) have indicated that they will be undertaking individual meetings with the various Highway Authorities and we look forward to the discussions with ourselves to review the scope, spatial coverage, calibration and validation of key routes and junctions of interest to WCC in the PRTM 2.1 base model so that we can identify any potential areas of concern.</p> <p>Comments made: 22nd January 2021 (Informal Consultation)</p>	Noted
2.4	<p>we would request that the Parish Councils listed below are also included in the Community Consultation:</p> <p>Pailton Wolvey Easenhall Combe Fields Harborough Magna Withybrook Shilton Monks Kirby Stretton under Fosse Brandon & Bretford Brinklow</p>	Actioned
	<p>As noted in our consultation response dated 10th December 2020 on the EIA Scoping Application Report, we would also like further engagement regarding the determination of the study area and other modelling-related issues.</p>	Noted and actioned through the Transport Working Group

Harborough District Council Response to SoCC

Paragraph	Comments	Applicant's Response
	<p>A local (within 3km) and wider consultation area is necessary and supported. It would be useful to be clearer, earlier in the document, about the size and coverage of the consultation area including why it's been selected.</p> <p>Comments made: 21st January 2021 (Informal Consultation)</p>	Noted within the SoCC.
2.4	<p>Para 2.4 lists districts / parishes where potential off-site highway improvement works may be necessary. Within Harborough, we would suggest including Broughton Astley, Bitteswell with Bittesby, Ullesthorpe, Claybrooke Magna, Claybrooke Parva, Frolesworth, Cotesbach and Shawell in addition to Lutterworth on the basis that Appendix 1 identifies junctions 21 (28 & 50), 48, 47, 31 which are on the boundary of these Parishes, albeit the junction may lie in an adjoining non Harborough parish. We suggest that these Parish Councils & Meetings are also added to the list of Parish Councils and Parish Meetings at Appendix 7.</p>	Included
	<p>Arrangements for at least 8 (face to face) exhibitions or virtual consultation events are noted. If possible, it would be helpful to share with LA's when a commitment (time-wise) will be made to the final public consultation approach.</p>	There was 9 face to face exhibitions in total and LA's were consulted on dates of Consultation
	<p>The techniques proposed for consulting the public are considered appropriate. Virtual consultation events could be a useful tool for widening participation, including reaching some seldom-heard groups (listed at Para 7.48). Suggest consideration is given to a mix of actual and virtual consultations events, and provision of a pre-recorded presentation on the project website, even if there's a relaxation of restrictions re. COVID 19 Pandemic).</p>	Actioned
Para 7.5iii and 7.33	<p>make reference to response forms. It would be useful if the SoCC made it clear whether this is for online completion / submission or whether responses will be accepted in other formats (and how to submit). Also, whether individuals have to 'register' to submit comments and whether responses will be made public (or not) for others to view.</p>	Actioned

	<p>Given the likely complexity of the project and supporting documentation it may be helpful if the e-Library (para 7.5 iv) and index or proposed topic papers each had a non-technical summary to outline / signpost which document/s the public can refer to for key pieces of information.</p>	<p>All of the documents were listed individually with each PEIR chapter listed by chapter title in an index on the 'Consultation Materials' page of the website.</p>
	<p>Note intention to charge for printed documents. A schedule of charge/s could usefully be included as an appendix to the SoCC.</p>	<p>Set out at para 7.33 of the SoCC</p>
	<p>Provision of FAQ is welcomed. It is suggested that the SoCC commitment to review and update these regularly be amended to weekly during the public consultation period or at least after week 3 (i.e. when the consultation events are complete).</p>	<p>FAQ's will be updated as necessary</p>
	<p>The SoCC could usefully make clear whether those who have previously contacted the project team (Para 7.15) will automatically be notified about the start of the public consultation.</p>	<p>Will be notified - actioned</p>
	<p>Proposed 'Community Explanation Document' and its prior review by BDC/HBBC is supported. In terms of content, it may be helpful if the CED also explains key changes to the project and effectively signposts readers about where to find more information on key issues / topics.</p>	<p>Actioned</p>
	<p>Issues for coverage in exhibition / presentation material (para 7.31) are noted. Suggest material also makes clear what changes have been made to the project and what's known or not yet known in terms of project detail. Notably, it appears that the location of and whether / what form other highway improvements may take on the surrounding network, which is likely to be of particular interest to Harborough residents, may not be available by Q1 2021 for the public consultation.</p>	<p>The statutory consultation included a plan showing off site highway works which comprised J48 only.</p>
	<p>Interested Groups (Appendix 12) – suggest adding the following Neighbourhood Plan Groups - Bitteswell, Broughton Astley, Lutterworth, Ullesthorpe and the Magna Park is Big Enough interest group (See attached contact list)</p>	<p>Will be consulted - actioned</p>

	District Councillors (Appendix 14) – a current list is maintained on the HDC website here https://cmis.harborough.gov.uk/cm5/Councillors.aspx which should enable you to check the accuracy of your information.	Will be consulted - actioned
Paragraph	Comments	Applicant's Response

Hinckley National SFRI SoCC: Extra Interest Group Contacts

Chair of Bitteswell Neighbourhood Plan Advisory Committee
c/o C Walsh (Bitteswell Parish Clerk)



parishclerk@bitteswell.org.uk

Chair of Broughton Astley Neighbourhood Plan Group
c/o D Barber (Broughton Astley Parish Clerk)

Council Office

Station Road

Broughton Astley

LE9 6PT

parishmanager@broughton-astley.gov.uk

Chair of Lutterworth Neighbourhood Plan Group

c/o Town Clerk

Council Offices

Coventry Road

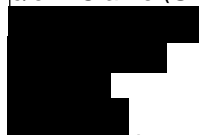
Lutterworth

LE17 4SH

enquiries@lutterworth.org.uk

Chair of Ullesthorpe Neighbourhood Plan Group

c/o K Clarke (Ullesthorpe Parish Clerk)



clerk.ullesthorpepc@gmail.com

Magna Park is Big Enough (MPiBE)

Most recent known contacts: Edmund Hunt, Maggie Pankhurst

mpisbe@gmail.com

Magna Park is Big Enough

Comments made: 21st January 2021 (Informal Consultation)

Will be consulted - actioned

Appendix 7.3

Our Ref: PJF/nss/PF/9575
(Please reply to Banbury office)



26th August 2021

By email

Ms L Hryniw
Strategic Growth Manager
Blaby District Council
Council Offices
Desford Road
Narborough
Leicester
LE19 2EP

Dear Louise

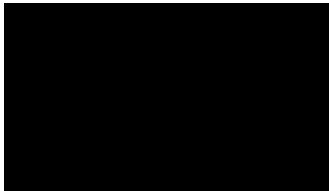
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I welcome your considerations.

Yours sincerely



Peter J Frampton

Enc: Hinckley National - SoCC Final Consultation Draft 2021
Hinckley National - SoCC Final Consultation Draft Appendices 2021

enquiries@framptons-planning.com



Oriel House, 42 North Bar, Banbury,
Oxfordshire, OX16 0TH
T: 01295 672310 F: 01295 275606

Aylesford House, 72 Clarendon Street,
Leamington Spa, Warwickshire, CV32 4PE
T: 01926 831144

Oxford – Area Office, 4 Staplehurst Office Centre,
Weston on the Green, Bicester, Oxfordshire, OX25 3QU
T: 01295 672310

Our Ref: PJF/nss/PF/9575
(Please reply to Banbury office)



26th August 2021

By email

Mr J Seddon
Head of Transport and Innovation
Coventry City Council
Council House
Earl Street
Coventry
CV1 5RR

Dear John

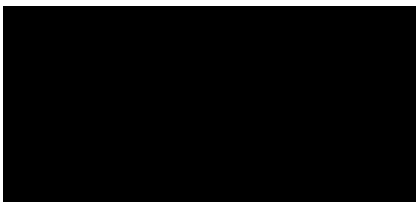
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26th August 2021

By email

Ms J Ellershaw
Senior Planning Officer - Strategic Planning Team
Harborough District Council
The Symington Building
Adam & Eve Street
Market Harborough
LE16 7AG

Dear Joanna

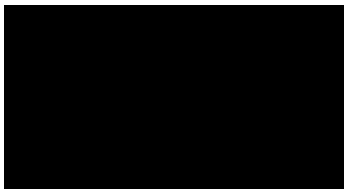
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(Please reply to Banbury office)

peter.frampton@framptons-planning.com

26th August 2021

By email

Ms H Nightingale
Principal Planning Officer (Major Projects)
Hinckley and Bosworth Borough Council
Hinckley Hub
Rugby Road
Hinckley
LE10 0FR

Dear Helen

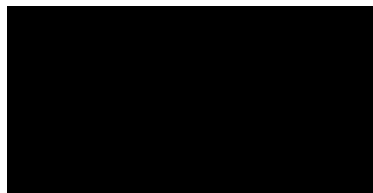
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26th August 2021

By email

Mr P Coyne
Strategic Director
City Development and Neighbourhoods
Leicester City Council
115 Charles Street
Leicester
LE1 1FZ

Dear Phil

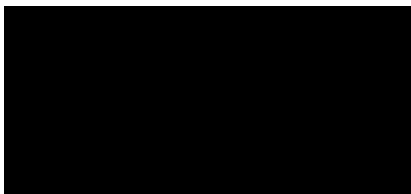
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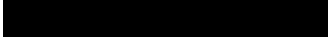
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26th August 2021

By email

Mr L Raddon Jackson
Growth Manager
Chief Executive's Department
Leicestershire County Council
County Hall
Glenfield
Leicester
LE3 8RA

Dear Luke

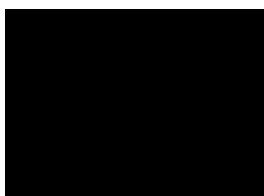
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26th August 2021

By email

Mr J Brown
Head of Development Control Service
North Warwickshire Borough Council
The Council House
South Street
Atherstone
Warwickshire
CV9 1DE

Dear Jeff

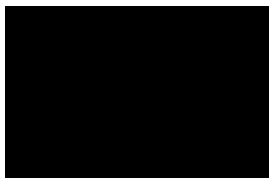
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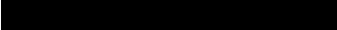
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(Please reply to Banbury office)

peter.frampton@framptons-planning.com

26th August 2021

By email

Mr A Baldwin
Head of Planning and Building Control
Nuneaton and Bedworth Borough Council
Town Hall
Coton Road
Nuneaton
CV11 5AA

Dear Ashley

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A handwritten signature in black ink, appearing to be "PJF", written over a light blue horizontal line.

Peter J Frampton

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26th August 2021

By email

Ms E Buchanan
Principal Planning Officer
Rugby Borough Council
Town Hall
Evreux Way
Rugby
CV21 2RR

Dear Erica

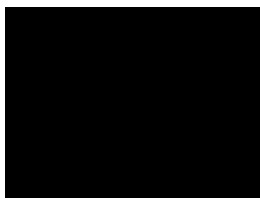
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26th August 2021

By email

Mr D Evers
Director for Economy, Infrastructure and Skills
Staffordshire County Council
2 Staffordshire Place
Stafford
ST16 2DH

Dear Darryl

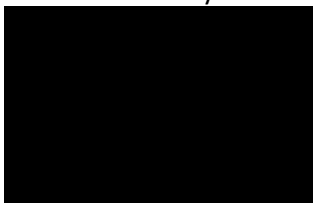
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26th August 2021

By email

Ms A Miller
Assistant Director Growth and Regeneration
Tamworth Borough Council
Marmion House
Lichfield Street
Tamworth
B79 7BZ

Dear Anna

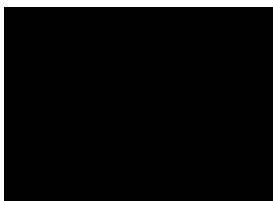
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26th August 2021

By email

Ms K Watkins
Development Management (Highways)
Warwickshire County Council
Shire Hall
Market Place
Warwick
CV34 4RL

Dear Karen

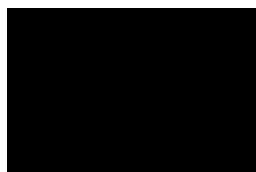
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Appendix 7.4

Why Here?

The Midlands region is central to UK logistics, with the majority of goods going to end consumers through facilities in this region.

The Midlands also has a large manufacturing base which has been developed using sophisticated international supply chains.

It is critical that to achieve carbon reduction and net zero targets, and for the Midlands to be sustainable and competitive, the volume of freight moved by rail must increase. To do so optimally, it needs to do so utilising SRFFs.

Hinkley is the most efficient rail hub location for the Midlands region for the import and export of parts and products by rail to and from every major UK deep seaport.



Watch on  YouTube



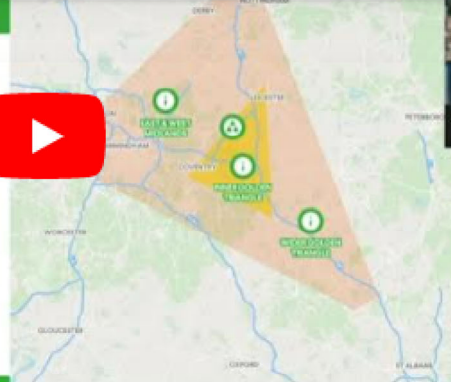
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Watch on  YouTube

Public Exhibition Boards +

Statement of Community Consultation -

- [HNRFI Statement of Community Consultation](#)
- [HNRFI Appendices to Statement of Community Consultation](#)

HINC PEIR FINAL - Non-technical summary +

HINC PEIR FINAL - Cover, Contents and Glossary +

HINC PEIR FINAL - CH 1 Introduction +

HINC PEIR FINAL - CH 2 Site description +

Appendix 7.5

Public Notices

General Announcements

Goods Vehicle Operator's Licence

Express Logistics Limited is applying for a licence to use Unit G, Fleming Road, Harrowbrook Ind Est, Hinckley, LE10 3DU as an operating centre for 15 goods vehicles and 11 trailers.

Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds, LS9 6NF stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's Office.

Public Notices

Section 47 Planning Act 2008 Hinckley National Rail Freight Interchange Order 202X NOTICE PUBLICISING A STATEMENT OF COMMUNITY CONSULTATION

Tritax Symmetry (Hinckley) Limited of Grange Park Court, Roman Way, Northampton NN4 5EA ("the Applicant") is proposing to apply to the Secretary of State (through the Planning Inspectorate) for a development consent order to authorise the construction, operation, use and maintenance of a rail freight interchange, alterations to M69 Junction 2 to provide south-facing slip roads and a new highway linking M69 J2 with the B4468 Leicester Road and off-site highway works ("the Application").

The Application is EIA development meaning the Applicant will submit an Environmental Statement with the Application.

As part of the proposals, the Applicant has a duty to consult the local community pursuant to Section 47 of the Planning Act 2008. The Applicant has produced a Statement of Community Consultation ("SOCC") for this purpose. The SOCC sets out how the Applicant will consult with the local communities likely to be affected by their proposed development. The SOCC has been prepared in consultation with local authorities including Blaby District Council, Hinckley and Bosworth Borough Council and Leicestershire County Council.

The SOCC is now published on the Hinckley National Website (<https://www.hinckleynrfi.co.uk/>) under the Consultation Materials tab and will be available to view free of charge until 9th March 2022.

The following Councils have agreed to display the Statement of Community Consultation on the individual Council's website.

Blaby District Council
Hinckley and Bosworth Borough Council
Harborough District Council
North Warwickshire Borough Council

The following public libraries have agreed to make available the Statement of Community Consultation to visiting members of the public, Blaby, Hinckley, Burbage, Enderby, Kirby Muxloe, Market Bosworth, Newbold Verdon, Sapcote, Desford.

Information regarding the availability of the SoCC for inspection may also be obtained via the **Community Information Line (0844 556 3002)** including any request for the provision of a hard copy for which there is a charge of £20.00 + VAT.

Issued by: Tritax Symmetry (Hinckley) Limited, Grange Park Court, Roman Way, Northampton, NN4 5EA
Hinckley National Website <https://www.hinckleynrfi.co.uk/>

Community Information Line 0844 556 3002

Hinckley & Bosworth Borough Council

Town & Country Planning (Development Management Procedure) (England) Order 2010 Planning (Listed Buildings and Conservation Areas) Act 1990

Notice is given that the following planning application has been made:-

21/01323/FUL : Mr Ruskin
108 Castle Street Hinckley
Removal of modern shopfront and reinstatement of traditional historic shopfront
Which is within a Conservation Area

Further information and plans are available to view online at www.hinckley-bosworth.gov.uk by entering the application number. Please make any comments online within 21 days (plus any Public Holidays) of the date of this notice quoting the reference above. If you are unable to submit comments online, comments will be accepted in writing to the postal address below they must also be received within 21 days of this notice. **If your comments are received any later, the application may have already been determined.** If you comment on this application electronically and provide your email address; in the event of revised plans that require re-consultation or an appeal being lodged in the future further correspondence will be via email.

Development Management,
Hinckley & Bosworth Borough Council, The Hinckley Hub,
Rugby Road, Hinckley LE10 0FR

Services

Fencing

Public Notices

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The Application is EIA development meaning the Applicant will submit an Environmental Statement with the Application.

As part of the proposals, the Applicant has a duty to consult the local community pursuant to Section 47 of the Planning Act 2008. The Applicant has produced a Statement of Community Consultation ("SOCC") for this purpose. The SOCC sets out how the Applicant will consult with the local communities likely to be affected by their proposed development. The SOCC has been prepared in consultation with local authorities including Blaby District Council, Hinckley and Bosworth Borough Council and Leicestershire County Council.

The SOCC is now published on the Hinckley National Website (<https://www.hinckleynrfi.co.uk/>) under the Consultation Materials tab and will be available to view free of charge until 9th March 2022.

The following Councils have agreed to display the Statement of Community Consultation on the individual Council's website.

- Blaby District Council
- Hinckley and Bosworth Borough Council
- Harborough District Council
- North Warwickshire Borough Council

The following public libraries have agreed to make available the Statement of Community Consultation to visiting members of the public, Blaby, Hinckley, Burbage, Enderby, Kirby Muxloe, Market Bosworth, Newbold Verdon, Sapcote, Desford.

Information regarding the availability of the SoCC for inspection may also be obtained via the **Community Information Line (0844 556 3002)** including any request for the provision of a hard copy for which there is a charge of £20.00 + VAT.

Issued by: Tritax Symmetry (Hinckley) Limited, Grange Park Court, Roman Way, Northampton, NN4 5EA
Hinckley National Website <https://www.hinckleynrfi.co.uk/>
Community Information Line 0844 556 3002

**CHARNWOOD BOROUGH COUNCIL
NOTICE OF PUBLICATION OF
STATEMENT OF PRINCIPLES
GAMBLING ACT 2005**

Charnwood Borough Council hereby gives notice that having reviewed its Statement of Principles issued under Section 349 of the Gambling Act 2005 it intends to publish its statement on 03 January 2022.

The Statement of Principles will come into effect as from 31 January 2022 for three years.

The published Statement of Principles can be viewed by visiting our website: www.charnwood.gov.uk.

The document can be inspected between 8.30am and 4.30pm Monday to Friday, by prior appointment at the Council Offices, Southfield Road, Loughborough, Leicestershire, LE11 2TX upon request. Appointments can be made by contacting 01509 634562 or licensing@charnwood.gov.uk.

Licensing Section
Charnwood Borough Council
06 December 2021

**NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015 AND/OR THE PLANNING (LISTED BUILDINGS AND
CONSERVATION AREAS) ACT 1990**

21/02020/FUL - SLB - Change of use of first floor live in stewards accommodation into office space to be occupied by professional services, 8 Silver Street, Whitwick, Coalville, Leicestershire.
21/02007/FUL - CA - Demolition of existing two storey side extension, side porch, small attached outbuilding and existing conservatory. Construction of a two storey side extension, single storey side extension with extending roof to link to existing garage and rear canopy structure. Existing dwelling to be refurbished, including some new window openings and window replacement. Removal of 2 no trees to facilitate development and associated site works. 24 Mill Street, Packington, Ashby De La Zouch, Leicestershire.

21/02111/FUL - Development would affect a public right of way - Conversion of existing outbuilding into annexe accommodation including replacement windows and internal works. Spion Kop, Ibstock Road, Ellistown, Coalville.

All details can be inspected via www.nwleics.gov.uk. Any comments you wish to make must be received within 21 days of the date of this newspaper or as stated in the notice, to Planning & Development, NWLDC, Council Offices, Coalville LE67 3EJ, quoting the application number.
CA - Conservation Area. SLB - Setting of a Listed Building. LBC - Listed Building Consent.
J. Arnold, Strategic Director of Place, Council Offices, Coalville, Leicestershire LE67 3EJ.

**Licensing Act 2003
Notice of Application for a New
Premises Licence**

We Fancy Delivery UK Ltd hereby give notice that an application was made to Leicester City Council on the 25th November 2021 for the Grant of a New Premises Licence to operate a premises at: Copull, 18 Milton Street, Leicester, LE1 3NB from which the following licensable activities are proposed. The Sale of Alcohol by Retail for consumption off the premises, by way of internet sales 24 hours a day Monday to Sunday.

Details of the application may be inspected, free of charge, at Licensing Authority Office, Leicester City Council Phoenix House 1 King Street Leicester LE1 6RN or on line at www.leicester.gov.uk. Any interested party or Responsible Authority may make representations to the Licensing Section within 28 Consecutive Days of the day of application was made as detailed above. The last day for representations being the 27/12/2021. It is an offence to knowingly or recklessly make a false statement in connection with an application and a person may be liable on summary conviction of an unlimited fine. 29/11/2021

**GORDON GEORGE FROST MOORE
(Deceased)**

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of Ashby Stables Desford Road Leicester, LE5 9JL, who died on 05/02/2021, are required to send written particulars thereof to the undersigned on or before 09/02/2022, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

JOSIAH HINCKES SOLICITORS,
41 High Street Market Harborough
Leicestershire LE16 7NL



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Appendix 7.6

Sinead Turnbull

From: Nicki Stockdale-Smith on behalf of Peter Frampton
Sent: 07 December 2021 21:04
To: [REDACTED]

Subject: Hinckley National Rail Freight Interchange Section 47 Publication of the Statement of Community Consultation (SoCC)

Our Ref: PJF/fa/PF/9575

Dear Sirs

**Planning Act 2008
Hinckley National Rail Freight Interchange
Section 47 Publication of the Statement of Community Consultation (SoCC)
Notification to Libraries**

Please find below a hyperlink to the Statement of Community Consultation which is being published on the 8th December 2021. As requested, I would be grateful if you would arrange for this 'link' to be published on the Parish Council's website.

[REDACTED]

With kind regards,
Peter Frampton
BSc (Hons), TP, MRICS, MRTPI



Oriel House
42 North Bar
Banbury
Oxfordshire
OX16 0TH

Tel: [REDACTED]
Email: [REDACTED]

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The Directors and staff at Framptons wish you a Happy Christmas and a Healthy New Year!

This year, instead of sending Christmas cards, we are making a donation to PCD Support UK. Primary Ciliary Dyskinesia (PCD) is a rare genetic disease affecting 1 in 15,000 people in the UK. PCD can affect the lungs, nose, sinuses, ears and fertility. PCD Support tackle the latest challenges presented by this rare disease, putting patient community first and championing research to improve the lifestyle of those affected. You can read more about the project at www.pcdsupport.org.uk

Our office will close from 6pm on Thursday 23rd December and re-open at 9am on Tuesday 4th January 2022

Appendix 7.7

Section	Description of Evidence	Extract From the SoCC	Specific Actions	Responsibility	Deadline	Status	Actioned Date
1.11	04.01.22 Email to all LPAs Delivery Receipts	The Local Authorities will be invited to display a link to the PEIR on their individual websites, and will be notified of the publication at least five working days in advance.	Preparation of email to Local Authorities regarding link to PEIR	Framptons	04/01/2022	Completed	04/01/2022
1.19		A Community Explanation Document for non-technical readers published	Production of Community Explanation Document	Tritax	22/12/2021	Completed	On website
1.20		TSH will provide a USB stick for the PEIR, free of charge	Receive requests for PEIR	Lexington	12/01/2021	Completed	08/04/2022
1.21		The PEIR will also be available online at the specific project website (www.hinckleynrfi.co.uk).	Publication of PEIR on website	Lexington	07/01/2022	Completed	07/12/2021
1.21		The PEIR will be available at 'face to face' exhibitions	Print copies of the PEIR for exhibitions	Tritax	07/01/2022	Completed	08/04/2022
1.21		The PEIR will be available at 'face to face' exhibitions	Print copies of the PEIR for exhibitions	Tritax	10/01/2022	Completed	Lexington organised exhibitions
1.21		The PEIR will also be available online at the specific project website (www.hinckleynrfi.co.uk). The website will provide an 'easy link' to the PEIR.	Final PEIR document to be sent to Lexington	Tritax	06/01/2022	Completed	Received and published on website for launch
1.23		Address Blaby District Council's comments raised during informal consultation	Address comments in the PEIR	Tritax	22/12/2021	Completed	12/01/2022
1.24		Address Hinckley & Bosworth Borough Council's comments raised during informal consultation	Address comments in the PEIR	Tritax	22/12/2021	Completed	12/01/2022
1.31		The Scoping Report and Scoping Opinion (and the earlier version) can be viewed on the HNRFI project website	Final Scoping report and Scoping Opinion to be sent to Lexington for upload	Tritax	06/01/2022	Completed	All scoping reports were uploaded to the website and had their own standalone page.
1.32		A Consultation Report will be prepared by TSH to set out the response to the representations received in response to the consultation and publicity.	Prepare consultation report	Lexington	31/03/2022	Completed	01/10/2022
2.6		The requirement to consult neighbouring authorities under Section 43(2) includes: S43(2) "A" Authority (e.g. Charnwood Borough Council)	Notify stakeholders	Lexington	14/12/2021	Completed	07/01/2022
2.6		The requirement to consult neighbouring authorities under Section 43(2) includes: S43(2) "B" Authority (e.g. Blaby District Council)	Notify stakeholders	Lexington	14/12/2021	Completed	07/01/2022
2.6		The requirement to consult neighbouring authorities under Section 43(2) includes: S43(2A) "C" Authority (e.g. Leicestershire County Council)	Notify stakeholders	Lexington	14/12/2021	Completed	07/01/2022
2.6		The requirement to consult neighbouring authorities under Section 43(2) includes: S43(2A) "D" Authority (e.g. Birmingham City Council)	Notify stakeholders	Lexington	14/12/2021	Completed	07/01/2022
2.7		Notification of the consultation will be provided to Tamworth Borough Council.	Notify stakeholders	Lexington	14/12/2021	Completed	07/01/2022
2.7		Notification of the consultation will be provided to the Parish Councils within 10km of the main HNRFI site identified	Notify stakeholders	Lexington	14/12/2021	Completed	07/01/2022
5.3	Final S47 pdf of page in Hinckley Times & Leicester Mercury	A notice for the publication of the SoCC in the following newspapers stating where and when the SoCC can be inspected: Hinckley Times & Leicester Mercury	Issue notice to local press	Framptons		Completed	07/12/2021
5.4		The SoCC will be made available for viewing on the HNRFI project website	Upload SoCC on project website	Lexington		Completed	07/12/2021

5.4	Email from PF to all LPAs 07.12.21 Email delivery confirmation Follow up email from PF requesting website upload 08.12.21 Confirmation emails from Ed Stacey & NWBC	A link to the SoCC will be provided the Blaby District Council	Issue link to Local Authority	Framptons		Completed	07/12/2021
5.4		A link to the SoCC will be provided Hinckley and Bosworth Borough Council	Issue link to Local Authority	Framptons		Completed	07/12/2021
5.4		A link to the SoCC will be provided Harborough District Council	Issue link to Local Authority	Framptons		Completed	07/12/2021
5.4		A link to the SoCC will be provided North Warwickshire Borough Council	Issue link to Local Authority	Framptons		Completed	07/12/2021
5.4		The SoCC will be made available for viewing on the following websites: The HNRFI project website	Upload SoCC on project website	Lexington	07/12/2021	Completed	07/12/2021
5.5	Email from PF to all LPAs 07.12.21	A request that the SoCC is also displayed on their websites e.g. Nuneaton and Bedworth Borough Council	Issue link to Local Authority	Framptons		Completed	07/12/2021
5.6	Email from PF to Parish Councils 07.12.21 Delivery confirmations 2x bounce back follow ups	The SoCC will be provided to the Chairs of Parish Councils within Blaby District	Issue link to Local Authority	Framptons		Completed	07/12/2021
5.6		The SoCC will be provided to the Chairs of Parish Councils within Hinckley and Bosworth Borough	Issue link to Local Authority	Framptons		Completed	07/12/2021
5.6		The SoCC will be provided to the Chairs of Parish Councils within the Parish Councils identified at Appendix 8	Issue link to Libraries	Framptons		Completed	07/12/2021
5.7	Email from PF to Parish Councils 07.12.21 Delivery confirmations	The SoCC will be provided to the libraries listed at Appendix 12 with a request to make available to visiting members of the public.	Issue link to local Authority	Framptons		Completed	07/12/2021
6.1	Email dated 02.12.21	All the local authorities listed will be invited to review the content of the Community Explanation Document 3 weeks prior to its release.	Invite LA to review the Community Explanation Document	Framptons		Completed	02/12/2021
6.1	done - no evidence	Review comments and arrange for printing of Community Explanation Document		Framptons	04/01/2022	Completed	
6.1	covered by 7.1	This Community Explanation Document will be available at the commencement of the Statutory Consultation.	Make Community Explanation Document available	Framptons	12/01/2022	Completed	
6.2		Community Explanation Document will be displayed on the project website	Upload Community Explanation Document to website	Lexington	07/01/2022	Completed	12/01/2022
6.2		Community Explanation Document will be displayed on the project website	Upload Community Explanation Document to website	Lexington	07/01/2022	Completed	12/01/2022
6.3	Email dated 04.01.22 Delivery Receipts	The Councils identified will be invited to display the Community Explanation Document on their websites and be requested to make available a hard copy of the document to visiting members of the public.	Prepare and issue letter to Local Authorities regarding Community Explanation Document.	Framptons	04/01/2022	Completed	04/01/2022
6.3		The libraries invited to make available a hard copy of the Community	Prepare and issue letter to Libraries regarding	Framptons		Completed	22/12/2021
6.3	Emails dated 04.01.22 to LPAs	Send printed copy of CED to Councils and link to share on their websites		Framptons	11/01/2022	Completed	04.01.22
6.3	Emails dated 22.12.21 to libraries	Send printed copy of CED to all libraries or USB as requested		Framptons	11/01/2022	Completed	22.12.21
6.4		The Community Explanation Document will also be published via Facebook, Twitter and Instagram	Publish Community Explanation Document on social media platforms	Lexington	12/01/2022	Completed	12/01/2022
6.4		The Community Explanation Document will also be published via Facebook, Twitter and Instagram	Publish Community Explanation Document on social media platforms	Lexington	12/01/2022	Completed	12/01/2022
7.1	saved under 11) emails sent 06.01.22	Request to be made to all public libraries to make available for inspection the consultation documents via a hard copy, USB stick or CD	Draft and issuing letter to libraries	Framptons		Completed	22/12/2021
7.1		(Core) Postal communication to individual premises as described at paragraph 7.25 (i – iii inclusive).	Notify local people	Lexington	14/12/2021	Completed	Royal Mail to deliver from 27/12/2021 onwards door-to-door
7.1		(Outer) Postal communication, including the Community Newsletter, to each Parish Council where the parishes lie beyond 3km of the main HNRFI site and within 10km of the main HNRFI site.	Notify local people	Lexington	17/12/2021	Completed	Royal Mail to deliver from 27/12/2021 onwards door-to-door
7.1		Postal communication including the Community Newsletter to the persons, groups listed at paragraph 7.25 (iv – x inclusive)	Notify local people	Lexington	17/12/2021	Completed	Royal Mail to deliver from 27/12/2021 onwards door-to-door
7.1	Email dated 04.01.22 to LPAs	To make a request to all Councils listed at paragraphs 4.1 and 4.2 to use the Council's own digital channels to promote the consultation	Notify Local Authorities regarding digital channels	Framptons	04/01/2022	Completed	GP completed 04.01.22

7.1	Email dated 04.01.22 to LPAs	To make a request to each local authority listed at paragraphs 4.1 and 4.2 to make available the consultation material for viewing by visiting members of the public as a hard copy (to be provided by TSH), and electronically at a computer terminal.	Notify Local Authorities regarding consultation materials	Framptons		Completed	08/11/2021
7.1	TSl arranged 11.01.22 - ND emailed 10.01.22	Hard copies or electronic copies of consultation material to be sent to all Councils at 4.1. and 4.2		Framptons	11/01/2022	Completed	ND completed 06.01.2022
7.1		To provide a postal communication to each organisation / group identified by Blaby District Council	Notify stakeholders	Lexington	14/12/2021	Completed	07/01/2022
7.1	Email dated 04.01.22	To invite HBBC to publish details on its voluntary community sector newsletter with a link to the project website and the Community	Liaise with HBBC	Framptons	04/01/2022	Completed	04/01/2022
7.1	7.1 12) email dated 04.11.21 to Jacqui Green	To invite an on-site presentation to the Gypsy and Traveller communities listed at paragraph 7.25 (iii).	Liaise with Jacqui Green	Framptons		Completed	04/11/2021
7.1	7.1 12) email dated 23.12.21 to John Wigham	To invite the holding of an on-site presentation at the Castle Fields Mobile Home Park.	Liaise with John Wigham	Framptons		Completed	23/12/2021
7.1	see 7.26 & 7.13	Public notices of the exhibitions will be placed with the printed press and press websites as listed at Appendix 13.	Issue and place public notices	Framptons		Completed	15/12/21, 22/12/21
7.1	see 7.30	Display on at least one parish noticeboard where available	Display site notices	Framptons		Completed	22/12/2021
7.1		Consultation Updates published via Facebook, Twitter and Instagram	Publish Consultation Update on social media platforms (SoCC)	Lexington	07/12/2021	Completed	08/12/2021
7.1	See folder G&T for all correspondance with JG	To invite an on-site presentation to the Gypsy and Traveller communities listed at paragraph 7.25 (iii).	Liaise with Jacqui Green	Framptons	17/12/2021	Completed	
7.1	See folder 'John Wigam Castlewood Park' Emails dated 27.12.21, 17.01.22, 20.01.22, 04.02.22, 05.02.22	To invite the holding of an on-site presentation at the Castle Fields Mobile Home Park.	Liaise with Jacqui Green	Framptons	17/12/2021	Completed	
7.1		Where a correspondence address cannot be identified, TSH will seek to engage with these groups via social media.	Notify stakeholders	Tritax	04/01/2022	Completed	This search was done but none had appropriate social media to engage with
7.11		'Face to face' events at suitable and available locations within or close to 3km of the main HNRFI site	Arrange public exhibitions at accessible venues	Tritax	01/11/2021	Completed	
7.13		Notification of the 'face to face' events will be provided: In the postal communication	Notify local people	Lexington	17/12/2021	Completed	Royal Mail to deliver from 27/12/2021 onwards door-to-door
7.13	covered off 1.11	Notification of the 'face to face' events will be provided: To the authorities (vi) at 4.1 and 4.2	Notify local authorities	Framptons	04/01/2022	Completed	
7.13	Rugby Advertiser - 13.01.22 Rugby Observer - 13.01.22 Coventry Telegraph - 12.01.22 Nuneaton News - 12.01.22 Big Red - 01.02.22 The Journal - 22.01.22 Swift Flash - 26.01.22 Local Rock - 10.01.22 & 17.01.22 Extended Consultation Rugby Advertiser - 17.02.22 Rugby Observer - 17.02.22 Coventry Telegraph - 16.02.22 Nuneaton News - 16.02.22 Big Red - March 2022 The Journal - February 2022 Swift Flash - February 2022 Local Rock - 14.02.22 & 21.02.22	Notification of the 'face to face' events will be provided: Press Notices	Place press notices (as above)	Framptons		Completed	15/12/21, 22/12/21 (see 7.1 above - others to be issued in February 2022 for extended consultation) Extended consultation notice dates in 'Description of Evidence' column
7.13	see 7.30	Notification of the 'face to face' events will be provided: Site Notices	Display site notices	Framptons		Completed	22/12/2021
7.13		Notification of the 'face to face' events will be provided: On Facebook, Twitter and Instagram	Publish details on social media platforms	Lexington	12/01/2022	Completed	12/01/2022
7.15		Notification of the 'face to face' events will be provided: On the HNRFI project website;	Details of the exhibitions on the website	Lexington	07/01/2022	Completed	12/01/2022
7.16		TSH will host at least two virtual events held within the consultation period.	Hosting of two webinars	Tritax	24/01/2022	Completed	
7.17		A specialist consultancy will host a digital consultation tool with an internet domain that has a link from the HNRFI website.	Link between Deetu's website and Lexington's website	Lexington	07/01/2022	Completed	12/01/2022

7.17		Those wishing to participate will be invited to register on the CIL line or website	Register those wanting to attend	Lexington	02/02/2022	Completed	08/04/2022
7.18		At the start of each event the display boards which will have been used for local exhibitions will be shared on all screens.	Share exhibition boards at start of webinar	Tritax	24/01/2022	Completed	
7.2		A HNRFI website (http://www.hinckleynrfi.co.uk) will provide a short summary as to the progress of the application for HNRFI.	Draft and include on website	Lexington	07/01/2022	Completed	12/01/2022
7.2		An index to the documents available online under distinct headings including the SoCC and the Community Explanation Document.	Include SoCC and Community Explanation Document on website	Lexington	07/01/2022	Completed	12/01/2022
7.2		A link to the dedicated consultation platform which will be established for the purposes of the formal consultation.	Link to consultation platform	Lexington	07/01/2022	Completed	12/01/2022
7.2		A dedicated link to the virtual consultation events	Link to webinar	Lexington	07/01/2022	Completed	25/01/2022
7.2		The details of public face to face events	Include details of the exhibitions	Lexington	07/01/2022	Completed	12/01/2022
7.2		The ability to provide comments to a questionnaire	Draft questionnaire / feedback form	Lexington	21/12/2022	Completed	12/01/2022
7.2		Links to documents prepared by the consultant team – an 'e-Library'	Upload documents onto the website	Lexington	07/01/2022	Completed	12/01/2022
7.2		An index to assist in the identification of information within the PEIR	Provide an index re PEIR	Lexington	07/01/2022	Completed	12/01/2022
7.2		An archive section of documents and plans prepared for the informal stages	Ensure archive docs remain on the website	Lexington	07/01/2022	Completed	12/01/2022
7.2		A facility for the provision of a response by TSH to Frequently Asked Questions.	Provide feedback mechanism on the website	Lexington	04/01/2022	Completed	12/01/2022
7.20		Display on the project website a pre-recorded presentation so as to enable members of the public to view the presentation at their convenience.	Upload webinars to the website	Lexington	26/01/2022	Completed	12/01/2022
7.2		A short media presentation of the proposals.	Prepare media presentation	Tritax	07/01/2022	Completed	Lexington managed web site
7.20		Display on the project website a pre-recorded presentation so as to enable members of the public to view the presentation at their convenience.	Prepare presentation	Tritax	07/01/2022	Completed	Lexington managed web site
7.21		Consultation material at the exhibitions / virtual presentations will comprise plans and explanatory text of HNRFI that address the anticipated key issues	Prepare text for public exhibition boards	Lexington	17/12/2021	Completed	18/01/2022
7.21		Consultation material at the exhibitions / virtual presentations will comprise plans and explanatory text of HNRFI that address the anticipated key issues	Prepare presentation for webinar	Lexington	19/01/2022	Completed	02/02/2022
7.23		An invitation to: A consultation zone for all properties at least within 100m of the locations identified for potential off-site highway works	Notify local people	Lexington	17/12/2021	Completed	Royal Mail to deliver from 27/12/2021 onwards door-to-door
7.23		All respondents to the informal stages of consultation	Notify everyone who participated previously	Lexington	05/01/2021	Completed	11/01/2022
7.23		An invitation to: All District Councillors within Blaby District;	Draft and issue letters to stakeholders	Lexington	14/12/2021	Completed	20/12/2021
7.23		An invitation to: All District Councillors within Hinckley and Bosworth Borough;	Draft and issue letters to stakeholders	Lexington	14/12/2021	Completed	20/12/2021
7.23		An invitation to: Leicestershire County Councillors	Draft and issue letters to stakeholders	Lexington	14/12/2021	Completed	20/12/2021
7.23		An invitation to: Six local MPs	Draft and issue letters to stakeholders	Lexington	14/12/2021	Completed	20/12/2021
7.23		An invitation to: All District Councillors in wards where there are off-site highway works	Draft and issue letters to stakeholders	Lexington	14/12/2021	Completed	20/12/2021
7.24		Social media will include Facebook, Twitter and Instagram advertisements, which will be promoted and act as a window to the consultation website.	Publish details on social media platforms	Lexington	12/01/2022	Completed	08/04/2022
7.24		A range of social media advertisements will be run throughout the consultation period.	Publish details on social media platforms	Lexington	12/01/2022	Completed	08/04/2022
7.25		An invitation to: A core consultation zone	Notify local people	Lexington	17/12/2021	Completed	Royal Mail to deliver from 27/12/2021 onwards door-to-door
7.25		An invitation to: All landowners and tenants	Notify stakeholders	Lexington	17/12/2021	Completed	07/01/2022
7.25		An invitation to: All Section 43 authorities	Notify stakeholders	Lexington	17/12/2021	Completed	07/01/2022
7.25		An invitation to: The Parish Councils and Parish Meetings within Blaby District	Notify stakeholders	Lexington	17/12/2021	Completed	07/01/2022
7.25		An invitation to: The Parish Councils within Hinckley and Bosworth Borough	Notify stakeholders	Lexington	17/12/2021	Completed	07/01/2022
7.25		An invitation to: Tamworth Borough Council, and the Parish Councils within 10km	Notify stakeholders	Lexington	17/12/2021	Completed	07/01/2022
7.25		An invitation to: Interested groups as identified in consultation with Blaby District	Draft and issue letters to stakeholders	Lexington	17/12/2021	Completed	07/01/2022
7.25		An invitation to: Interested groups as identified in consultation with Hinckley and Bosworth Borough	Draft and issue letters to stakeholders	Lexington	17/12/2021	Completed	07/01/2022
7.25		An invitation to: Interested groups as identified in consultation with the Borough and District Authorities	Draft and issue letters to stakeholders	Lexington	17/12/2021	Completed	07/01/2022

7.25		An invitation to: All households at Aston Firs and at the adjoining mobile home sites, and gypsy and traveller sites off Smithy Lane, Sapcote. Liaison with Jacqui Green, Gypsy and Traveller Liaison Officer at Leicestershire County Council;	Liaise with Jacqui Green	Tritax	04/01/2022	Completed	Letters were sent to all postcodes including Aston Firs.
7.26	Hinckley Times 15.12.21 & 22.12.21 Leicester Mercury 15.12.21 & 22.12.21 Extended Consultation Hinckley Times February 2022 - 16.02.22 & 23.02.22 Leicester Mercury February 2022 - 16.02.22 & 23.02.22	Public notices of the statutory consultation will be placed within the following publications on two successive weeks. Hinckley Times & Leicester Mercury	Issue and place public notices	Framptons		Completed	15/12/21, 22/12/21 Extended Consultation - 16/02/22, 23/02/22
7.26		A press release will be issued to the Editor of these publications: Hinckley Times & Leicester Mercury	Issue press releases	Lexington	07/12/2021	Completed	07/12/2021
7.26		Press releases will be issued to the following online publications: (6 local publications)	Issue press releases	Lexington	07/12/2021	Completed	07/12/2021
7.28	Daily Telegraph 15.12.21	Public notices of the statutory consultation will be placed in a national newspaper	Issue and place public notices	Framptons		Completed	15/12/2021
7.28	London Gazette 15.12.21	Public notices of the statutory consultation will be placed in the London Gazette.	Issue and place public notices	Framptons		Completed	15/12/2021
7.30	December 2021 Photo Montage February 2022 Photo Montage	Site Notices will be placed at the positions marked on the plan	Display site notices	Framptons		Completed	22/12/2021 extended consultation - 14-21/02/22
7.31	Emails dated 22.12.21	A copy of the Site Notice will be issued for information to Blaby District Council and Hinckley and Bosworth Borough Council prior to the commencement of the statutory consultation.	Issue copy of site notices	Framptons		Completed	16/12/21 and 22/12/2021
7.34	Email of 21.01.22	Copies (of Community Explanation Document) will be similarly available at presentations made to Gypsy and Traveller communities and at mobile home sites.	Issue document to Jacqui Green	Framptons	12/01/2022	Completed	21.01.22
7.3		Copies of the Community Explanation Document will be available at each face to face event held.	Print copies of the Community Explanation Document for exhibitions	Tritax	07/01/2022	Completed	Printed copy was at the exhibitions
7.3		Copies of the Community Explanation Document will be available at each face to face event held.	Print copies of the Community Explanation Document for exhibitions	Tritax	10/01/2022	Completed	Lexington organised exhibitions
7.4		The FAQs and the response will be reviewed and updated as necessary following the completion of the statutory consultation until submission of the DCO application.	Update the FAQ following statutory consultation	Lexington	07/01/2022	Completed	08/04/2022
7.4		The FAQs and the response will be reviewed and updated as necessary following the completion of the statutory consultation until submission of the DCO application.	Update the FAQ following statutory consultation	Lexington	31/03/2022	Completed	08/04/2022
7.41	The Applicant attended a meeting with the LCC Gypsy and Traveller liaison officer at Aston Firs and adjoining G & T sites. DATE 08.03.22 (The Applicant set this up with the Gypsy and Traveller liaison officer) The Applicant and their representatives met with Catlewood PArk Home Residents Association Group on 16.03.2022. TSL were responsible for providing CED to all Traveller Groups. Jacqui confirmed resident from Rosedale & White Gates were unconcerned - see email from JG	Engage the residents of Aston Firs, and adjoining resident communities, within the statutory consultation exercise.	Engage with G&T community	Framptons	12/01/2022	Completed	08.03.22
7.41	Email of 21.01.22	The LCC Gypsya nd Traveller liaison officer recommended that for the statutory consultation exercise a copy of the presentation (referred to at paragraph 7.20) is prepared so that it can be displayed in the administrative office at Aston Firs.	Engage with G&T community	Framptons	12/01/2022	Completed	21.01.22
7.41	Email of 21.01.22	TSH will provide Jacqui Green with the short Community Explanation Document.	Issue document to Jacqui Green	Framptons	12/01/2022	Completed	21.01.22
7.41	Email of 21.01.22	Copies of the questionnaire will be made available for residents to complete.	Issue document to Jacqui Green	Framptons	14/01/2022	Completed	21.01.22

7.45		TSH is making contact with the proprietors of these sites (adjoining residential developments where engagement with residents may be difficult to establish.)	Engage with G&T community	Tritax	12/01/2022	Completed	
7.5		The website and the feedback form will include an option for requesting updates. These updates will be issued by email.	Provide function for people to request updates	Lexington	07/01/2022	Completed	12/01/2022
7.5		Arrange receipt of updates via email to all those who have previously contacted the project team and took part in the first two rounds of consultation	Engage with local people	Lexington	05/01/2021	Completed	11/01/2022
7.5		The updates will be issued to the relevant authorities, and the Parish Councils listed at Appendices 8, 10 and 11 with a request that the updates are made available on the individual Council websites, and / or published in Council newsletters.	Updates to be provided, when necessary	Lexington	28/02/2022	Completed	08/02/2022
7.7		The updates will be sent to the libraries listed at Appendix 12 with a request that the updates are made available with the documents for public inspection.	Updates to be provided, when necessary	Framptons	01/03/2022	Completed	no updates to send
7.8		Display interactive plans of the project	Link from project website to Deetu's platform	Lexington	07/01/2022	Completed	12/01/2022
9.2		TSH will summarise all responses in a Consultation Report which must be submitted with the application for a DCO Consent.	Prepare consultation report	Lexington	31/03/2022	Completed	01/10/2022
			Design public exhibition boards	Lexington	23/12/2021	Completed	18/01/2022
			Print public exhibition boards	Lexington	07/01/2022	Completed	18/01/2022
			Upload PEIR to project website	Lexington	07/01/2022	Completed	12/01/2022
			Ensure Scoping Report and Scoping Opinion is on the website	Lexington	07/01/2022	Completed	Completed in 2020
			Incorporate feedback mechanism into website.	Lexington	04/01/2022	Completed	12/01/2022
			Prepare interactive platform	Lexington	07/01/2022	Completed	12/01/2022
			Upload presentation to the website	Lexington	07/01/2022	Completed	12/01/2022
		Draft and issue press release to announce the public consultation on the proposals	Draft and issuing press release	Lexington	14/12/2021	Completed	13/01/2022
			Issue PEIR on USB (if required)	Tritax	12/01/2021	Completed	
		Collate Appendix for Consultation Report	Creation of all folders relating to the Appendix	Lexington	07/01/2022	Completed	01/10/2022
			Publication of the Community Explanation Document	Tritax	12/01/2022	Completed	