

Appendix 8.10



Hinckley National Rail Freight Interchange - HNRFI

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The public consultation on the proposals for Hinckley National Rail Freight Interchange has been extended until 8 April 2022. You can visit our website to see the full details by clicking here.



Consultation - Extended

Click to learn more

[Learn more](#)

👍👍👍 Cathie G... 156 Comments 30 Shares

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Hinckley National Rail Freight Interchange - HNRFI

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👍👍👍 Amanda ... 146 Comments 43 Shares

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Social Media Adverts

Hinckley National Rail Freight Interchange - HNRFI
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Tritax Symmetry is bringing forward proposals for the Hinckley National Rail Freight Interchange (HNRFI) at junction 2 of the M69.

A formal consultation on the proposals has been launched. To take part and have your say, click the link to find out more.



Public Consultation | Proposals for new Strategic Rail Freight Interchange near Hinckley
Have your say on the proposals here

Learn More

2 3 Comments 1 Shares


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Hinckley National Rail Freight Interchange - HNRFI
Sponsored

Like Page

Tritax Symmetry has launched a consultation on the proposals to deliver a Strategic Rail Freight Interchange near Hinckley.

To participate in the consultation, please click here to view the proposals and have your say.



Public Consultation | Proposals for new Strategic Rail Freight Interchange near Hinckley
Have your say on the proposals here

Learn More

2 3 Comments 1 Shares

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Hinckley NRFI @hinckleynrfi · 6h

Tritax Symmetry is bringing forward proposals for the Hinckley National Rail Freight Interchange *HNRFI) at junction 2 of the M69.




www.shutterstock.com · 1935963331

Public Consultation | Hinckley RNF

Hinckley NRFI @hinckleynrfi · 6h

Tritax Symmetry has launched a consultation on the proposals to deliver a Strategic Rail Freight Interchange near Hinckley.



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Public Consultation | Hinckley RNF
Launch of the Public Consultation

Hinckley National Rail Freight Interchange - HNRFI Like Page
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The Hinckley NRFI proposals will deliver new railway infrastructure to the existing rail network. The plans will establish sidings and a freight transfer area alongside the existing two-track railway between Hinckley and Leicester.



Public Consultation | Proposals for new Strategic Rail Freight Interchange near Hinckley
Have your say on the proposals here

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Hinckley National Rail Freight Interchange - HNRFI Like Page
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Tritax Symmetry is bringing forward proposals for the Hinckley National Rail Freight Interchange (HNRFI) at junction 2 of the M69. The plans will deliver a dedicated road access directly from the motorway junction. As part of the proposals, a northbound off-slip and a southbound on-slip would be added to ensure traffic can move both north and south.

A formal consultation on the proposals has been launched. To take part and have your say, click the link to find out more.




Public Consultation | Proposals for new Strategic Rail Freight Interchange near Hinckley
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Public Consultation | Hinckley NRFI
Launch of the public consultation

Hinckley NRFI @hinckleynrfi · 6h
Tritax Symmetry is bringing forward plans for the Hinckley National Rail Freight Interchange at Jnc 2 of the M69. The plans will deliver road access directly from the motorway Jnc. A northbound off-slip + southbound on-slip would be added so traffic can move both directions.




Public Consultation | Hinckley NRFI
Launch of the Public Consultation

Hinckley National Rail Freight Interchange - HNRFI Like Page

Sponsored

Our proposals for a Hinckley National Rail Freight Interchange will have the potential to create thousands of jobs once fully occupied. The proposals would complement the region's strategic growth goals, creating jobs for both Blaby residents and residents residing in wider Leicestershire.

A formal consultation on the proposals has been launched. To take part and have your say, click to find out more.



Public Consultation | Proposals for new Strategic Rail Freight Interchange near Hinckley
Have your say on the proposals here

[Learn More](#)

2 1 Comments 3 Shares


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Hinckley National Rail Freight Interchange - HNRFI Like Page

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The plans for a Hinckley National Rail Freight Interchange could create over 8,000 jobs once fully occupied. The site is located in what the UK logistics industry regards as the 'Golden Triangle' and the proposals would embrace Leicestershire's strategic position and role in logistics throughout the UK.

A formal consultation on the proposals has been launched. To take part and have your say, click the link to find out more.



Public Consultation | Proposals for new Strategic Rail Freight Interchange near Hinckley
Have your say on the proposals here

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Hinckley NRFI @hinckleynrfi · 6h

Our proposals for a Hinckley Rail Freight Interchange will have the potential to create thousands of jobs once fully occupied. The proposals would complement the region's strategic growth goals, creating jobs for residents in the local area and across the County.



Public Consultation | Hinckley RNFI
Launch of the Public Consultation

Hinckley NRFI @hinckleynrfi · 6h

The plans for a Hinckley National Rail Freight Interchange could create over 8,000 jobs once fully occupied. The site is located in what the UK logistics industry regards as the 'Golden Triangle' and the proposals would embrace Leicestershire's strategic role in UK-wide logistics.



Public Consultation | Hinckley RNFI
Launch of the Public Consultation

Appendix 8.11



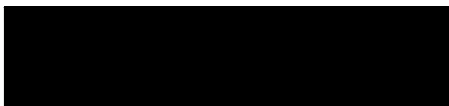
 **TRITAX SYMMETRY**

A TRITAX BIG BOX COMPANY

MEMBERS PRESENTATION

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE DEVELOPMENT CONSENT ORDER

January 2022



▲ TRITAX SYMMETRY

A TRITAX BIG BOX COMPANY

Introduction

87%

In February 2019, Tritax Big Box REIT Plc (TBBR) completed the acquisition of an 87% economic interest in db symmetry, which owns **one of the UK's largest strategic land portfolios** for the development of Big Box assets and related logistics facilities



39 Staff across offices in Northampton, Manchester and London



db symmetry re-branded as 'Tritax Symmetry' in September 2019



The portfolio comprises both consented and strategic land, offering the Company phased access to a portfolio:

- with the potential to deliver **40 million sq ft** of Big Box and related logistics assets
- provides a unique opportunity to offer new bespoke buildings across the country to existing customers



Webinar Format and Participation

- The purpose of the webinar is to give stakeholders and interested parties an opportunity to provide feedback on the **draft** proposals which will be used to influence future design considerations.
- Participants to mute themselves to avoid background noise unless speaking.
- Comments can be provided by:
 - Indicating you wish to speak by raising the hand icon and you will be invited to speak by the host.
 - Typing in the chat section (throughout the webinar).
- Participants can provide more detailed feedback after the webinar.
- The presentation will be recorded and circulated to all attendees following the webinar.



Consultation Engagement

Extensive engagement to announce the consultation has been carried out in line with the Statement of Community Consultation:

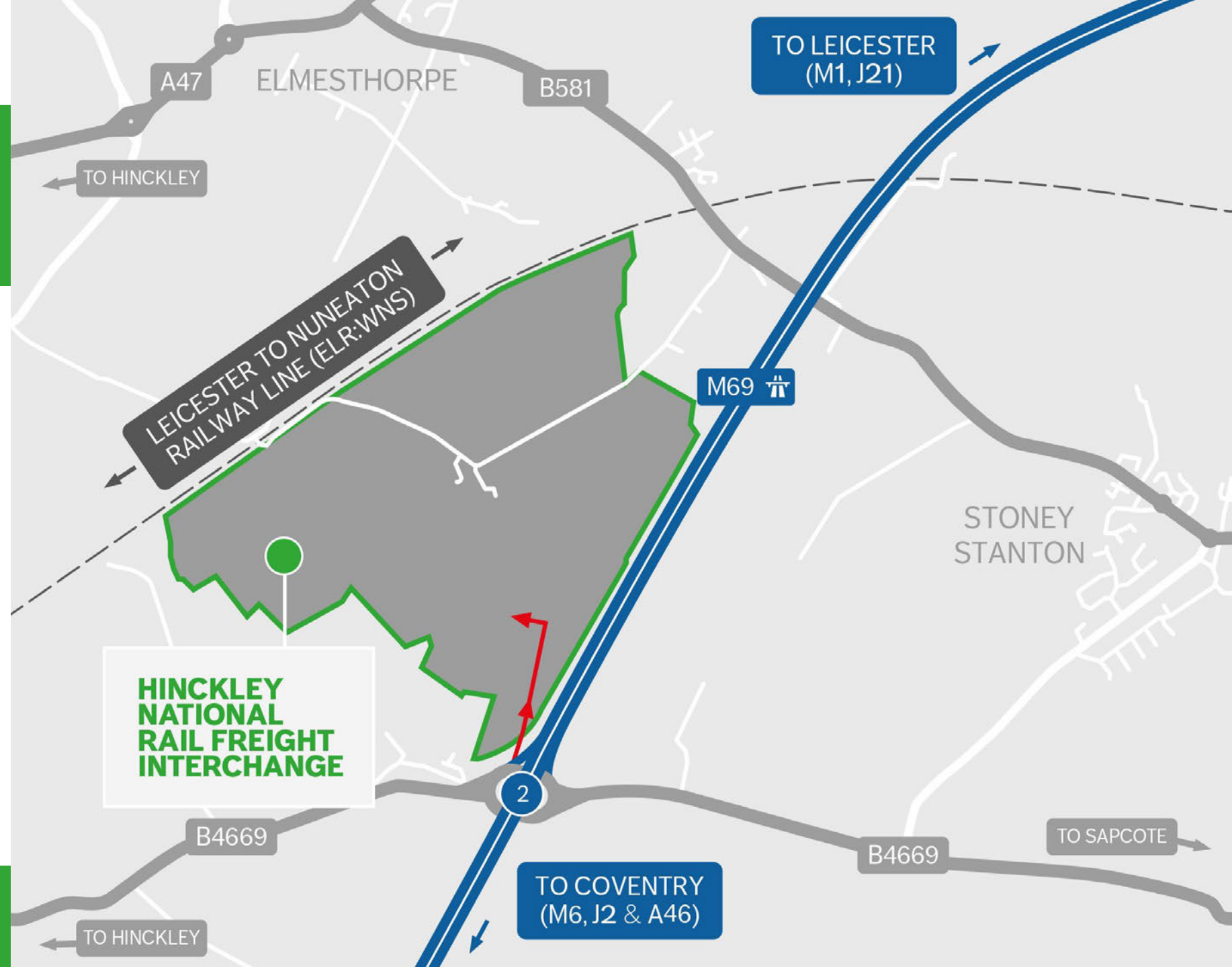
- Circa 51,000 letters with a plan of the DCO Order limits and a Community Newsletter
 - 130 site notices
 - Social media posts on Twitter, Facebook, Instagram
 - Dedicated website updates
 - Press notices
 - Local Authority meetings
- This consultation follows informal consultation in 2018 and a highways consultation in 2019.
 - Covid 19 arrangements.



Introduction

HNRFI is a Strategic Rail Freight Interchange (SRFI) which lies south of Elmesthorpe between the Leicester to Hinckley railway line and the M69 motorway at Junction 2.

Main site totals c.450 acres of land





HNRFI - A Strategic Rail Freight Interchange (SRFI)

What is a Nationally Significant Infrastructure Project (NSIP)?

Some types of development are considered by the government to be Nationally Significant Infrastructure Projects (NSIPs), such applications are determined by the relevant Secretary of State.

Permission for these projects is granted directly by government with local authorities instead playing an important consultative role.

What is a SRFI?

A SRFI is considered an NSIP and comprises a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems.

The aim of a SRFI is to optimise the use of rail in the freight journey by maximising rail and minimising some elements of the secondary distribution leg by road, through co-location of warehousing and freight activities.



Nationally Significant

Logistics is the life blood of the national economy.

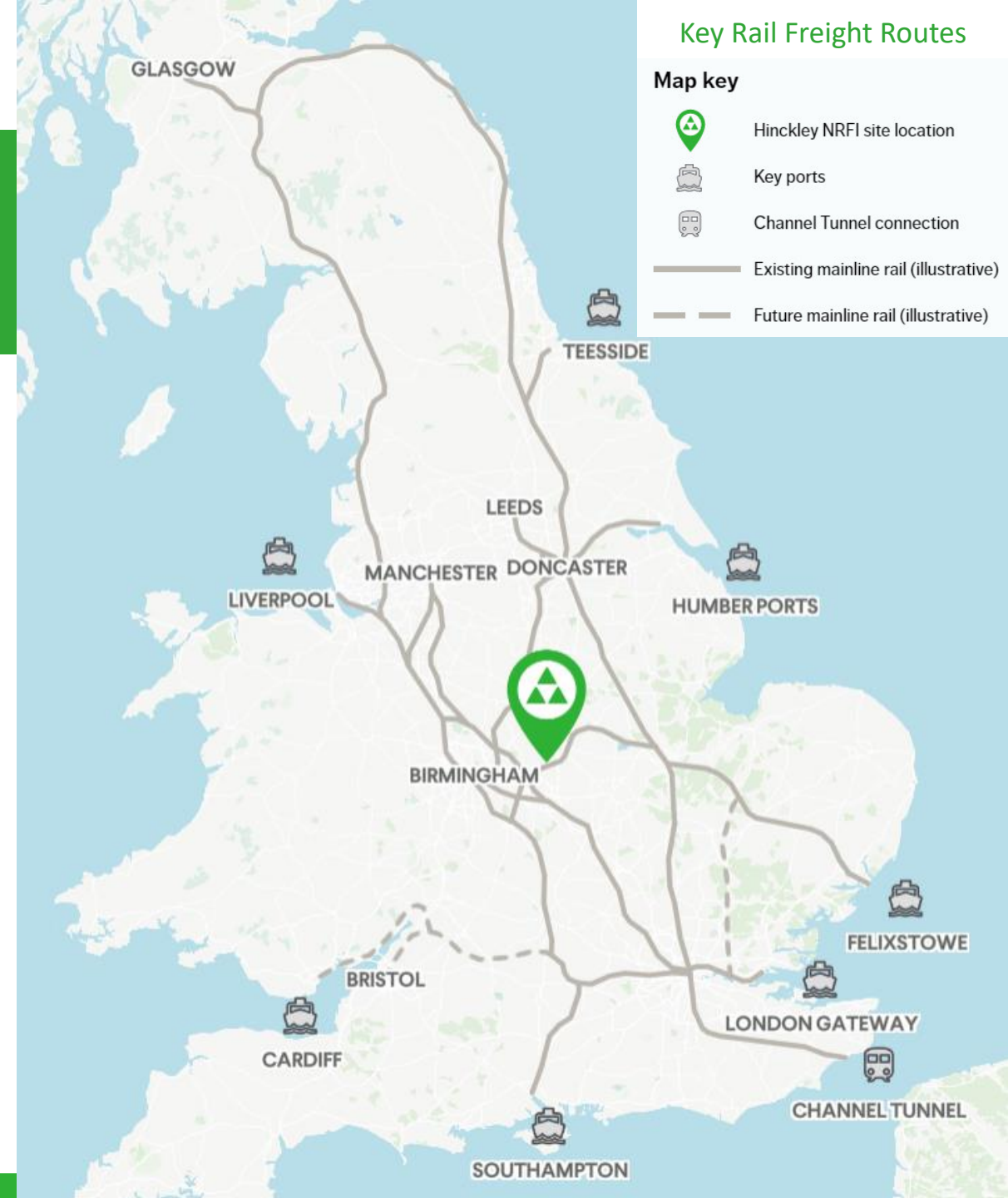
During the pandemic, it has become obvious how critical supply chains are; and that they are rapidly changing.

From food and clothes to everyday essentials our homes, businesses, hospitals and hospitality industries all rely on logistics.

HNRFI is centrally located between the West Coast Mainline and the East Coast Mainline, on Network Rail's Strategic Freight line connecting Felixstowe to the Midlands and the North.

The site is a central hub location on Network Rail's Strategic Freight Network.

The Midlands has no coast. So, unlike the other major manufacturing and consumer markets in the UK, all but air freighted imports and exports have to be moved into the region by road or rail.





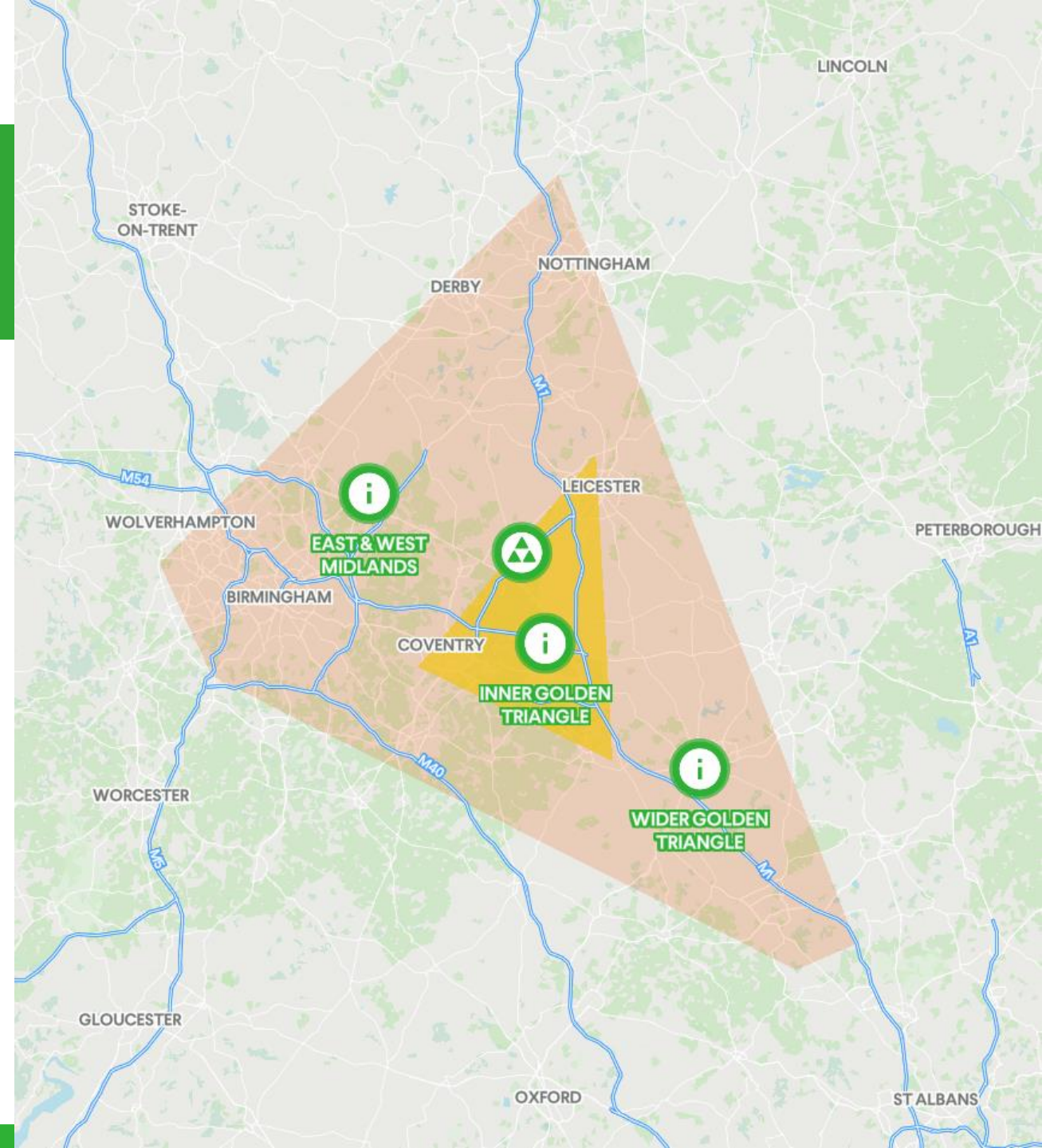
Why Here?

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 SRFI's.

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.





THE BENEFITS



All units will be built to net zero carbon in construction



Creating 8,400 local jobs – plus even more in the supply chain



Will create training and apprenticeship opportunities



HNRFI will generate Business Rates of £24.65 million annually



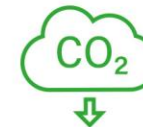
£316 million Gross Value Added annually



Committed to delivery of Biodiversity Net Gain



£0.55 billion in private investment



Freight rail produces 76% less CO₂ emissions than HGV



Strong rail connectivity to Freeports and major deepsea ports (Felixstowe, London Gateway, and Liverpool)



Key supply chain location to the Midlands automotive industry



Each freight train can remove up to 76 HGVs from our roads, removing 1.6 Billion HGV kilometres annually



'Golden Triangle' location – where 80% of freight rail passes through

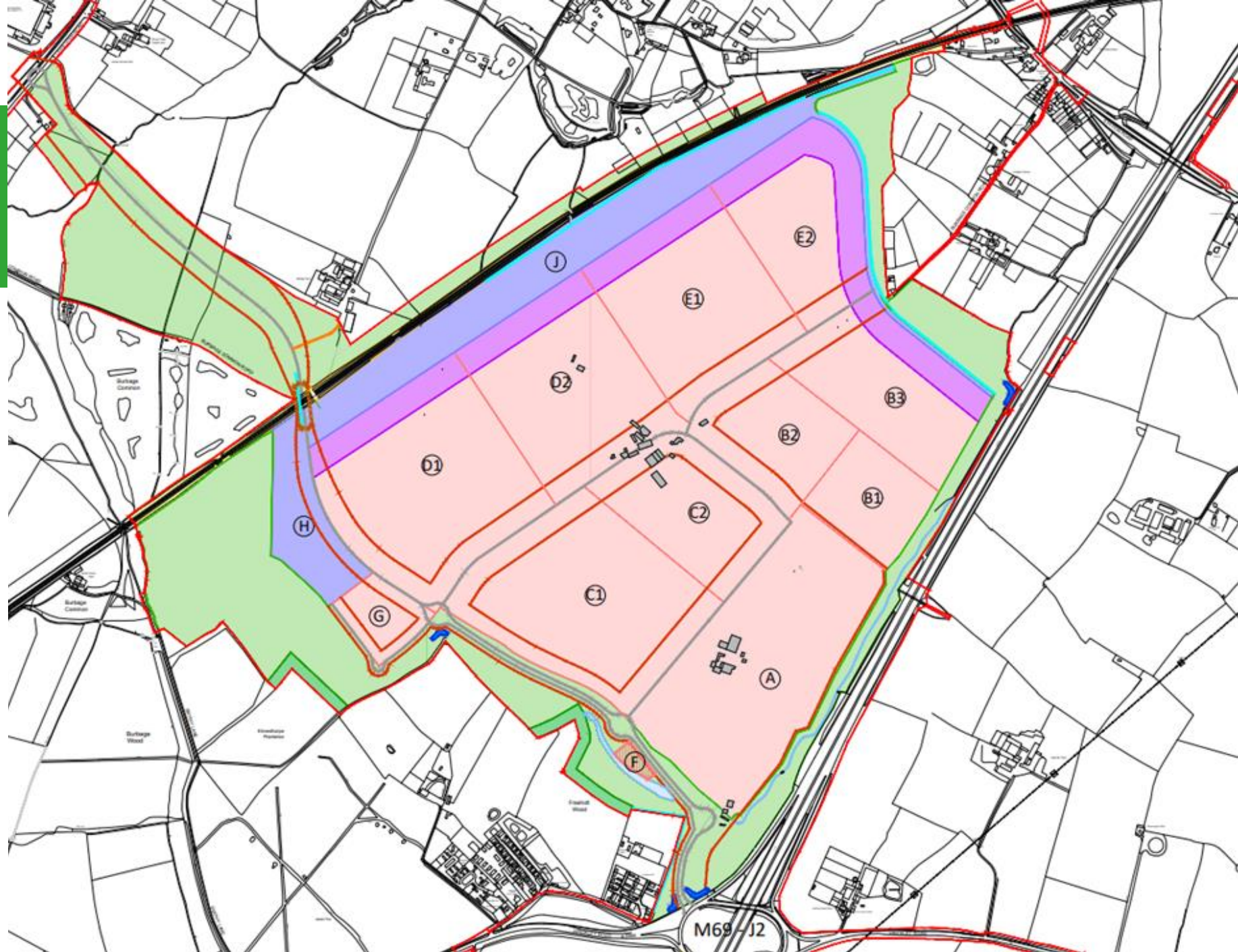


Parameters Plan

Key

- Open land / landscaping, including bunding, attenuation ponds, public footpaths and bridleways and A47 Link Road and estate road infrastructure
- Historic woodland protection zone
- Watercourse
- Existing rail corridor
- Rail freight interchange including A47 Link Road and bridge infrastructure
- Rail corridor within development zones
- New bridge over rail line
- Development zone for site hub
- New M69 junction slip lanes
- Line of A47 Link Road and estate roads
- Deviation Potential to estate roads. The boundaries of zones through which a limit of deviation runs will change depending on the final alignment of the infrastructure within the limit of deviation
- Noise attenuation (acoustic fencing or landscape screening).
- Existing Buildings to be demolished.
- Development Signage Locations
- Rerouting of existing linkage from Bridge Farm to new highway infrastructure
- Development Zones

NOTE: Development Zones include A47 Link Road and estate road infrastructure and elements pertaining to individual development plots including buildings, hardstandings, parking, energy services, landscaping, bunding and storm water attenuation.





Illustrative Masterplan

- A Railport (circa 40 acres) capable of accommodating up to 16 trains up to 775m in length per day.
- Up to 850,000sqm of warehousing (650,000sqm footprint and up to 200,000sqm mezzanine floorspace).
- A lorry park.
- A site hub building for security and meeting space.
- Pedestrian, equestrian and cycle access routes.
- Southern slip roads at M69 Junction 2.
- A new A47 Link Road from the modified M69 Junction 2 to the B4668/A47 Leicester Road.
- Strategic landscaping, including creation of public open space linking to Burbage Common.





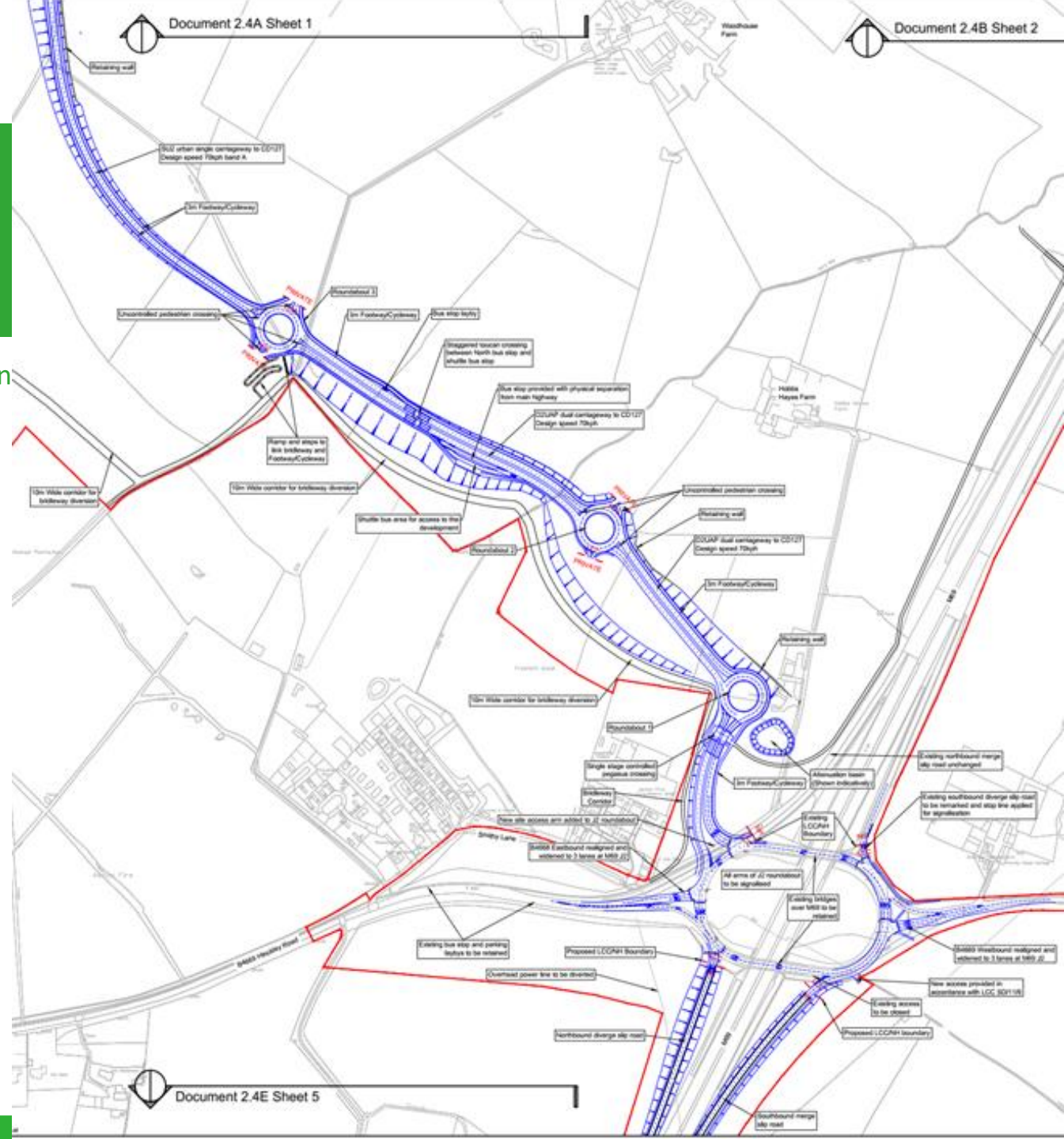
Transport and Access Arrangements

Access Infrastructure; M69 Junction 2 Improvements and the A47 Lin Road

Access directly to the Strategic Road Network from the Site is critical to the functioning of the Proposed Development.

Two major pieces of infrastructure will form part of the first phase of construction:

1. M69 Junction 2 south facing slips (a two-lane northbound off slip and a two-lane southbound on slip) and signalisation of the roundabout. These works will provide improved access from the south to M69 Junction 2 and alleviate existing traffic through Hinckley.





Transport and Access Arrangements

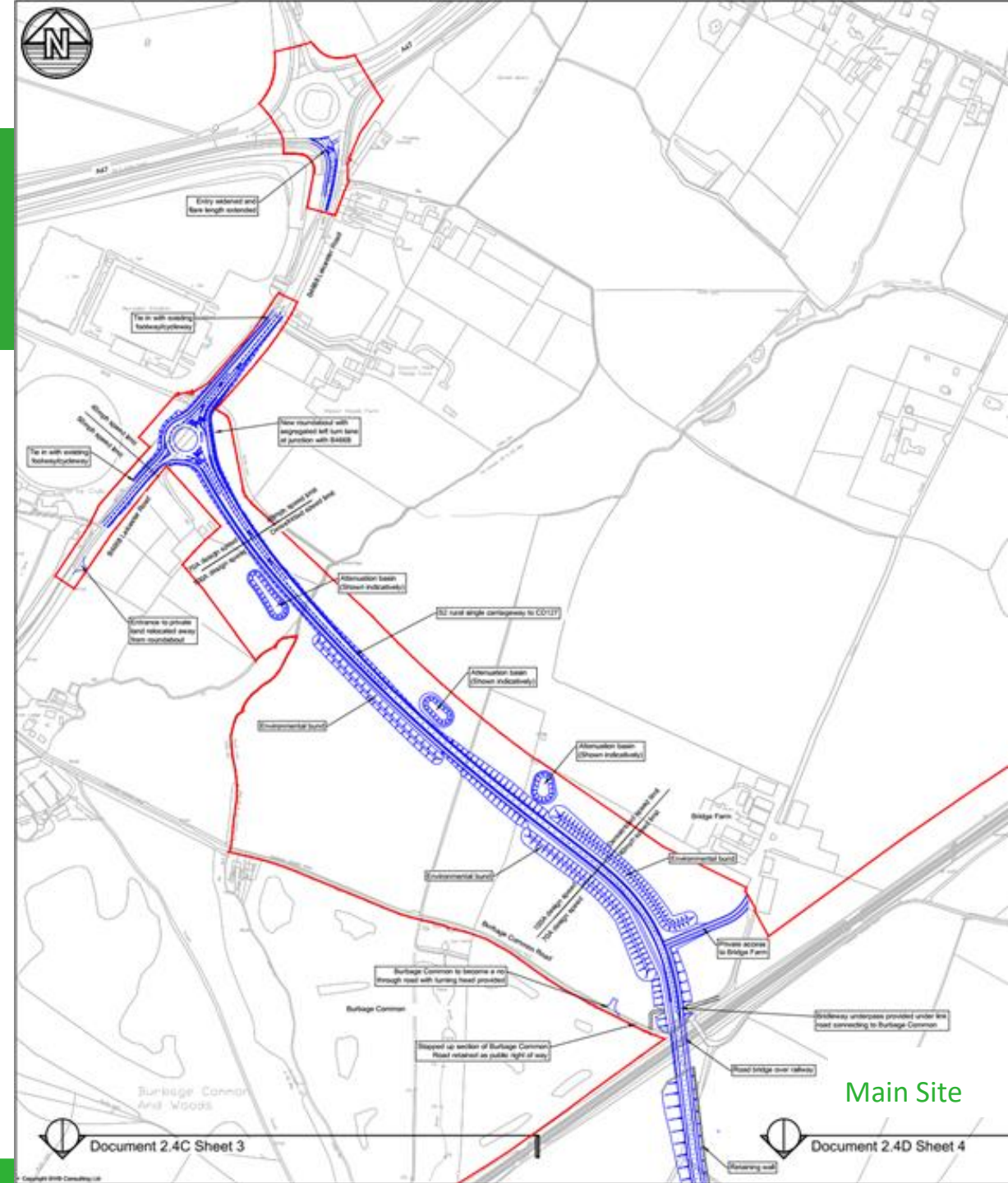
Access Infrastructure; M69 Junction 2 Improvements and the A47 Link Road

2. A link road from a new access arm at M69 Junction 2 (dual to the railway line and then single carriageway over the railway) to the B4668 where a new roundabout is proposed.

The access infrastructure will be adopted highway and available to all vehicles.

The infrastructure provides improved access from the south to M69 Junction 2 and alleviates existing traffic through Hinckley.

The new link road provides a direct access to the M69 motorway for settlements to the north and west, including Earl Shilton, Barwell and Elmesthorpe, which will reduce pressure on local roads around Hinckley and Sharnford.





Transport Modelling

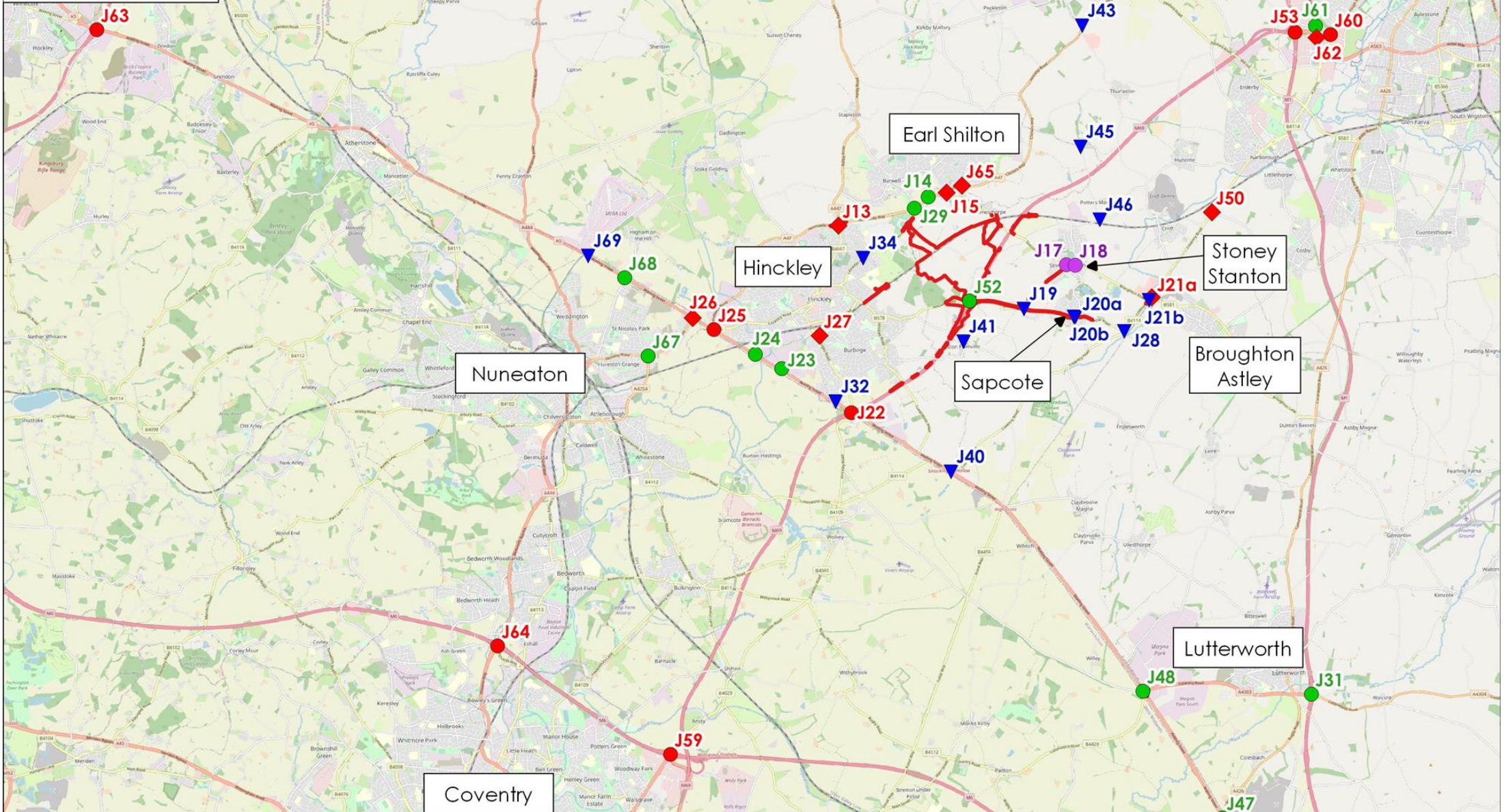
Pan-Regional Transport Model (PRTM)

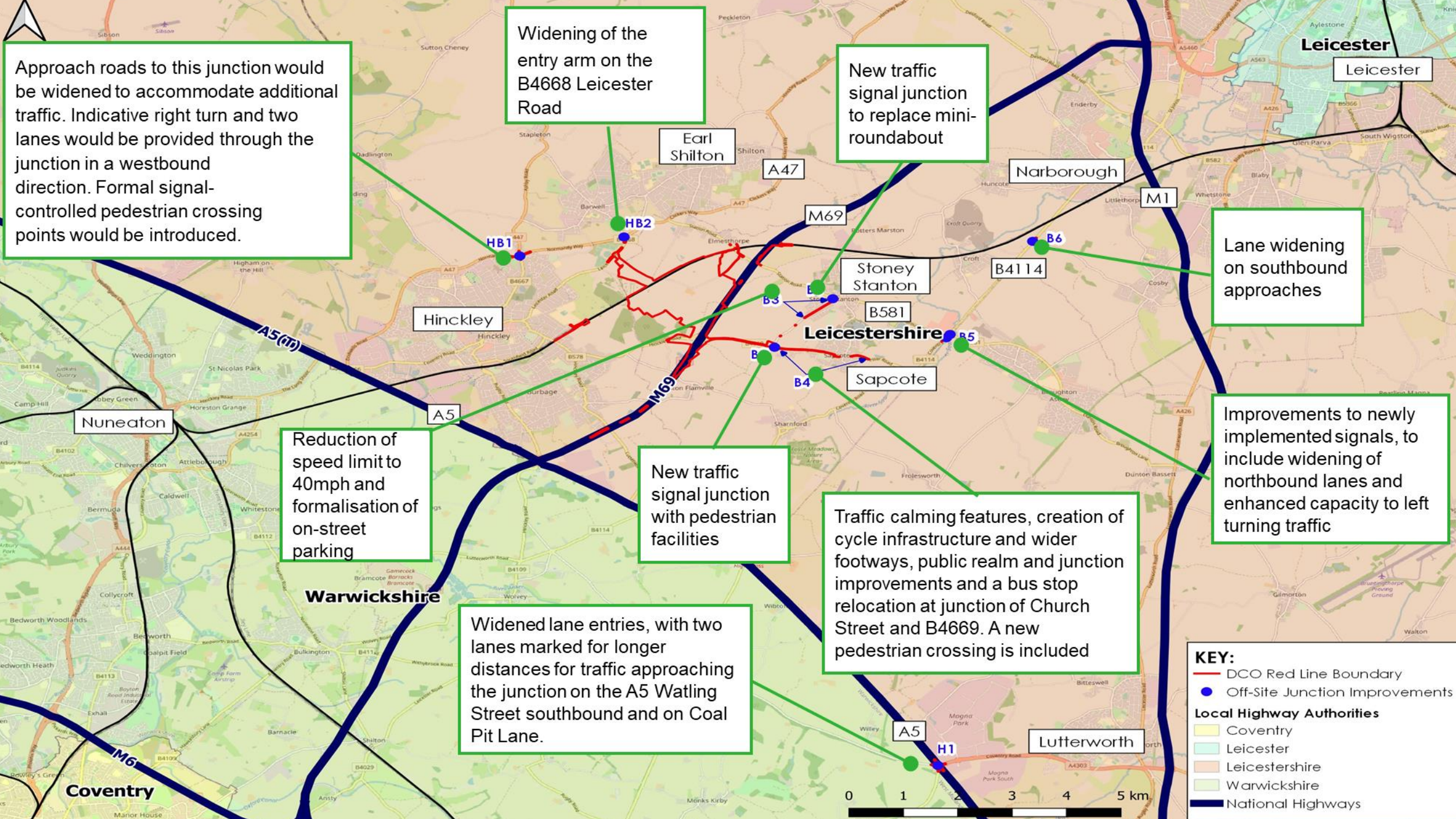
- All of the modelling to date has been discussed with respective highway and planning authorities through a monthly Transport Working Group (TWG) The latest TWG group has met for the past 14 months to agree assumptions and inputs. A previous TWG group had met as far back as 2018.
- Pan-Regional Transport Model (PRTM) is a SATURN (Simulation and Assignment of Traffic to Urban Road Network) model and is maintained by LCC, covering the county and the wider Midlands area. The outputs from the model have been used to assess the capacity and impacts on the highway network with and without the Proposed Development in future years.
- The PRTM is a further development of the original Leicester and Leicestershire Integrated Transport Model (LLITM) model.
- This high-level assessment identified junctions within the Study Area which might be at risk of reaching or exceeding their capacity and these have then been modelled in detail at a local level with use of industry standard software.
- A package of transport infrastructure improvements has been developed to mitigate adverse transport impacts associated with the Proposed Development.



Assessed Junctions

- ◆ Signal Controlled
- Signalled Roundabout
- Roundabout
- Miniroundabout
- ▼ Priority Junction





Approach roads to this junction would be widened to accommodate additional traffic. Indicative right turn and two lanes would be provided through the junction in a westbound direction. Formal signal-controlled pedestrian crossing points would be introduced.

Widening of the entry arm on the B4668 Leicester Road

New traffic signal junction to replace mini-roundabout

Lane widening on southbound approaches

Improvements to newly implemented signals, to include widening of northbound lanes and enhanced capacity to left turning traffic

Reduction of speed limit to 40mph and formalisation of on-street parking

New traffic signal junction with pedestrian facilities

Traffic calming features, creation of cycle infrastructure and wider footways, public realm and junction improvements and a bus stop relocation at junction of Church Street and B4669. A new pedestrian crossing is included

Widened lane entries, with two lanes marked for longer distances for traffic approaching the junction on the A5 Watling Street southbound and on Coal Pit Lane.

KEY:

- DCO Red Line Boundary
- Off-Site Junction Improvements

Local Highway Authorities

- Coventry
- Leicester
- Leicestershire
- Warwickshire
- National Highways



Eastern Villages Impacts

- Informal highway consultation in 2019 gauged local opinion. The vast majority of responses regarding the by-pass proposals around either Stoney Stanton or Sapcote were negative . The A47 Link Road had a neutral response.
- Comparisons between the Without Development With Access Infrastructure and With Development indicate significant flow redistribution as a result of the proposed M69 Junction 2 southern slip roads and A47 Link Road.
- Development-only trips are proven to be a relatively low proportion of the change in traffic flow.
- Redistributive impacts appear to be 'moving' traffic from one part of the network to another. With multiple access options, in reality, this is likely to balance as traffic finds the most convenient routes to destinations.
- Much of the traffic going to Sapcote and Stoney Stanton is rerouted existing traffic to the villages rather than new vehicles on the network. Accessibility is improved to the Eastern Villages as a whole.
- Based on the evidential traffic flows it is recommended that the Eastern Villages bypass is not required as part of the development proposals.

Construction of a further high capacity link around Sapcote will induce additional traffic at Junction 2 and the B4669 to the east. This places greater pressure on the B4114.

New A47 Link Road shifts background traffic flow due to redistribution from other routes; B581, B4114 and links through Hinckley.

Movements reduced to and from J21

Reductions on M1 due to removal of Smart Motorways scheme J19 to 23a push traffic to alternative routes.

Reductions in traffic on B581 through Elmesthorpe and Stoney Stanton and B4114 (south) in Sharnford

Background traffic is rebalanced through Eastern Villages. Key routes experience a reduction in flow. Including Sharnford to the south

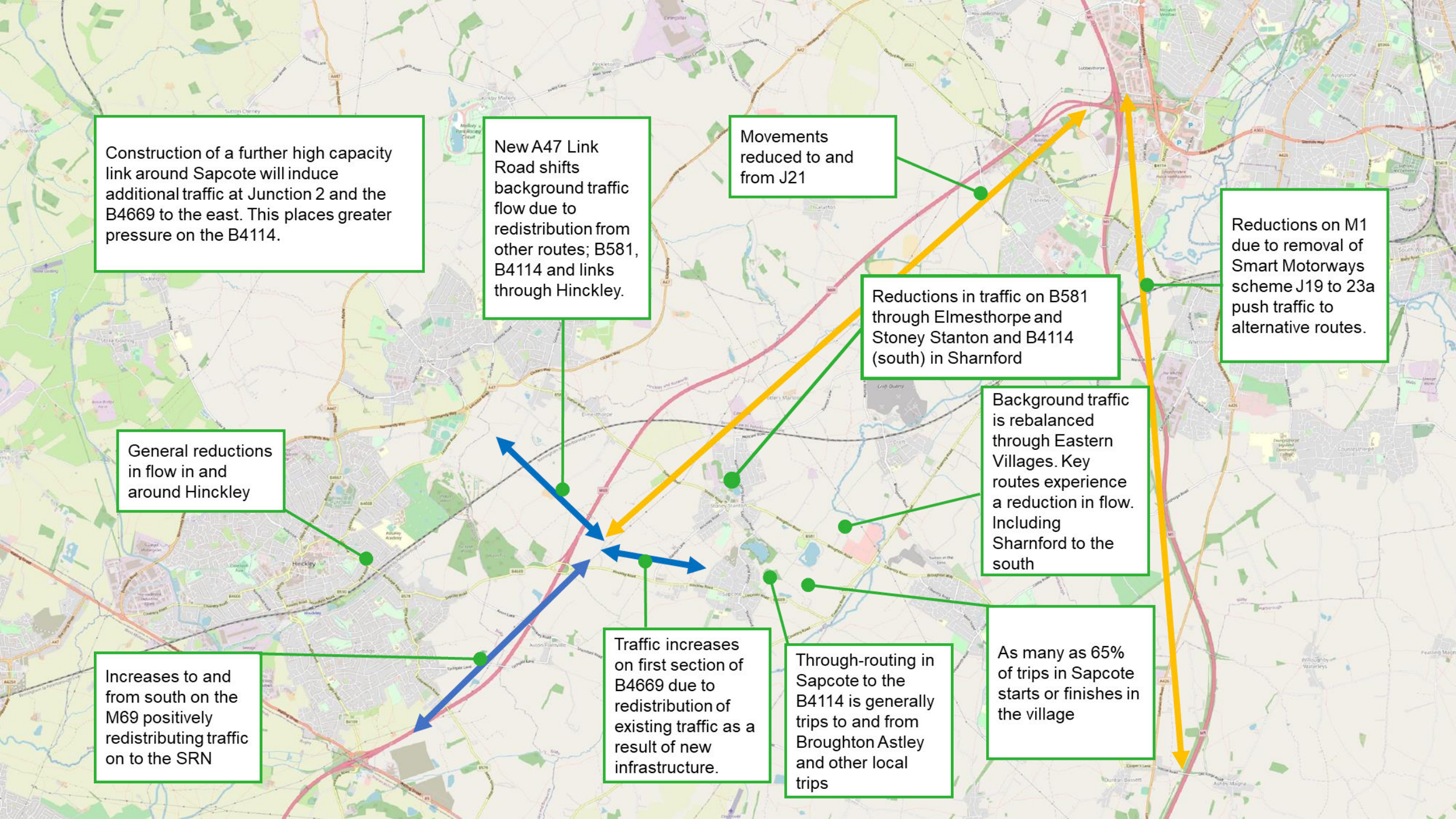
General reductions in flow in and around Hinckley

Increases to and from south on the M69 positively redistributing traffic on to the SRN

Traffic increases on first section of B4669 due to redistribution of existing traffic as a result of new infrastructure.

















Through-routing in Sapcote to the B4114 is generally trips to and from Broughton Astley and other local trips

As many as 65% of trips in Sapcote starts or finishes in the village



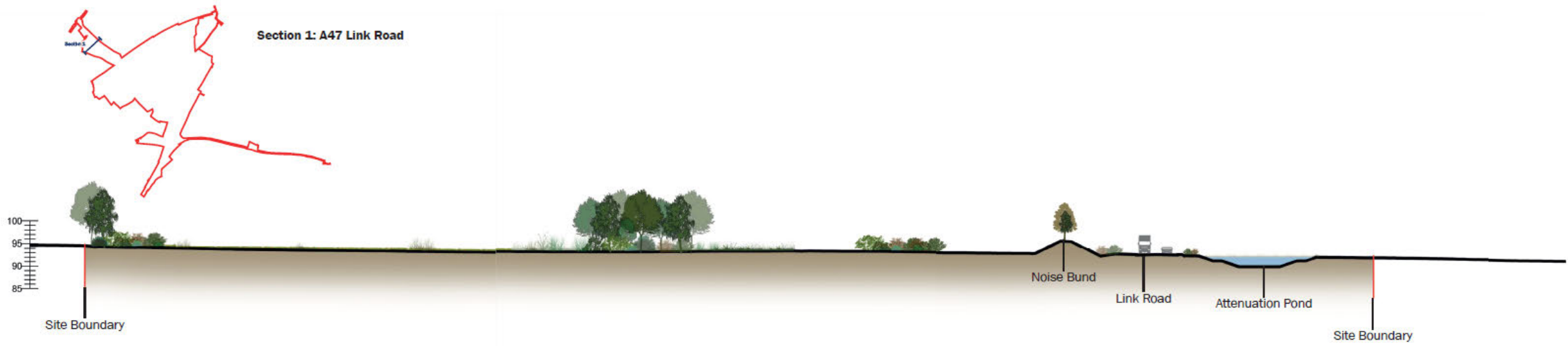


Landscape Strategy

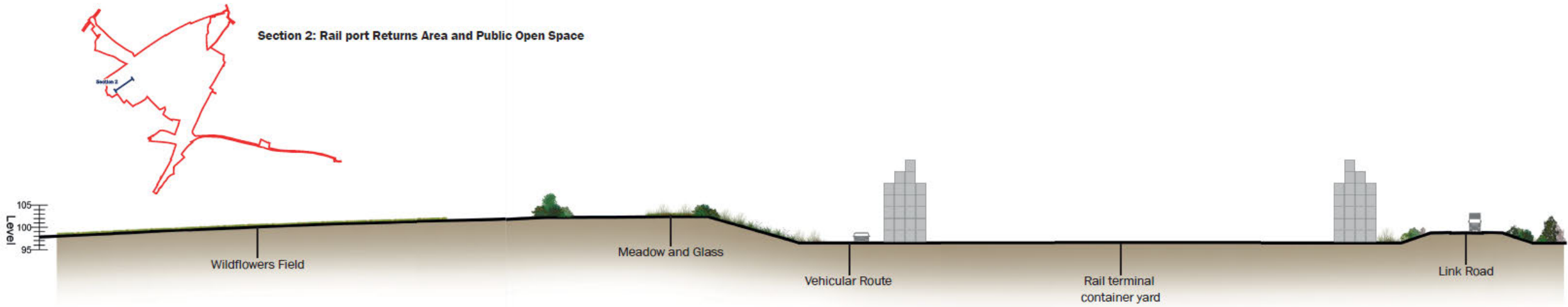
-  Site Boundary
-  Retained Hedgerow
-  Proposed Species-rich Hedgerow
-  Proposed Tree Planting
-  Watercourse
-  Retained Woodland
-  Proposed Woodland
-  Scrub
-  Wildflower Grassland Mix
-  Shade Tolerant Meadow Grassland Mix
-  Wet Grassland
-  Marginal Aquatic Species
-  Permanently Wet Basin
-  Footpaths
-  Bridleways
-  Acoustic Fencing

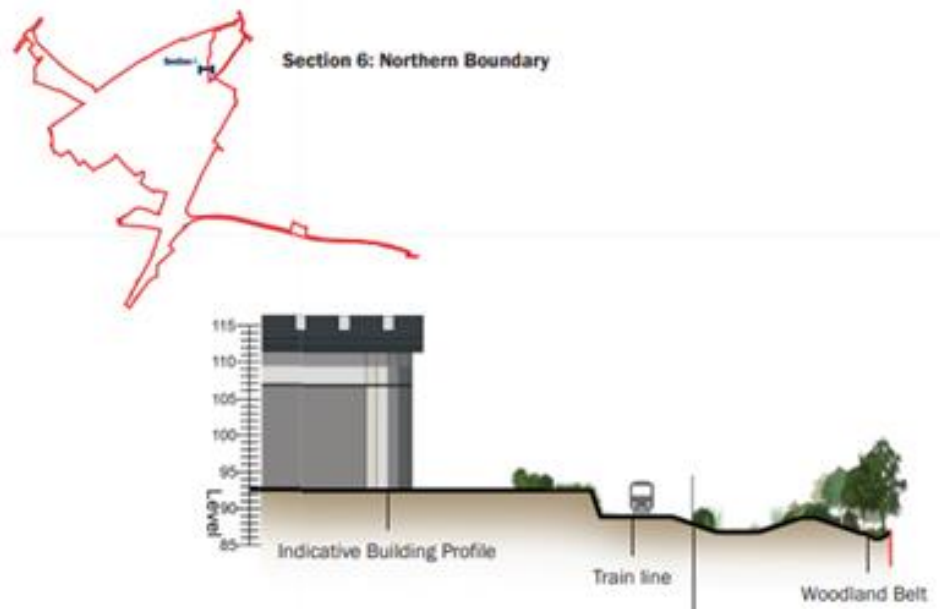
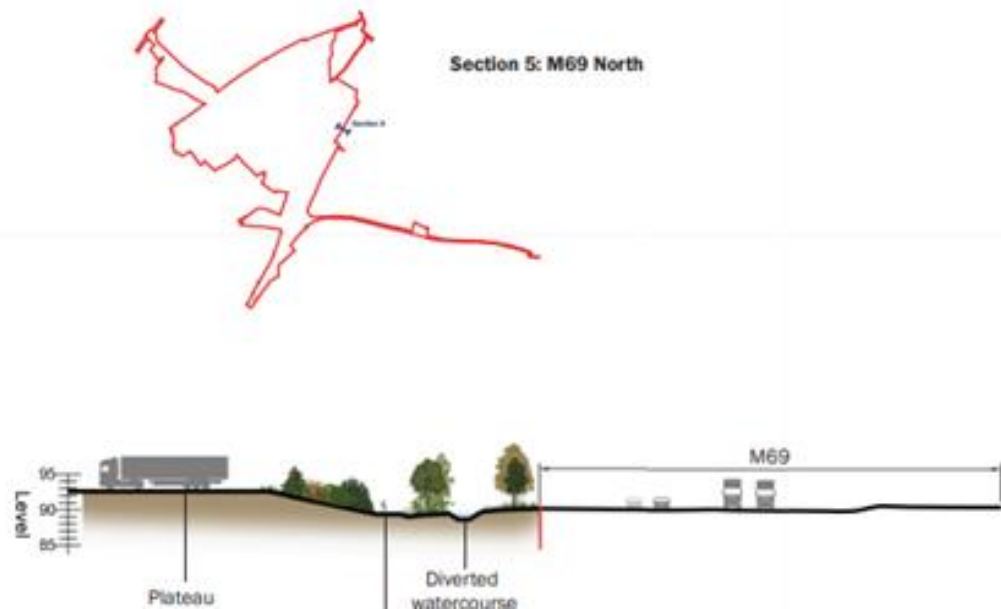
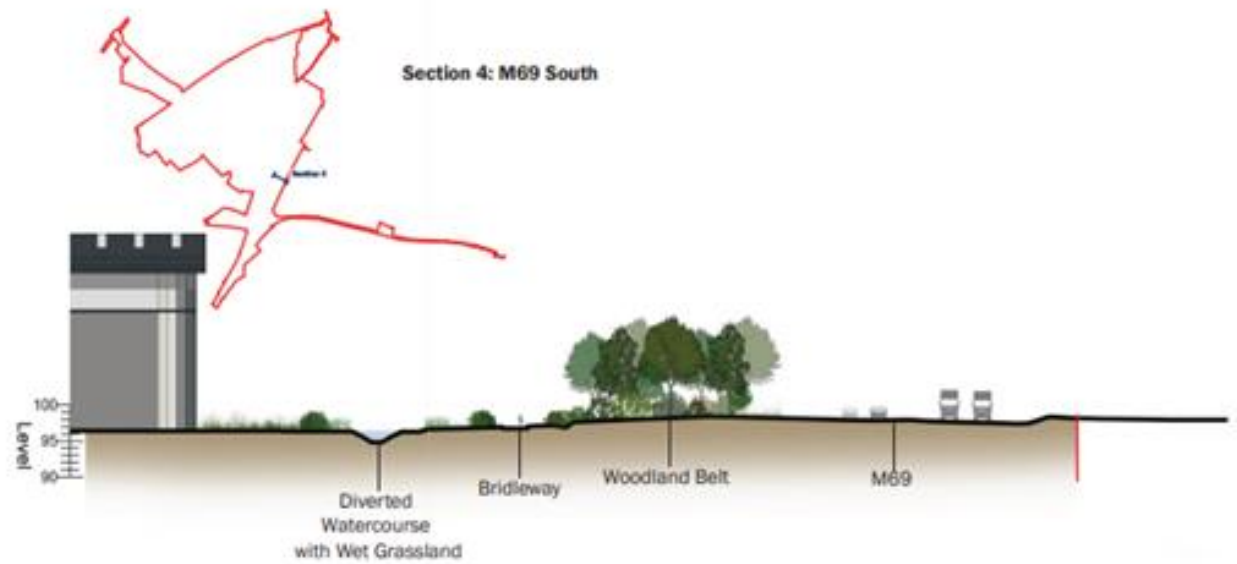
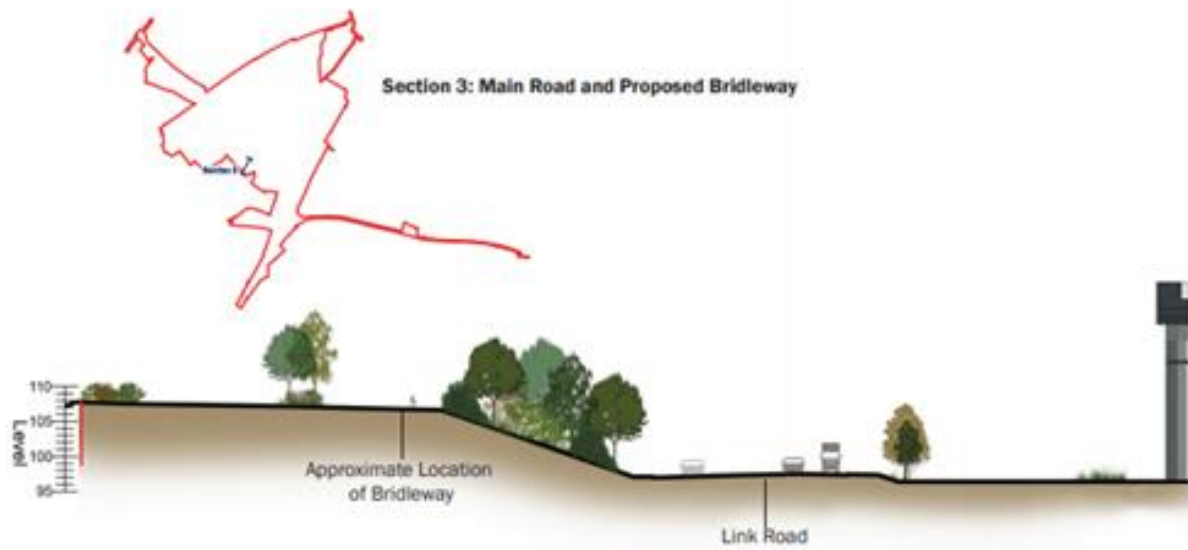


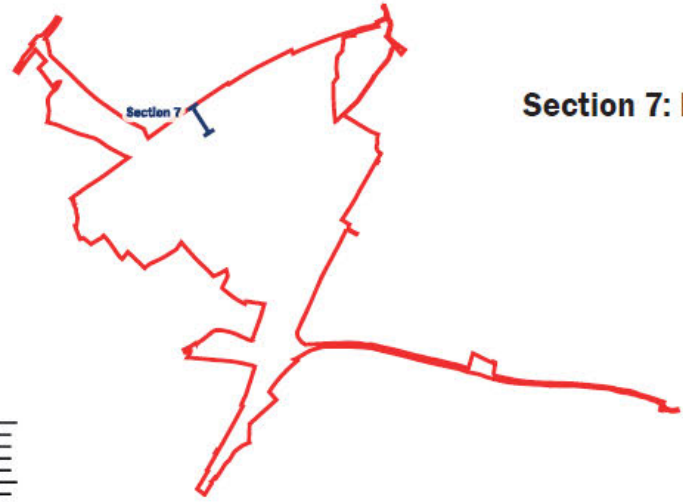
Section 1: A47 Link Road



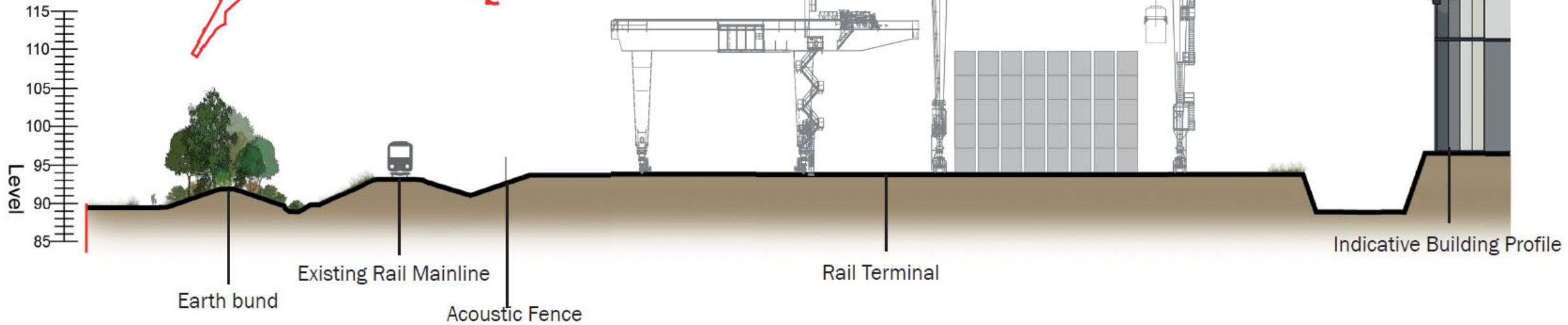
Section 2: Rail port Returns Area and Public Open Space





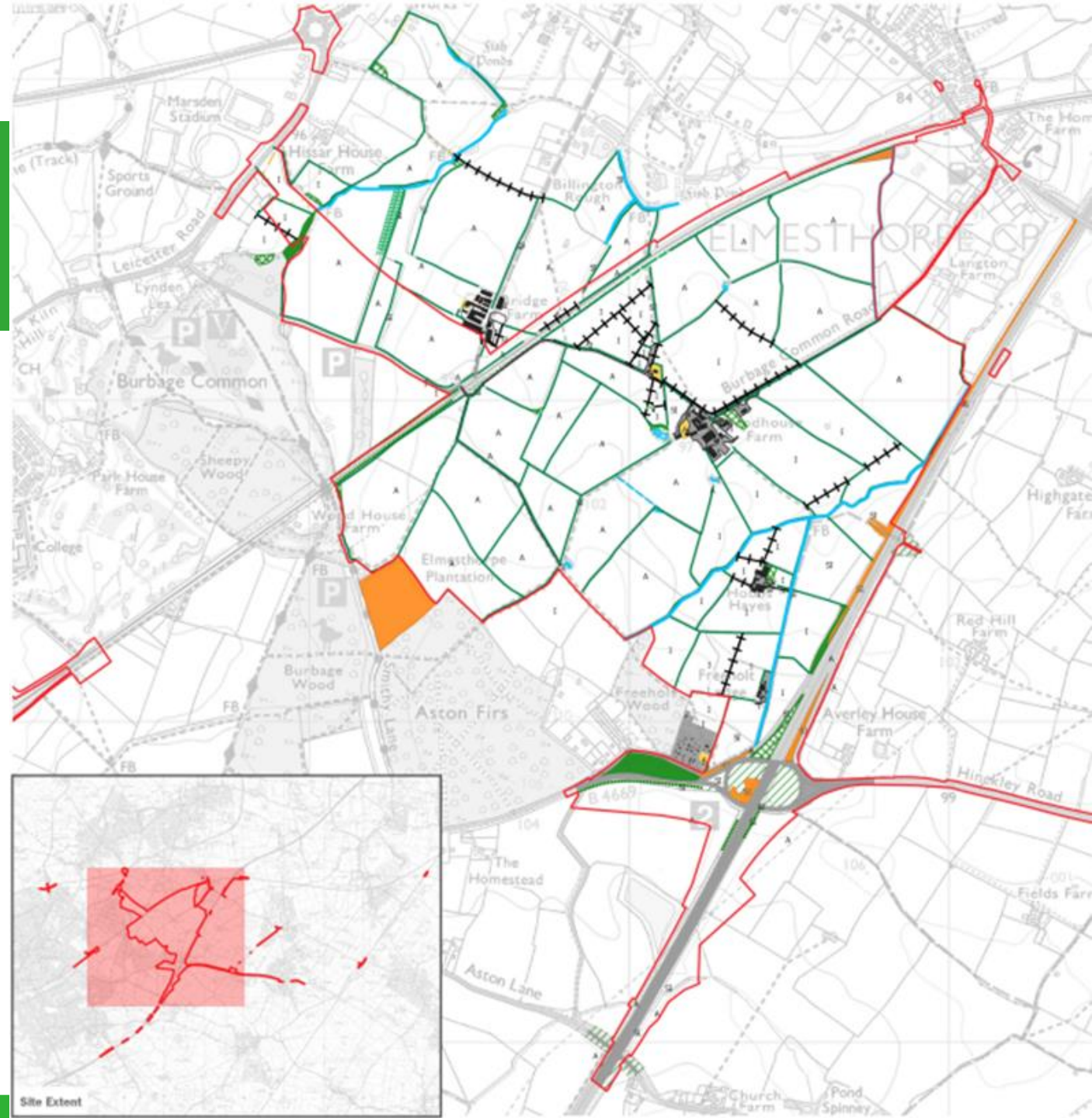


Section 7: Rail Freight Interchange



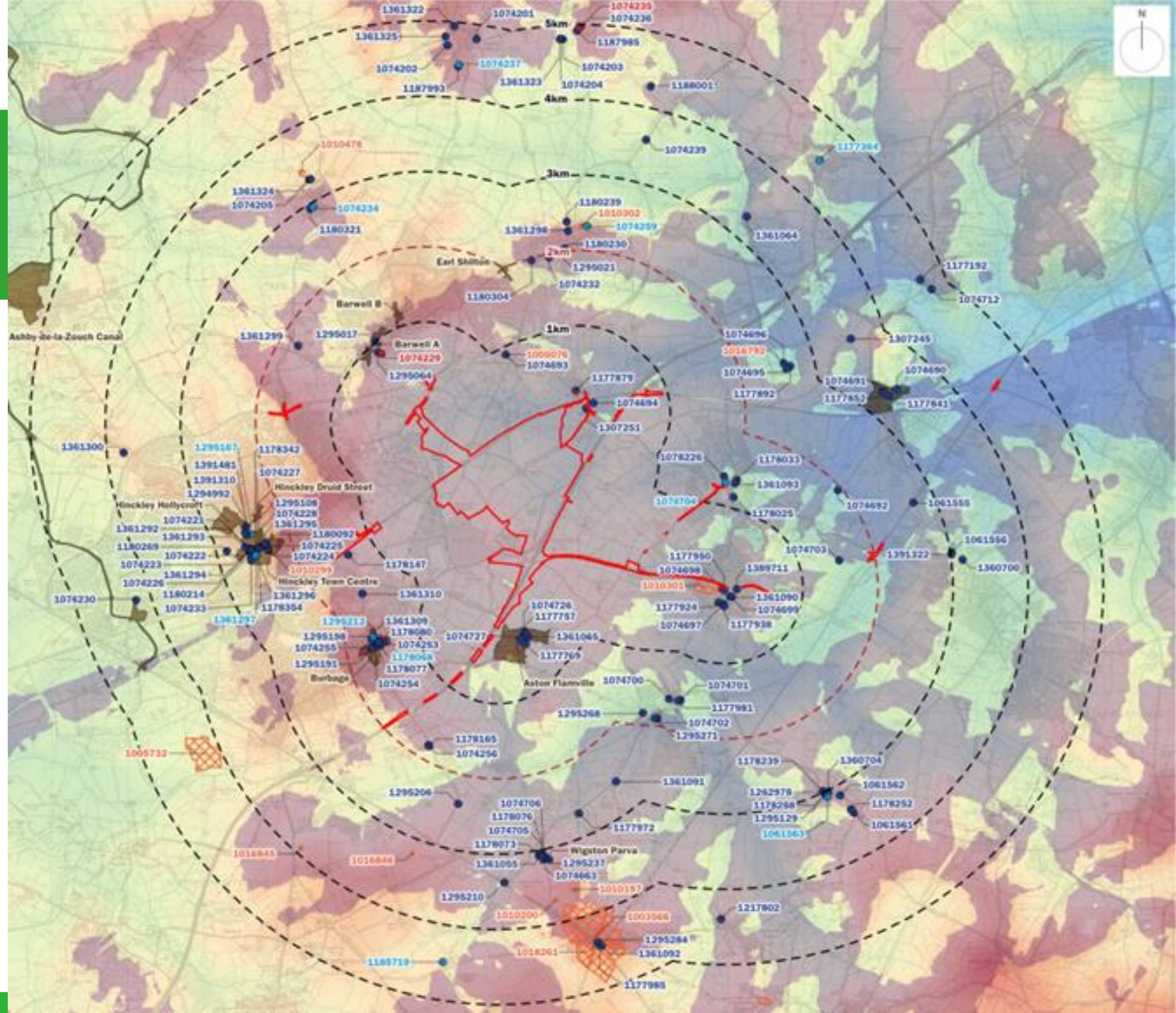


Ecology





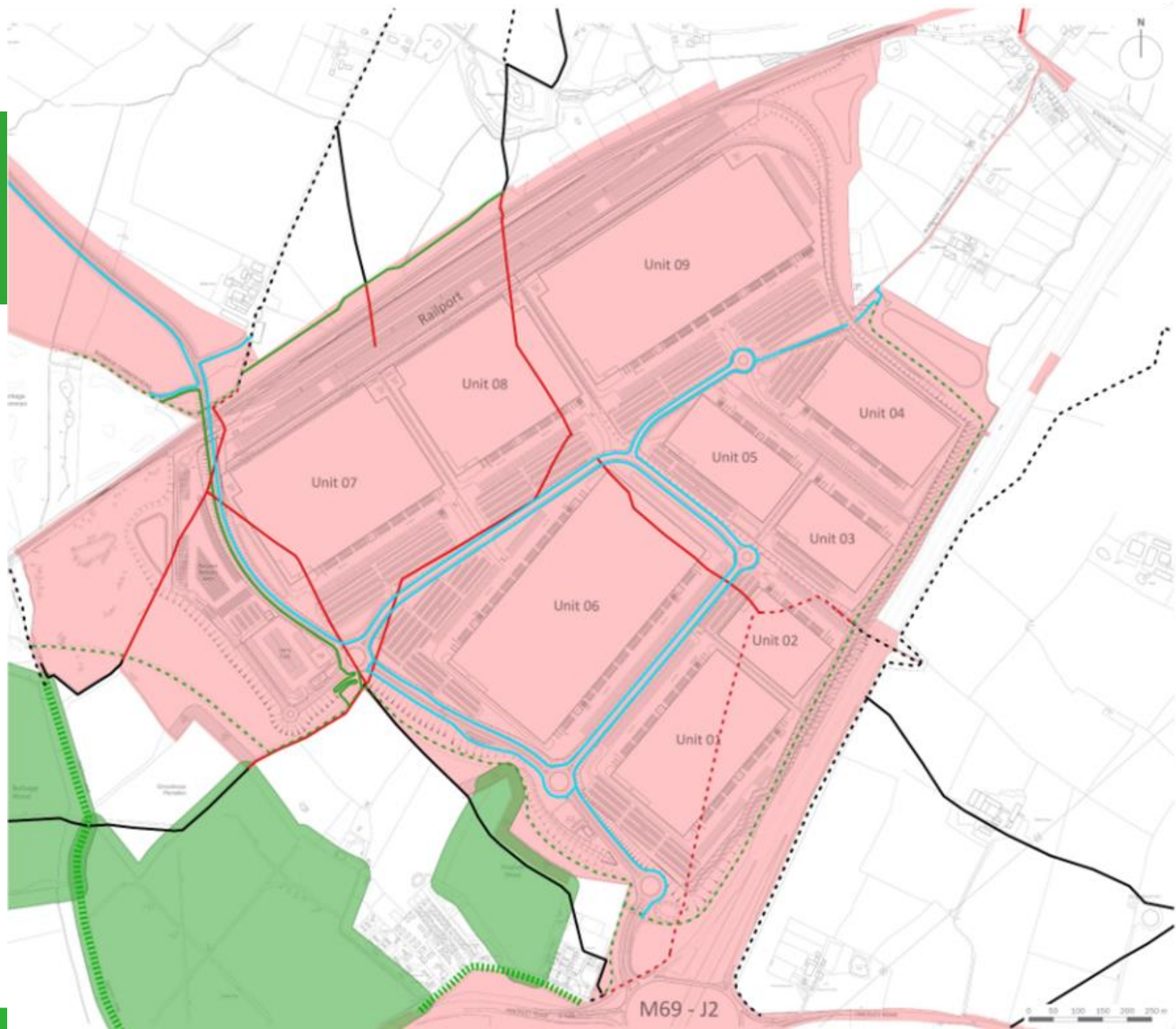
Heritage





Public Rights of Way

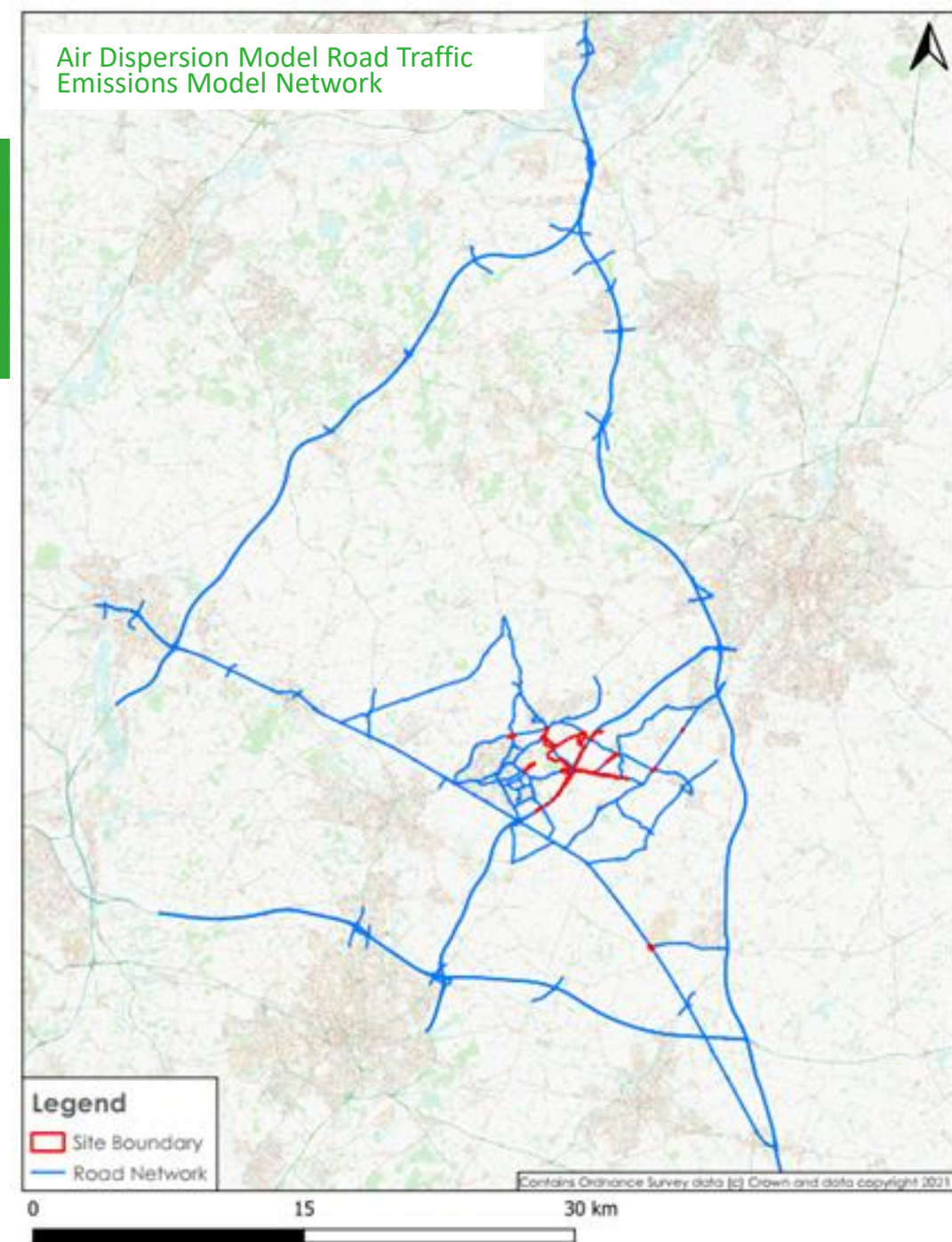
-  DCO Order Limits
-  Existing Bridleway
-  Existing Footpath
-  Proposed Bridleway
-  Proposed Footpath
-  Removed Bridleway
-  Removed Footpath
-  Proposed Shared Path/Cycleway
-  Other Routes with Permitted Access
-  Ancient Woodland 25m Buffer





Air Quality

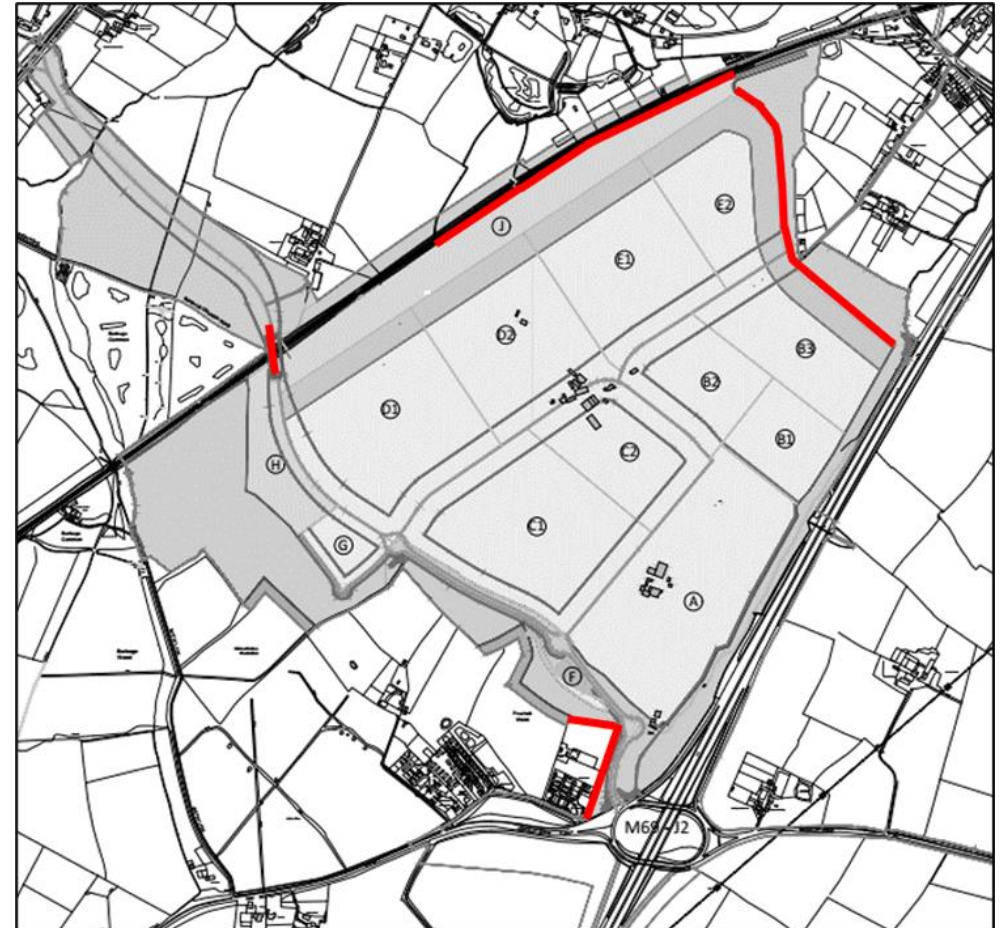
- The impact of the development on air quality at both sensitive human and ecological receptors and was considered with regard to construction and operational phases of the development.
- The assessment methodology was agreed with the Environmental Health department at both Hinckley and Bosworth Borough Council and Blaby District Council.
- A qualitative construction phase dust assessment and detailed road traffic emissions air dispersion modelling was undertaken and the impacts were predicted to be negligible.
- Dust mitigation measures were recommended to be incorporated into a Construction Environment Management Plan.
- Measures are incorporated into the Proposed Development to minimise emissions associated with operations. These include Electric Vehicle charging points, new pedestrian and cycle links and cycle parking facilities.





Noise

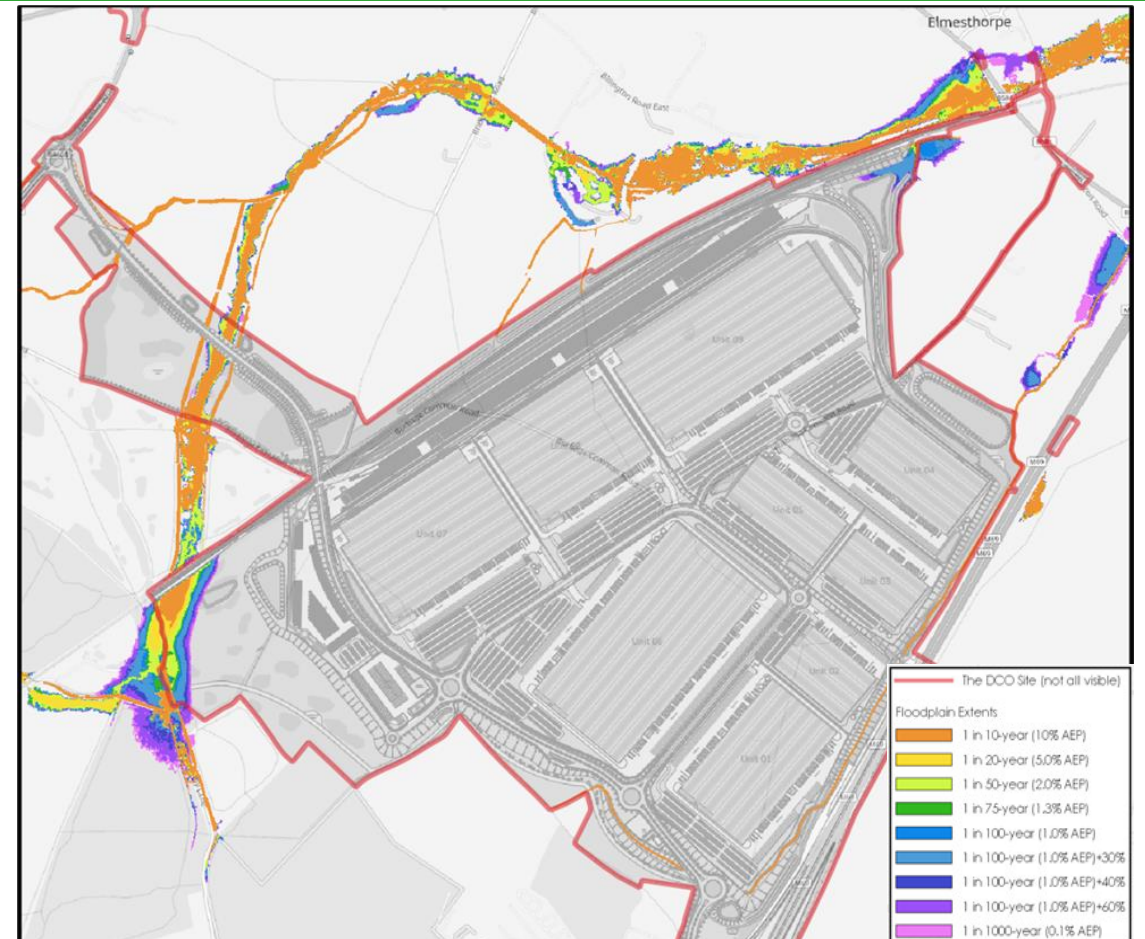
- A preliminary assessment has been undertaken to understand potential worst-case significant effects from the Proposed Development on residents and nearby outdoor sensitive areas.
- Consultation with BDC and HBBC was undertaken to help define the requirements of the assessment.
- Noise and vibration has been assessed for the following scenarios;
 - Construction Phase from on-site construction activities; and
 - Operational Phase including additional rail and road traffic movements, loading/unloading and fixed plant sources.
- Any significant effects should be reduced with mitigation in the form of the following;
 - Construction Phase –selection of quiet plant, localised screening, good working practices and controlled through a Construction Environmental Management Plan.
 - Operational Phase - acoustic barriers, bunds and selection of quiet plant.





Flood Risk & Surface Water

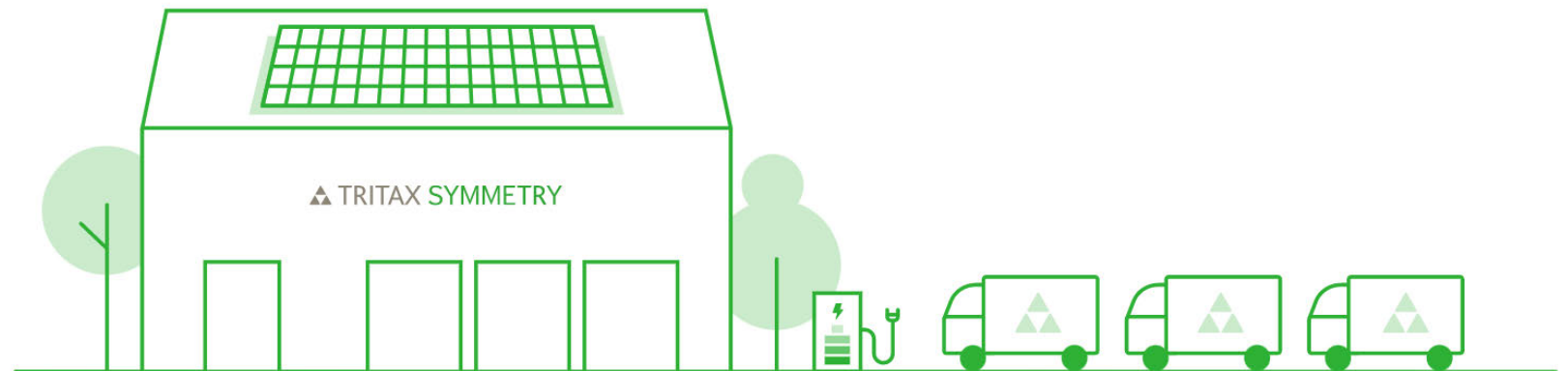
- The Site is primarily located in Flood Zone 1.
- A hydraulic model of local watercourses has been developed in consultation with the EA.
- The development has generally been located outside of the floodplain. Where there is a potential interaction, mitigation measures are proposed which include:
 - Realigning the watercourse in the Site
 - Providing culverts beneath the new link road
 - Implementing a surface water drainage strategy
- Storm water discharge from the development will be restricted at the pre-development rate, with attenuated storage provided within the Site.
- Storing storm water runoff within the development will offer a betterment to the floodplain immediately downstream of the Site.





Climate Change

- SRFIs are part of the government's commitment to a low carbon economy and helping to address climate change
- Rail freight produces 76% less carbon dioxide emissions than HGVs
- Each freight train can remove up to 76 HGVs from our roads – removing 1.6 billion HGV kilometres annually
- All units will be built to net zero carbon in construction – in keeping with TSL's core business model
- Committed to biodiversity net gain
- Electric vehicle charging infrastructure
- Solar panels installed on available roof spa





How you can find out more

- The comments section on [REDACTED]
- Email: hinckleynrfi@lexcomm.co.uk
- Call the Community Information Line:
0844 556 3002 (Mon-Fri, 9am-5.30pm)
- Write to: [C/O Lexington Communications, 3rd Floor, Queens House, Queen St, Manchester, M2 5HT](#)
- Complete a feedback form online on the project website or post a feedback form to [C/O Lexington Communications: 3rd Floor, Queens House, Queen St, Manchester, M2 5HT](#)

We will be providing further information on the scheme via the following platforms:

- Public consultation exhibitions
- A dedicated project website: [REDACTED]
- Social media adverts
- Press notifications



Next Steps

Formal Consultation Q1 2022

Following formal consultation there will be a fully reasoned response to the feedback received which will inform the submission version of the application and will be recorded in a consultation report which will be submitted as part of the application documents

DCO Application Submission and Acceptance Stage Q3 2022

The Acceptance stage will begin when we apply for development consent to the Planning Inspectorate. There follows a period of up to 28 days for the Planning Inspectorate, on behalf of the Secretary of State, to decide whether the application meets the standards required to be accepted for Examination.

Pre-Examination Q3 2022

At this stage, the public will be able to register with the Planning Inspectorate to become an Interested Party by making a Relevant Representation. An Examining Authority is also appointed at this stage and all Interested Parties will be invited to attend a Preliminary Meeting run and chaired by the Examining Authority. This stage usually takes 3 months.

Examination Q4 2022 - Q1 2023

The Planning Inspectorate has up to 6 months to carry out the examination. During this stage members of the public who have registered by making a Relevant Representation are invited to provide more details of their views in writing.

Recommendation Q3 2023

The Planning Inspectorate must prepare a report on the application to the Secretary of State for Transport, including a recommendation, within three months of the close of the 6-month Examination stage.

Decision Q4 2023

The relevant Secretary of State then has 3 months to make the decision on whether to grant or refuse development consent.



Questions

Appendix 8.12

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

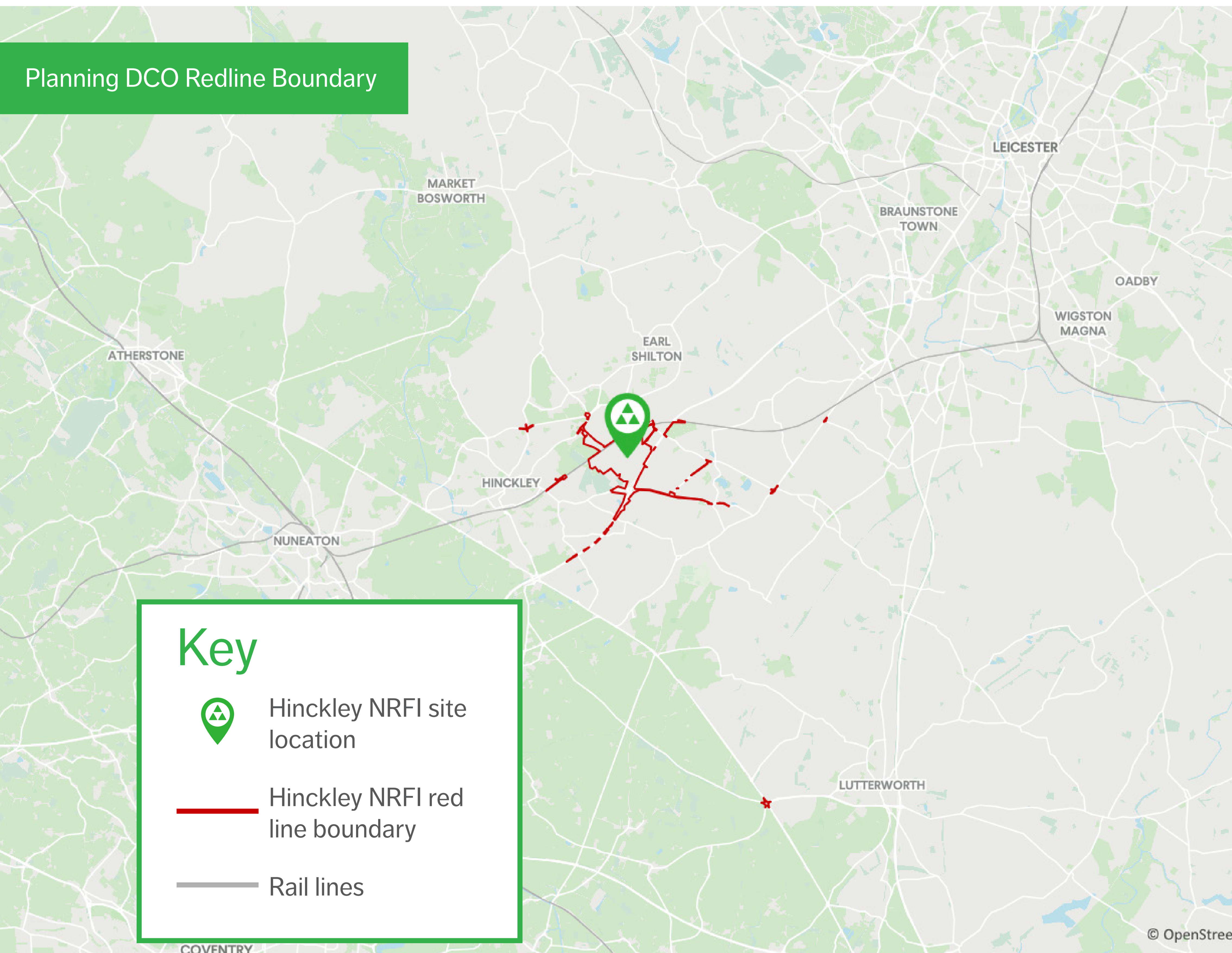
Welcome

Welcome to the public consultation for the Hinckley National Rail Freight Interchange (HNRFI). This exhibition will guide you through our proposals and ask for your feedback at the end through a short feedback form.

We are still in the design process, and the following sections set out what we would like to do, but this is not final. We now want help from residents, businesses and stakeholders in the local area to provide feedback on our ideas.

The formal consultation will close on Wednesday 9th March 2022. The feedback provided in this consultation will be used to influence future design considerations.

Planning DCO Redline Boundary



HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

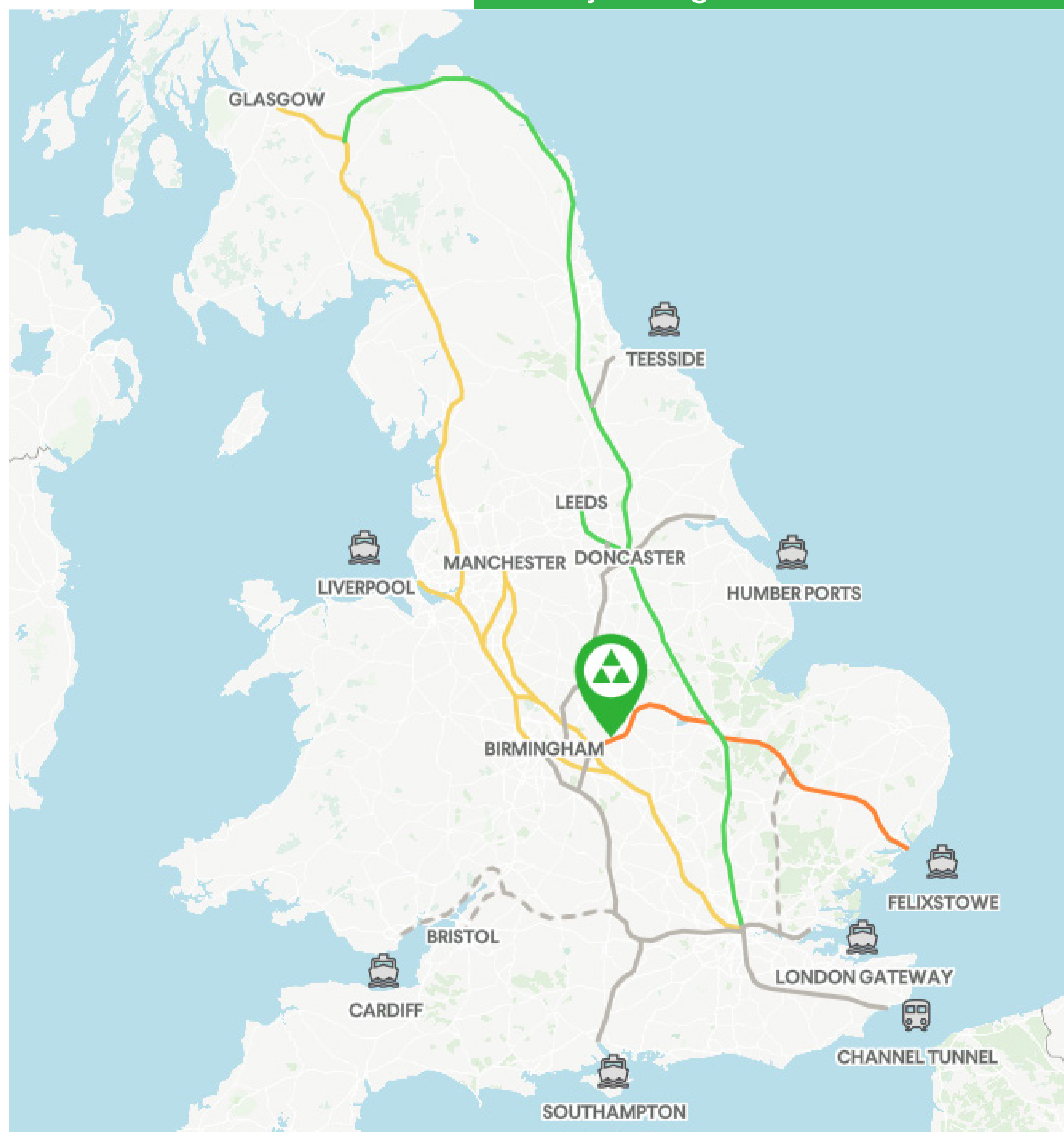
Nationally Significant

We all rely on logistics, from the food we eat to the clothes we wear. Logistics is the lifeblood on which the national economy thrives. It provides the everyday essentials we take for granted for our homes, businesses, hospitals, and leisure facilities.

We need to move items from raw material producers through production and into our domestic supply chains to meet this demand. Every logistics channel needs to be efficient and cost-effective; otherwise, we may face empty shelves and stalled production lines.

However, during the pandemic, it became apparent how critical and often fragile international and national supply chains are. HNRFI will be a critical part of the UK's strategic freight infrastructure, bolstering the national capacity and essential for the regional and national economy.

Major freight routes in the UK











HNRFI is centrally on Network Rail's Strategic Freight Network connecting the deep sea ports of Felixstowe and London Gateway to the Midlands and the North.

What is a 'Nationally Significant Infrastructure Project (NSIP)?'

Development such as HNRFI are considered by the government to be Nationally Significant Infrastructure Projects (NSIPs). Such applications are determined by the relevant Secretary of State.

Permission for those projects is granted directly by government with local authorities instead playing an important consultative role.

Key

-  Hinckley NRFI site location
-  Key ports
-  Channel Tunnel connection
-  East Coast Main Line (illustrative)
-  WestCoast Main Line (illustrative)
-  Felixstowe to Nuneaton Main Line (illustrative)
-  Other Main Line (illustrative)
-  Future Main Line (illustrative)



HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

An increased demand for logistics at the heart of the UK

The site sits within The Golden Triangle for logistics, an area of the east and west midlands with the best access in the UK to the rail and road freight networks.

National Planning Policy and more locally focused studies recognise the need for a Strategic Rail Freight Interchanges.

“It is recommended that the authorities plan for around 2,570,000 sqm of additional floorspace to 2041. Based on 43% of future need at rail served sites, which reflects an expected increase in rail orientated freight in the future, there is a shortfall of 768,000 sqm (307 ha) at rail served sites which should be planned for after taking into account existing supply. This would largely be met by the proposed Hinckley NRFI should it be permitted.”

The Leicester and Leicestershire Strategic Distribution Study (2021).

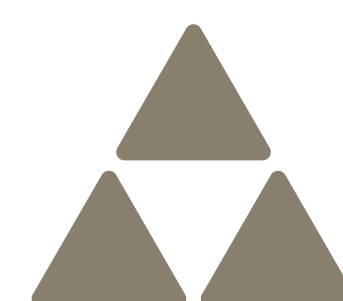
No other terminal will be so well connected to the UK’s major ports. Accelerated by the pandemic, the past decade has seen the logistics sector undergo a remarkable transformation. Technology is replacing the more routine jobs through automation and self-driving vehicles whilst also accelerating the shift towards a higher-skilled labour force in the sector. Consequently people in professional and technical roles in the sector now outnumber those in management or who work as warehouse operatives.

The East and West Midlands combined have the highest proportion of all goods going through logistics buildings in any day, critical to the national economy and particularly the region's businesses, homes, and services.

HNRFI is on the border of the East and West Midlands, intentionally located to readily and efficiently service logistics flows to and from the UK’s ports, and other rail linked sites nationally.

The Inner Golden Triangle is defined as the area bounded by the M1, M6 and M69 motorways, alongside land immediately outside but served by junctions on those motorways.

The Wider Golden Triangle is described as the area running along the M1 corridor from Milton Keynes to north Leicestershire and Nottinghamshire, extending into the West Midlands towards Birmingham.



HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Strategic Importance of Rail

Only a small percentage of goods imported to and exported from the UK go via air; everything else is moved via ships or by rail through the Channel Tunnel.

Rail freight is the most efficient mode of transport to deal with high volumes of containerised goods, with one full length 775m train taking around 50+ HGVs movements off the road network.

The shortage of HGV drivers available to do long haul routes means increasing the capacity of the rail freight infrastructure is critical to maintaining and growing the region's economy.

There is a huge advantage for businesses located on or very close to a Strategic Rail Freight Interchange. They can minimise the delivery cost between the railport and their business, making the rail proposition much better than using HGVs.



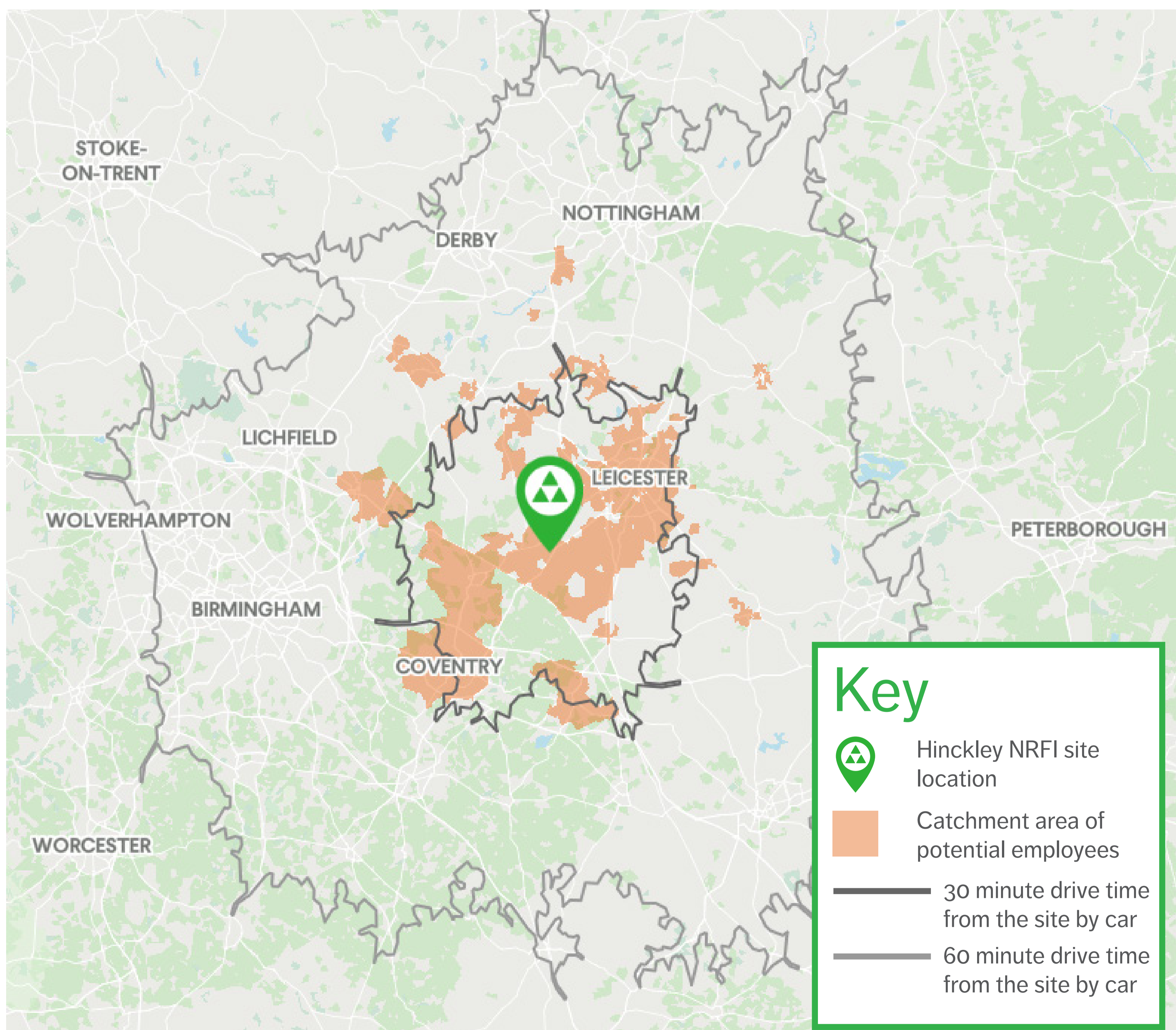
HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Connected Employment

HNRFI's catchment area of potential employees includes 1,036,900 people aged between 16-64 with almost 80% being economically active. There are circa 33,000 unemployed people in the catchment area (orange on the map) with 11,200 being in the 16-24 age group.

The catchment area has a higher proportion of residents employed in the logistics sector than the national average. This reflects the higher proportion of opportunities in these sectors, in what is the prime location for national logistics operations.

The area surrounding the Main HNRFI Site does not have large concentrations of deprivation, except the south-west of Hinckley. However, neighbouring Nuneaton and Bedworth have a few communities in the top 10% and 20% most deprived areas, as do Coventry and Leicester.



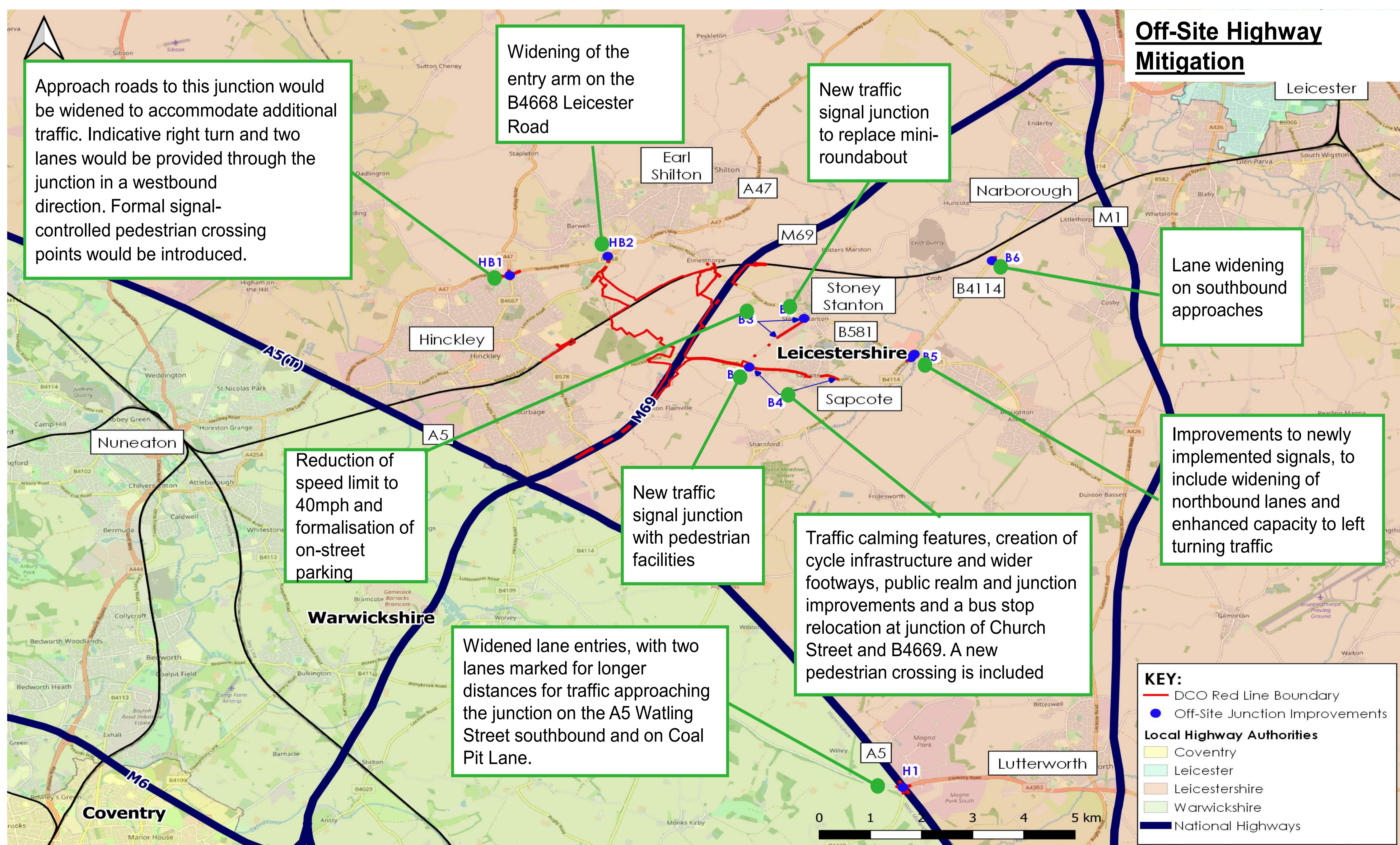
HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Highways and Transport

The proposed access to the site will be via the M69 Junction 2, with an additional arm into the site. As part of the access, the following infrastructure is proposed:

- New south-facing slips (off and on slips) at Junction 2,
- Signalisation of M69 J2,
- A new link road (A47 Link Road), and
- A new roundabout junction on the B4668 - Leicester Road.
- The A47 link road will link Junction 2 of the M69 through the site, crossing the railway via a bridge, connecting to the B4668 (Leicester Road) and ultimately the A47.

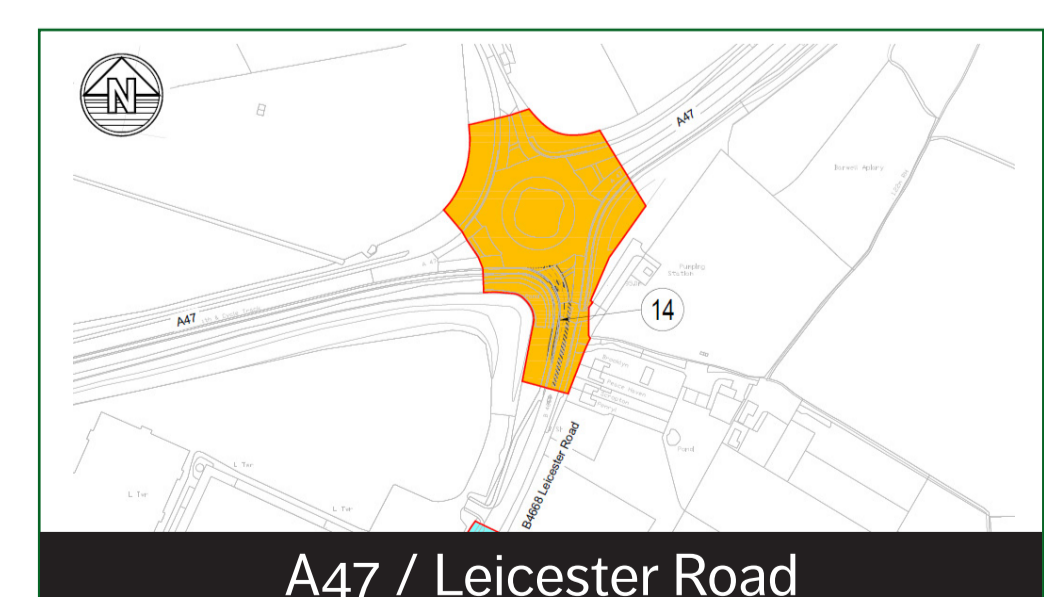
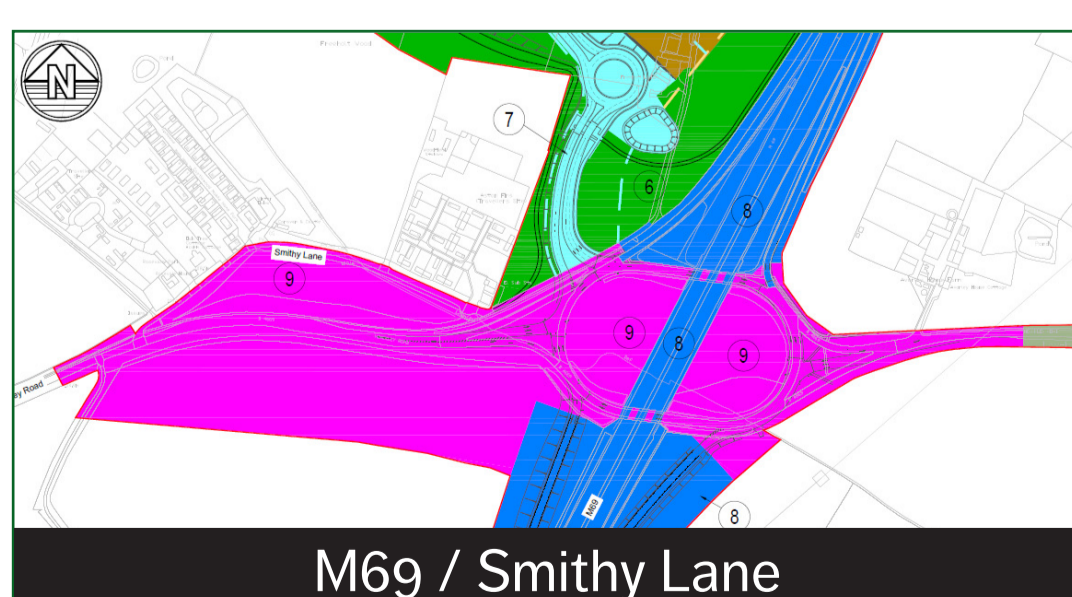
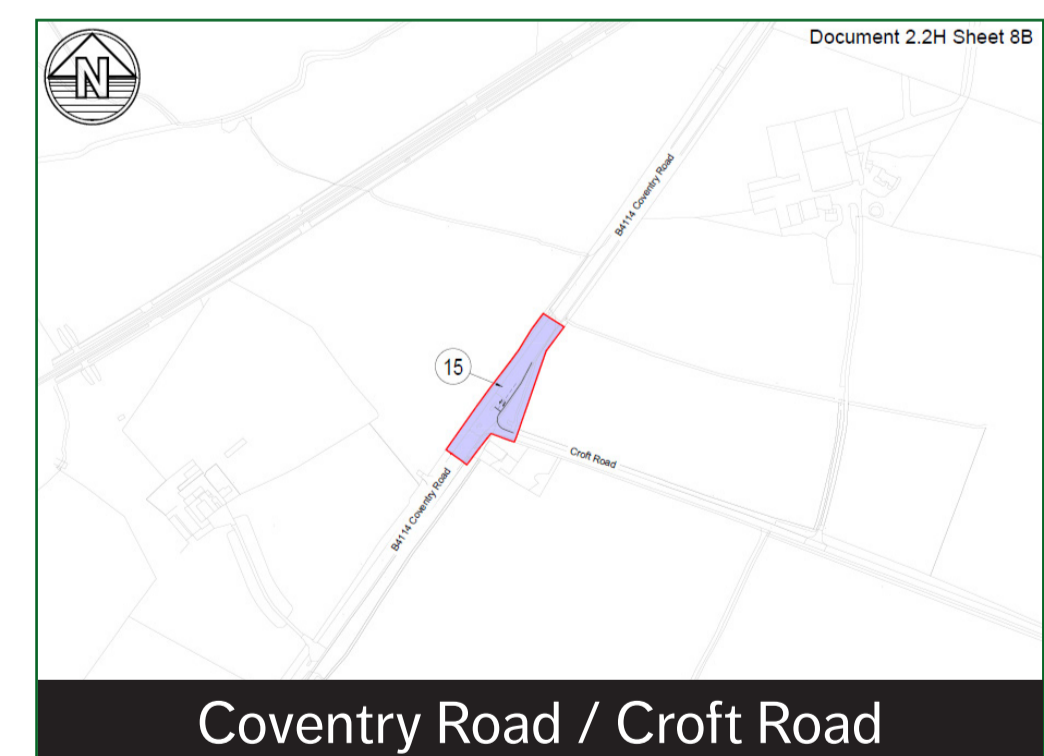
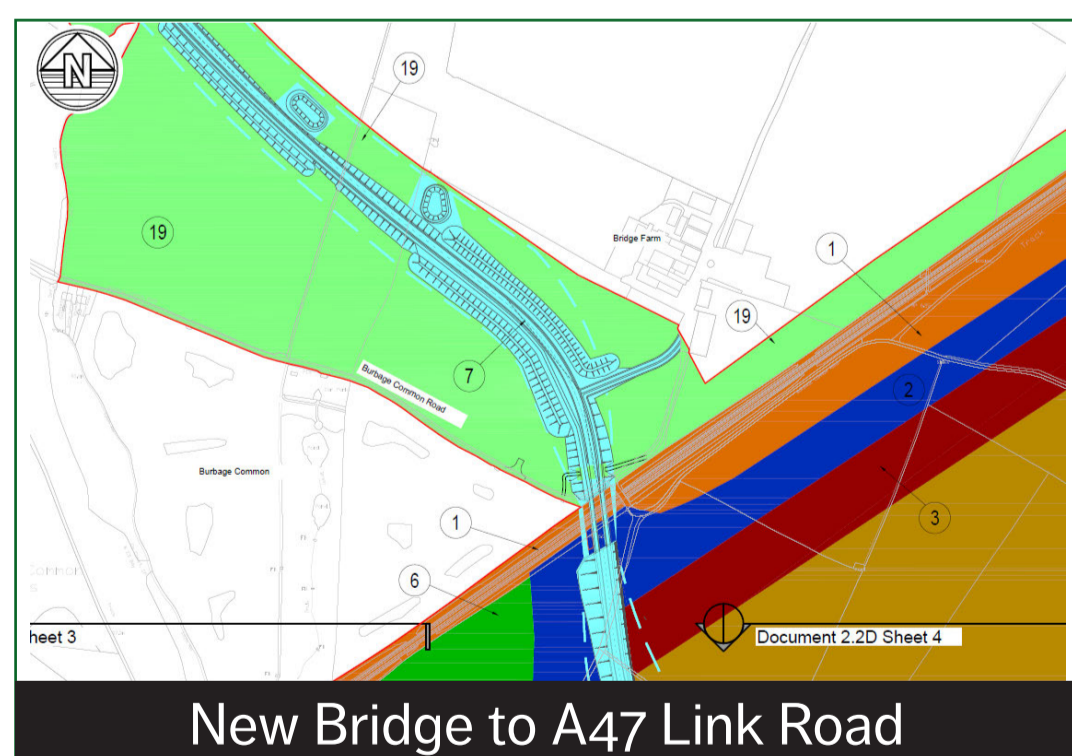
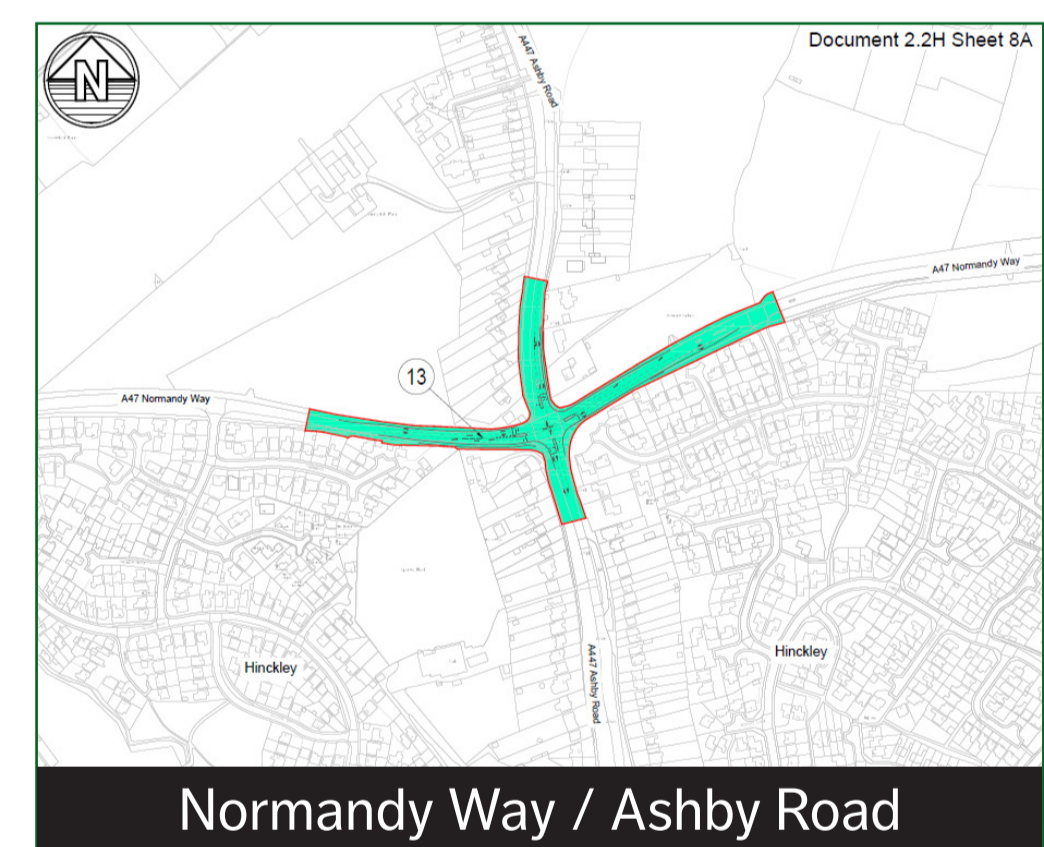
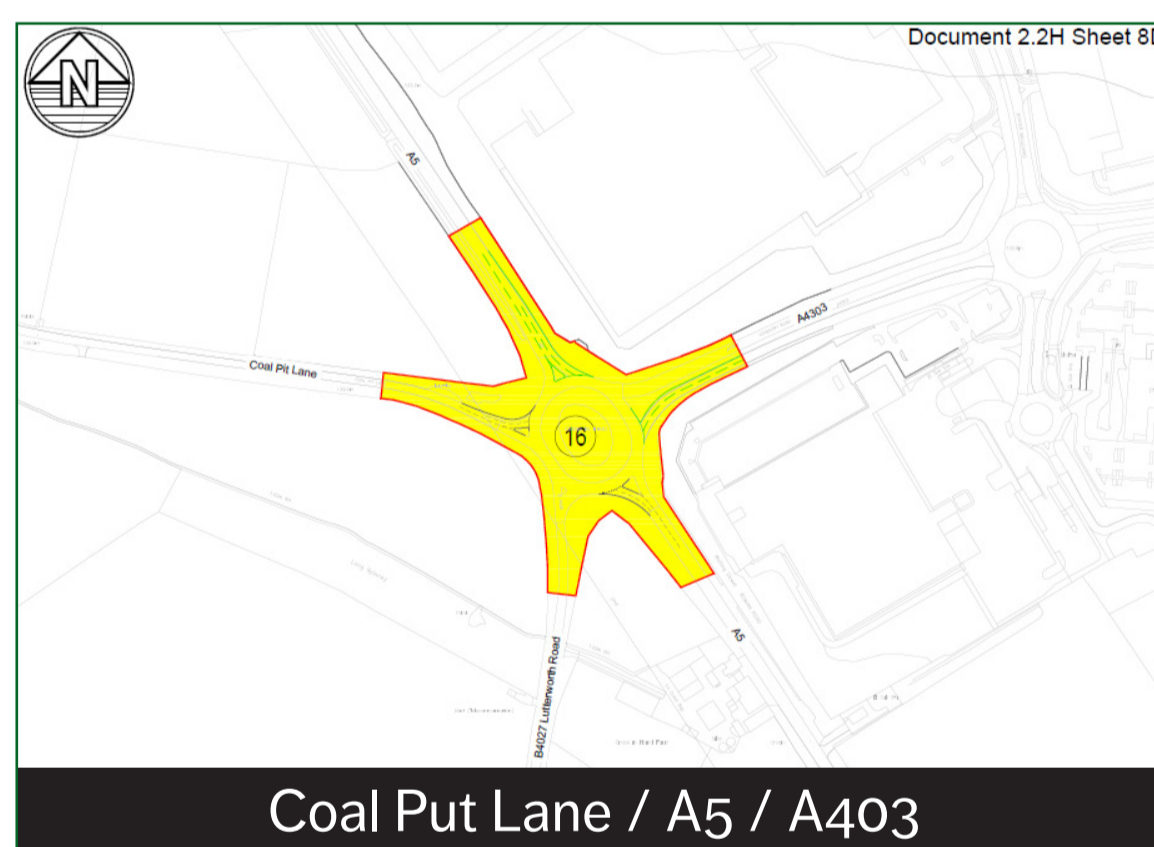
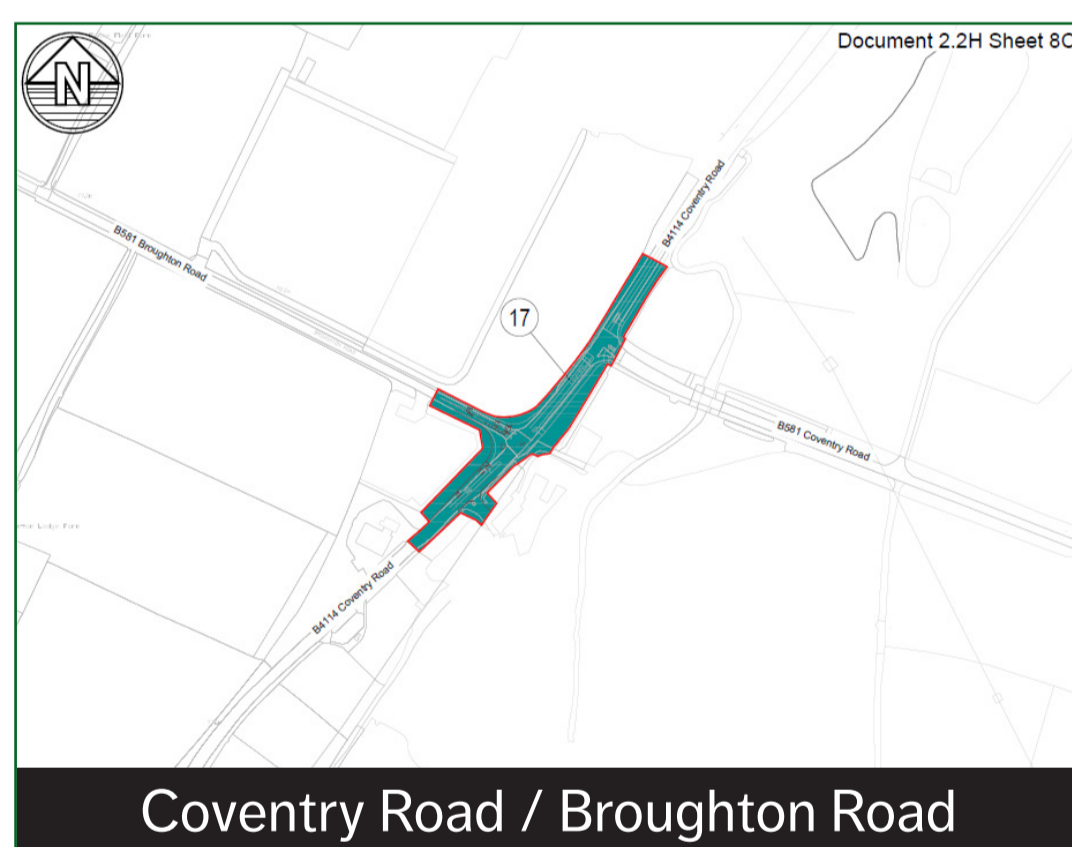
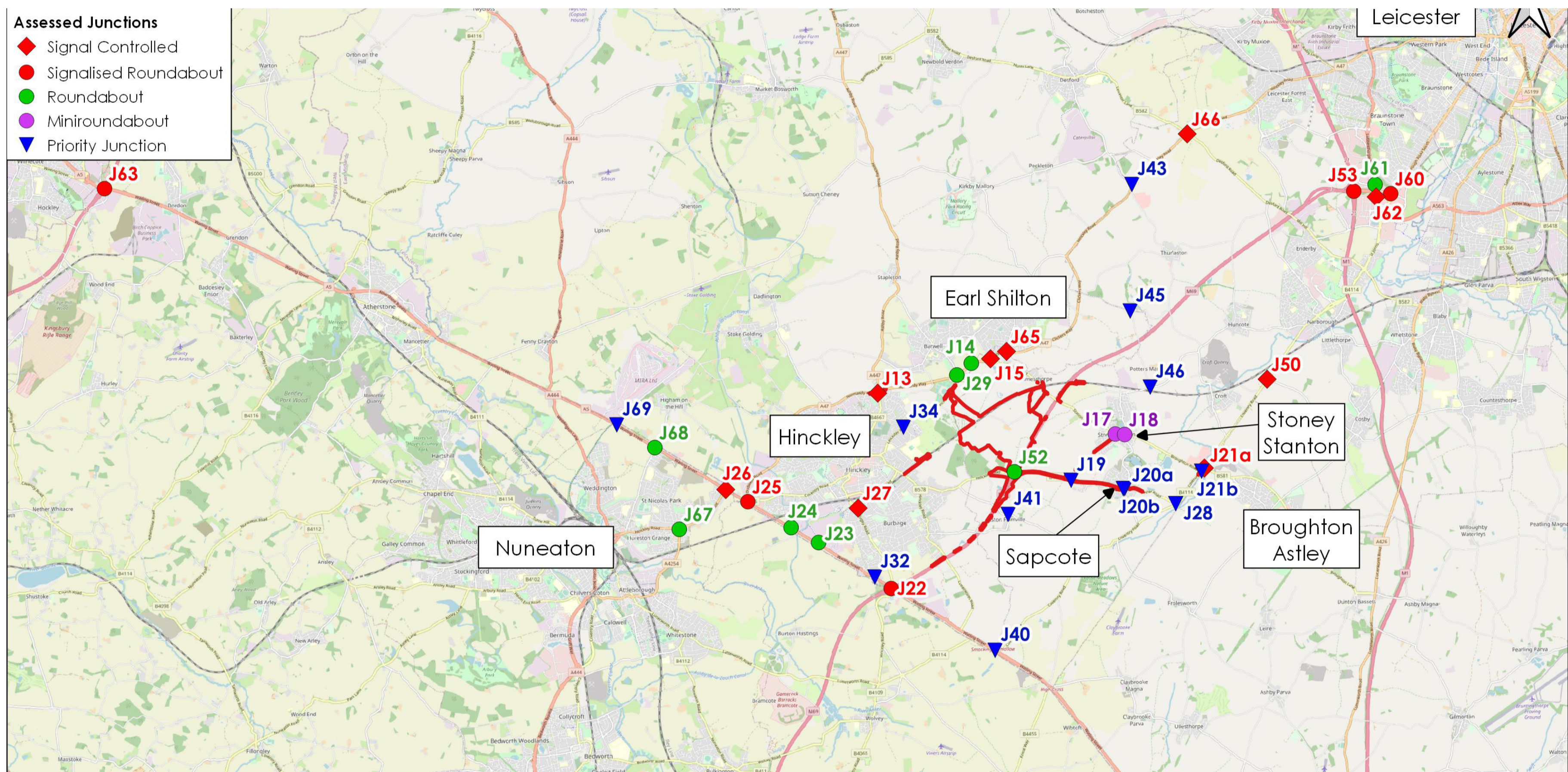
Across the strategic modelled area, 38 junctions were reviewed in detail for impacts from the development. Of these eight required junction upgrades to improve capacity and safety, two locations also were identified to introduce traffic calming or public realm interventions.



HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Highways and Transport

All of the traffic modelling to date has been discussed with respective highway and planning authorities through a monthly Transport Working Group (TWG) The latest TWG group has met for the past 14 months to discuss assumptions and inputs. A previous TWG group met as far back as 2018.



Highways and Transport

Eastern Villages Bypass

Following feedback from the 2019 informal highway consultation, a further technical review of the need for a bypass was carried out. The inclusion of the 47 link road in the latest modelling scenarios creates wider traffic relief benefits than those of a new bypass around Stoney Stanton or Sapcote. Most impact is generated from existing traffic in the area re-routing. Below is a summary of the highways impacts resulting from the development and the newly proposed access infrastructure.

Narborough Crossing

Network Rail has confirmed the availability of capacity for freight trains through Narborough. The majority of such movements will fall outside highway peak hours. One additional train is projected within the PM traffic peak, but barrier downtimes will remain below those encountered in the existing morning peak. Impact on road traffic will be marginally above the existing situation

Conclusions Eastern Villages

Construction of a further high capacity link around Sapcote will induce additional traffic at Junction 2 and the B4669 to the east. This places greater pressure on the B4114.

New A47 Link Road shifts background traffic flow due to redistribution from other routes; B581, B4114 and links through Hinckley.

Movements reduced to and from J21

Reductions in traffic on B581 through Elmesthorpe and Stoney Stanton and B4114 (south) in Sharnford

Reductions on M1 due to removal of Smart Motorways scheme J19 to 23a push traffic to alternative routes.

General reductions in flow in and around Hinckley

Background traffic is rebalanced through Eastern Villages. Key routes experience a reduction in flow. Including Sharnford to the south

Increases to and from south on the M69 positively redistributing traffic on to the SRN

Traffic increases on first section of B4669 due to redistribution of existing traffic as a result of new infrastructure.

Through-routing in Sapcote to the B4114 is generally trips to and from Broughton Astley and other local trips

As many as 65% of trips in Sapcote starts or finishes in the village

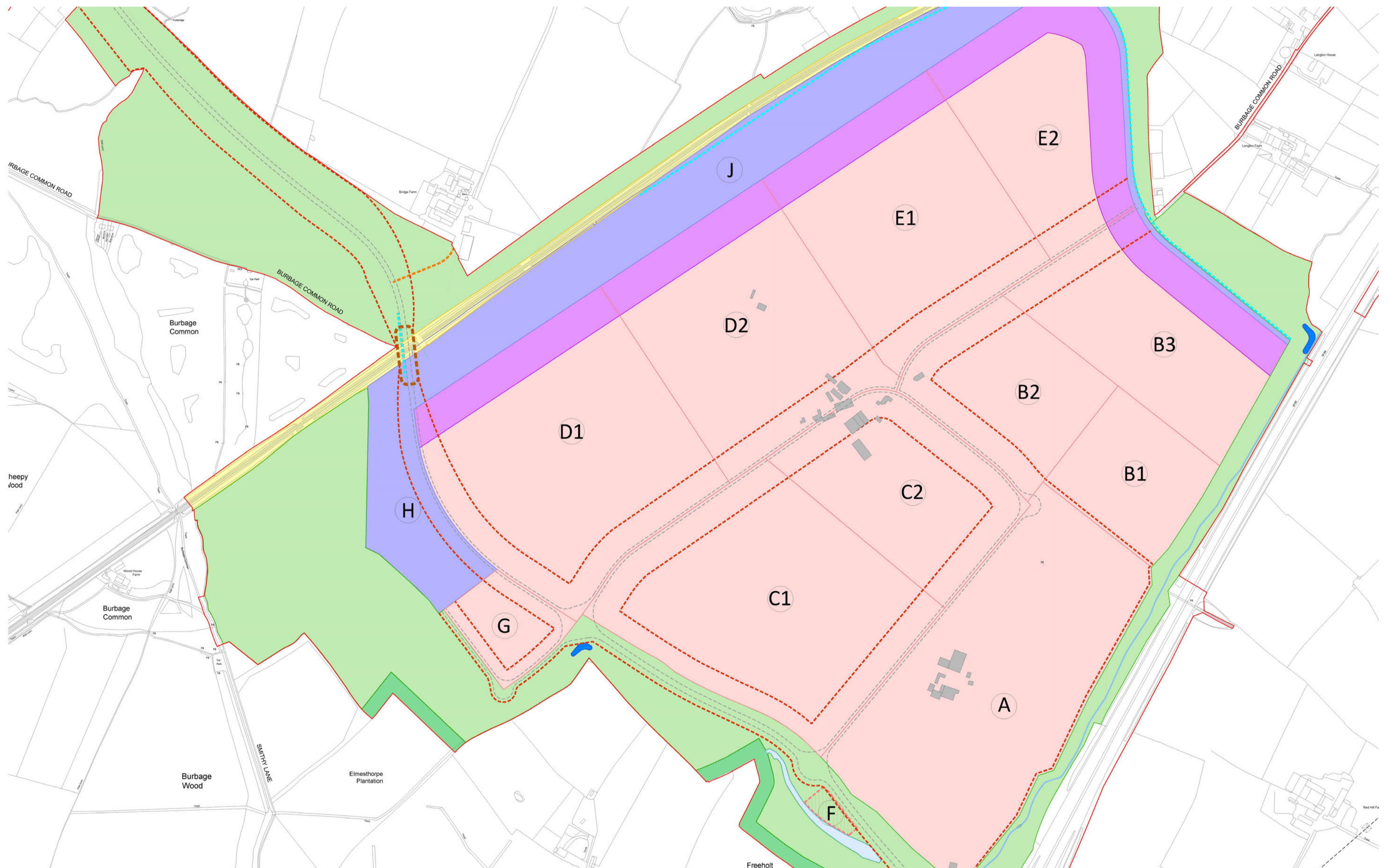


HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Parameter Plan

The nature of Strategic Rail Freight Interchange (SRFI) developments is such that some degree of flexibility is needed when schemes are being developed to allow the development to respond to market requirements as they arise.

The parameters plan defines the maximum floor space and building heights of HNRFI. It also outlines other aspects such as the size of landscaped areas, the rail elements and where the warehousing would likely be located.



Zone Parameters

- A** Number of Units in all of Zone A: 1 to 6 units
Maximum development floor space (sq.m.) in all of Zone A: 105,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone A: 27m
Highest point above Ordnance Datum (m) in Sub-zone A: 124.15m
- B1** Number of Units in all of Zone B: 1 to 5 units
Maximum development floor space (sq.m.) in all of Zone B: 115,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone B1: 27m
Highest point above Ordnance Datum (m) in Sub-zone B1: 120.65m
- B2** Number of Units in all of Zone B: 1 to 5 units
Maximum development floor space (sq.m.) in all of Zone B: 115,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone B2: 33m
Highest point above Ordnance Datum (m) in Sub-zone B2: 126.65m
- B3** Number of Units in all of Zone B: 1 to 5 units
Maximum development floor space (sq.m.) in all of Zone B: 115,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone B3: 27m
Highest point above Ordnance Datum (m) in Sub-zone B3: 120.65m
- C1** Number of Units in all of Zone C: 1 to 6 units
Maximum development floor space (sq.m.) in all of Zone C: 140,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone C1: 27m
Highest point above Ordnance Datum (m) in Sub-zone C1: 124.15m
- C2** Number of Units in all of Zone C: 1 to 6 units
Maximum development floor space (sq.m.) in all of Zone C: 140,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone C2: 30m
Highest point above Ordnance Datum (m) in Sub-zone C2: 127.15m
- D1** Number of Units in all of Zone D: 1 to 4 units
Maximum development floor space (sq.m.) in all of Zone D: 184,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone D1: 27m
Highest point above Ordnance Datum (m) in Sub-zone D1: 124.15m
- D2** Number of Units in all of Zone D: 1 to 4 units
Maximum development floor space (sq.m.) in all of Zone D: 184,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone D2: 30m
Highest point above Ordnance Datum (m) in Sub-zone D2: 127.15m
- E1** Number of Units in all of Zone E: 1 to 3 units
Maximum development floor space (sq.m.) in all of Zone E: 137,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone E1: 27m
Highest point above Ordnance Datum (m) in Sub-zone E1: 120.65m
- E2** Number of Units in all of Zone E: 1 to 3 units
Maximum development floor space (sq.m.) in all of Zone E: 137,000 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone E2: 24m
Highest point above Ordnance Datum (m) in Sub-zone E2: 117.65m
- F** Number of Units in all of Zone F: 1 to 2 units
Maximum development floor space (sq.m.) in all of Zone F: 500 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone F: Buildings - 10m
Highest point above Ordnance Datum (m) in Sub-zone F: 111.50m
- G** Number of Units in all of Zone G: 1 to 2 units. Energy Services.
Maximum development floor space (sq.m.) in all of Zone G: 500 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone G: Buildings - 10m. Energy Services - 15m.
Highest point above Ordnance Datum (m) in Sub-zone G: Buildings - 107.15m. Energy Services - 112.15m.
- H** Number of Units in all of Zone H: 1 to 2 units. Yard.
Maximum development floor space (sq.m.) in all of Zone H: 750 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone H: Buildings - 10m. Containers - 20.3m.
Highest point above Ordnance Datum (m) in Sub-zone H: Buildings - 107.15m. Containers - 119.15m.
- J** Number of Units in all of Zone J: 1 to 2 units. Yard. Gantry Cranes.
Maximum development floor space (sq.m.) in all of Zone J: 500 sq.m.
Maximum building height measured to roof ridge (m) in Sub-zone J: Buildings - 10m. Containers - 16m.
Gantries - 28m.
Highest point above Ordnance Datum (m) in Sub-zone J: Buildings - 106.50m. Containers - 123.50m.

Key

- Hinckley NRFI red line boundary
- Development Zones
- Historic woodland protection zone
- Watercourse
- Existing rail corridor
- Development Signage Locations
- Rerouting of existing linkage from Bridge Farm to new highway infrastructure
- Open land/landscaping including bunding, attenuation ponds, public footpaths and bridleways and A47 Link Road and estate road infrastructure
- Rail freight interchange including A47 Link Road and bridge infrastructure
- Rail corridor within development zones
- New bridge over rail line
- Development zone for site hub
- Line of A47 Link Road and estate roads
- Deviation Potential to estate roads. The boundaries through which a limit of deviation runs will change depending on the final alignment of the infrastructure within the limit of deviation
- Noise attenuation (acoustic fencing or landscape screening)



HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Illustrative Masterplan

The site will include the delivery of:

- New railway infrastructure, including railway sidings and freight terminal, known as the railport
- 850,000sqm of warehouse floorspace (650,000sqm footprint and a further 200,000sqm of mezzanine floorspace)
- M69 upgrade works, including additional northbound and southbound slip roads and a new access road connecting to an internal road network
- A new rail bridge and junction at B4668 / A47 Leicester Road
- Land for landscape and planting works, ecological mitigation, drainage balancing ponds, footpaths, and cycleway links.
- A new lorry park and
- A bus interchange

A new rail bridge and junction at B4668 / A47 Leicester Road.

New railway infrastructure, including railway sidings and freight terminal, known as the railport.

Land for landscape and planting works, ecological mitigation, drainage balancing ponds, footpaths, and cycleway links.

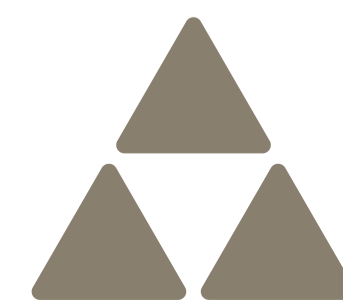
DIRECT RAIL
CONNECTION
SECTION

VIEW ALONG
DEVELOPMENT
ESTATE ROAD

DEVELOPMENT
ENTRANCE



M69 upgrade works, including additional northbound and southbound slip roads and a new access road connecting to an internal road network.



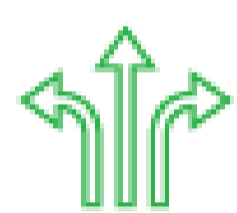
HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Positive Benefits of HNRFI

As the economy moves further online with consumers buying goods and services directly from providers, more stock has to be held in centralised logistics buildings and delivered door to door in smaller consignments rather than stored on shop shelves.

The change provides an opportunity for rail to reduce the overall environmental impact of logistics nationally. Transporting goods to and from ports and between regions in containers via rail is an immediate win. There is potential for rail-based express services to be delivered at the site which is the next step in securing even more environmental benefits.

Delivering Infrastructure



Strong rail connectivity to Freeports and major deep sea ports (Felixstowe, London Gateway, and Liverpool)



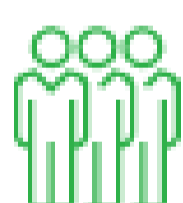
Key supply chain location to the Midlands automotive industry



'Golden Triangle' location - where 80% of freight rail passes through

- Rail freight network already established, with the increased freight capacity already recognised by Network Rail; increasing volumes on rail sustainably.
- A Nationally Significant Infrastructure Project, privately funded with no requirement for state intervention, and aligns with Government's 'Green Industrial Revolution' initiative.
- Supports the Government's rail freight growth strategy, with support from Midlands Connect and Network Rail.
- A new 16 trains-a-day Strategic Rail Freight Interchange at the heart of the Midlands.
- The National Policy Statement on National Networks (NPSNN) already supports an expanded strategic rail freight interchange network.

Jobs



Creating 8,400 jobs - plus even more in the supply chain



Will create training and apprenticeship opportunities



£0.55 billion in private investment

- Significant Inward Investment opportunities created in a key Midlands location.

Green Agenda



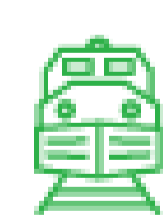
Freight rail produces 76% less CO₂ emissions than HGV



All units will be built to net zero carbon in construction



Committed to delivery of Biodiversity Net Gain



Each freight train can remove up to 76 HGVs from our roads, removing 1.6 billion HGV kilometres annually

- HGVs contribute to 16% of all CO₂ emissions - modal shift to rail creates huge carbon savings.
- The new model for achieving zero carbon intermodal logistics - c.40 acre 6,500 container RFI terminal aside 850,000 sq m logistics floorspace.

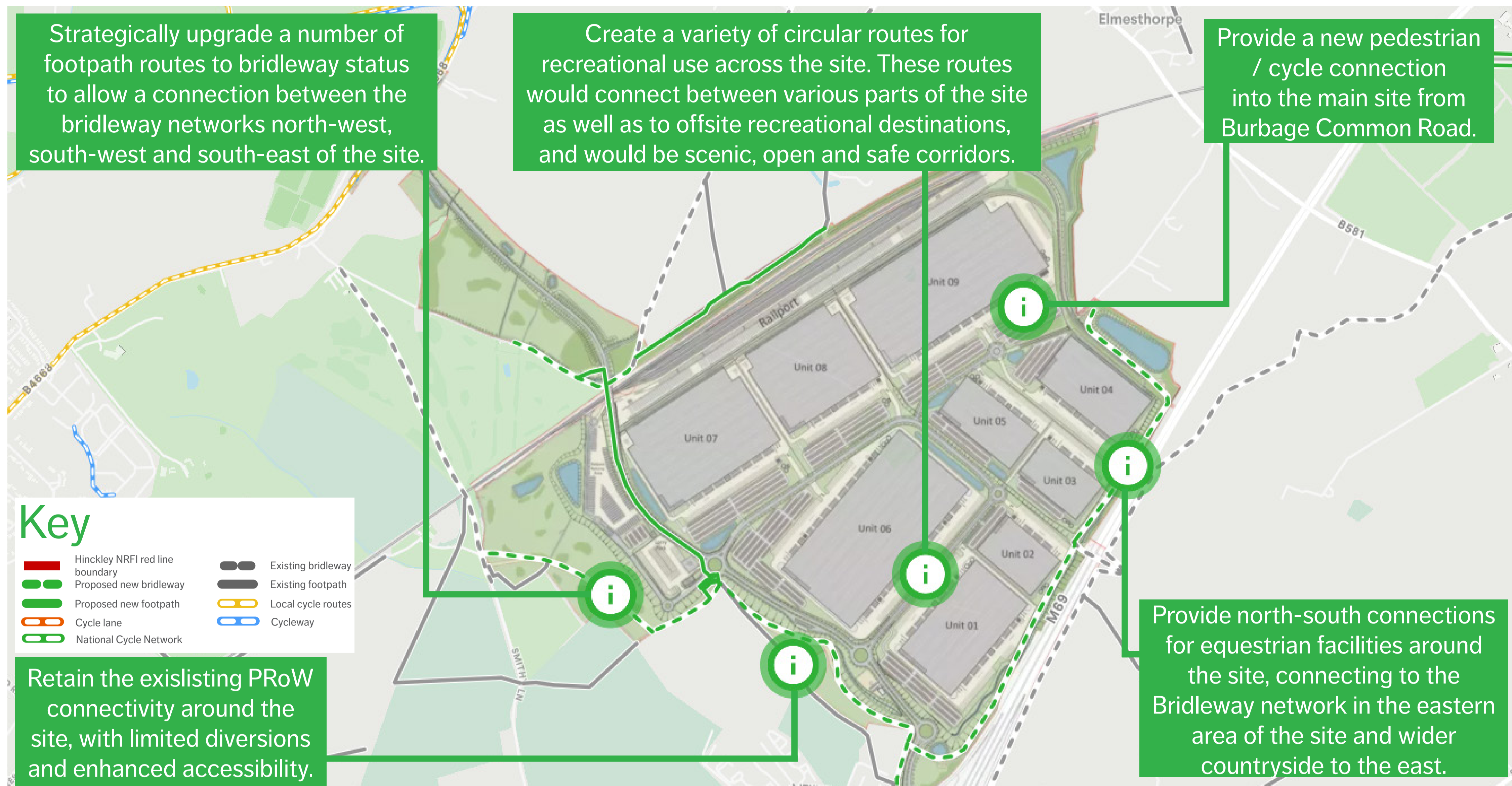


HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Sustainability

Sustainable access has been considered for staff and contractors employed at the site. The location is close to several key settlements within a 5km radius. This presents an excellent opportunity for employees to use active travel modes to access the site.

New footpaths and bridleways will be established to maintain good connectivity to Burbage Common from North and South of the railway.



Tritax Symmetry, has become a Gold Leaf Member of the UK Green Building Council 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.

A Travel Plan has been prepared which identifies targets and measures to move travel away from the private motor car.

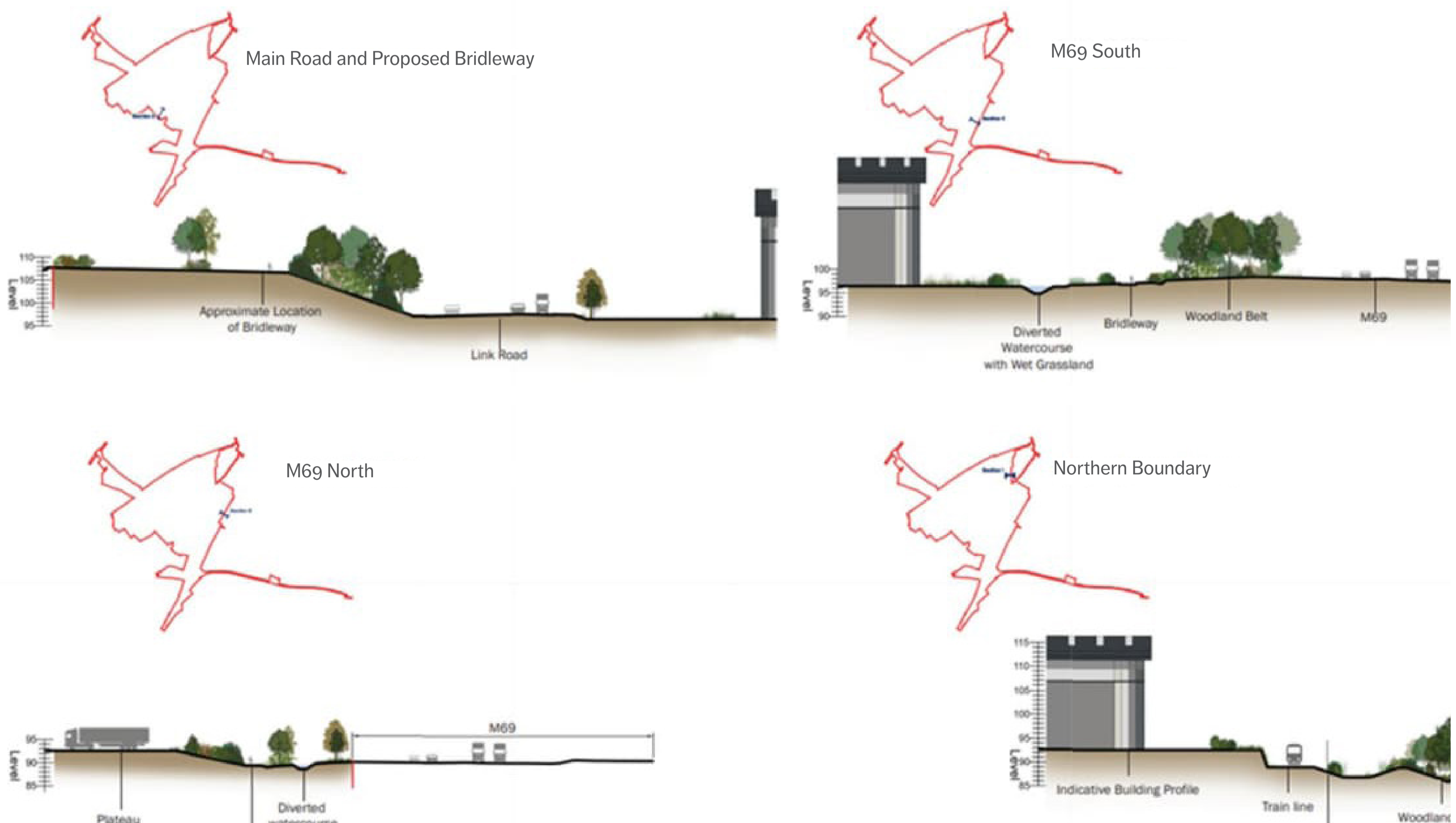
SRFIs are part of the government's commitment to a low carbon economy and helping to address climate change. Other sustainable measures will be provided such as:

- All units will be built to net zero carbon in construction – in keeping with Tritax Symmetry's core business model
- Electric vehicle charging infrastructure will be provided across the estate
- Solar panels installed on the available roof space



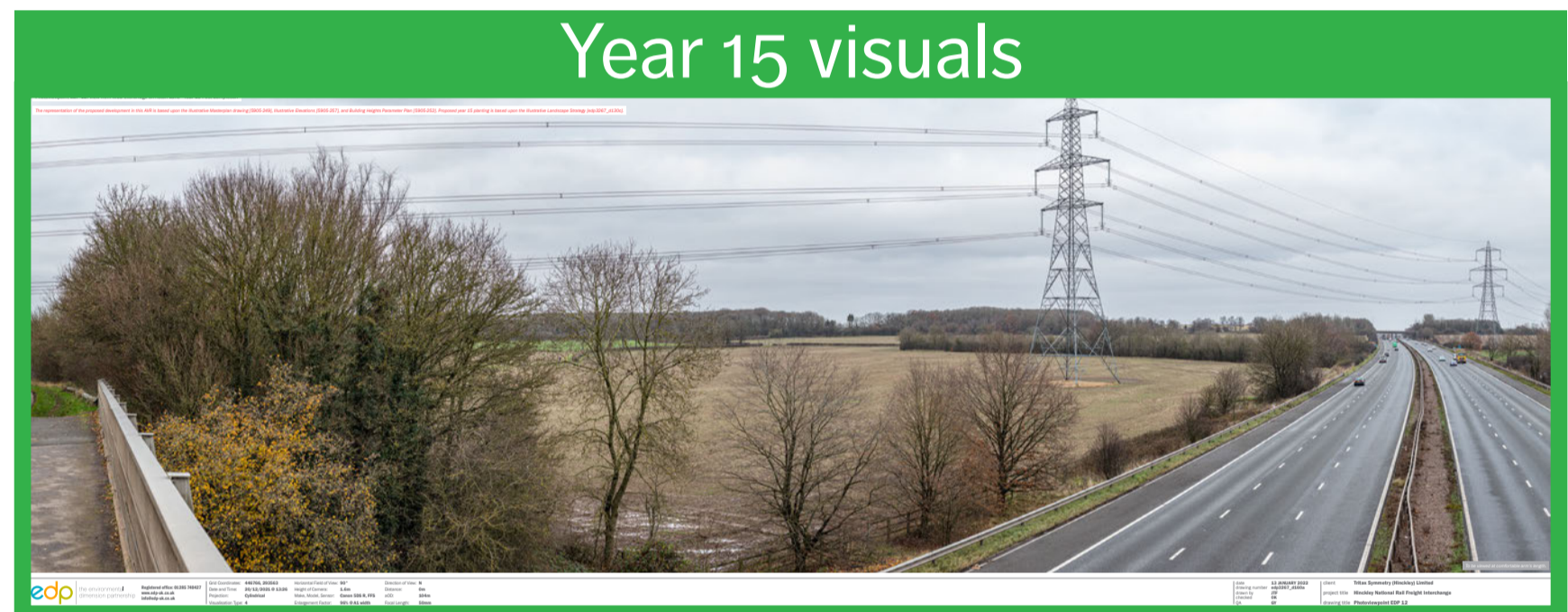
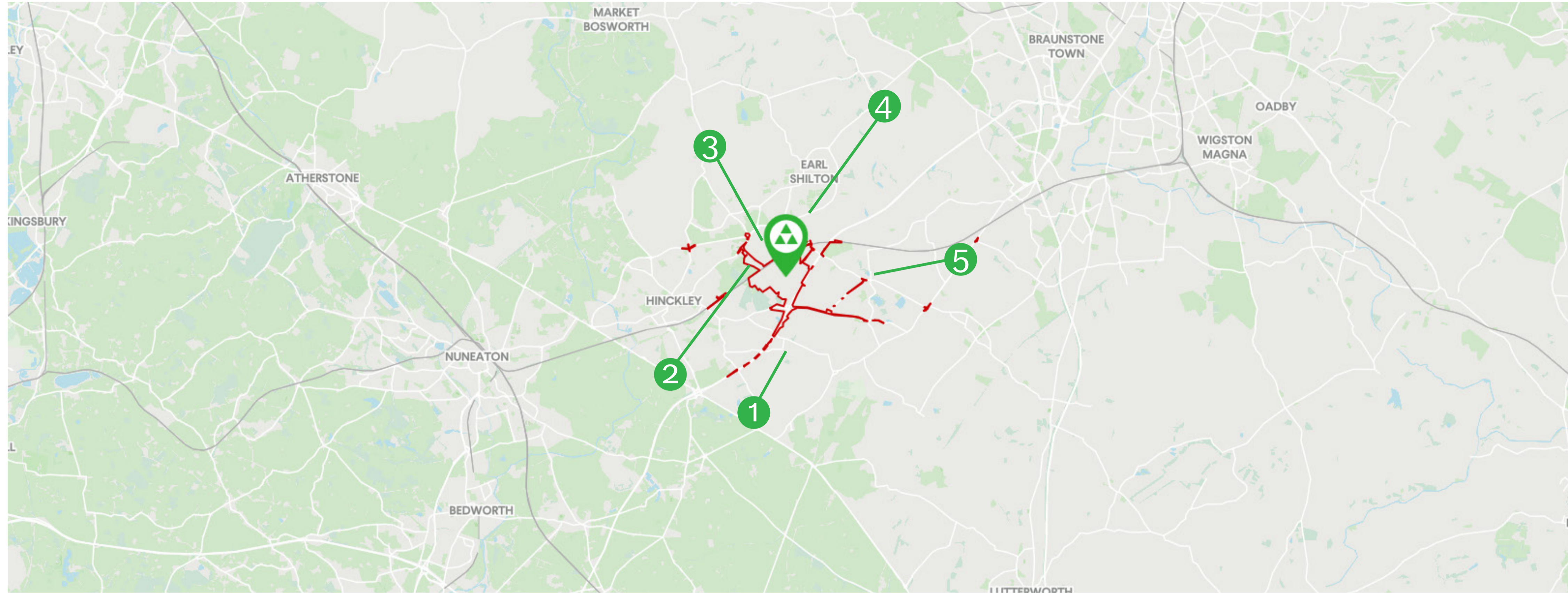
HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Landscape and Visuals



HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Landscape and Visuals



Air Quality, Noise and Lighting

Air Quality

The impact of the development on air quality at both sensitive human and ecological receptors was considered with regard to construction and operational phases of the development. The assessment method was agreed with the Environmental Health Department at both Hinckley and Bosworth Borough Council and Blaby District Council. A preliminary assessment has been undertaken to understand potential worst-case significant effects from the Proposed Development on residents and nearby outdoor sensitive areas.

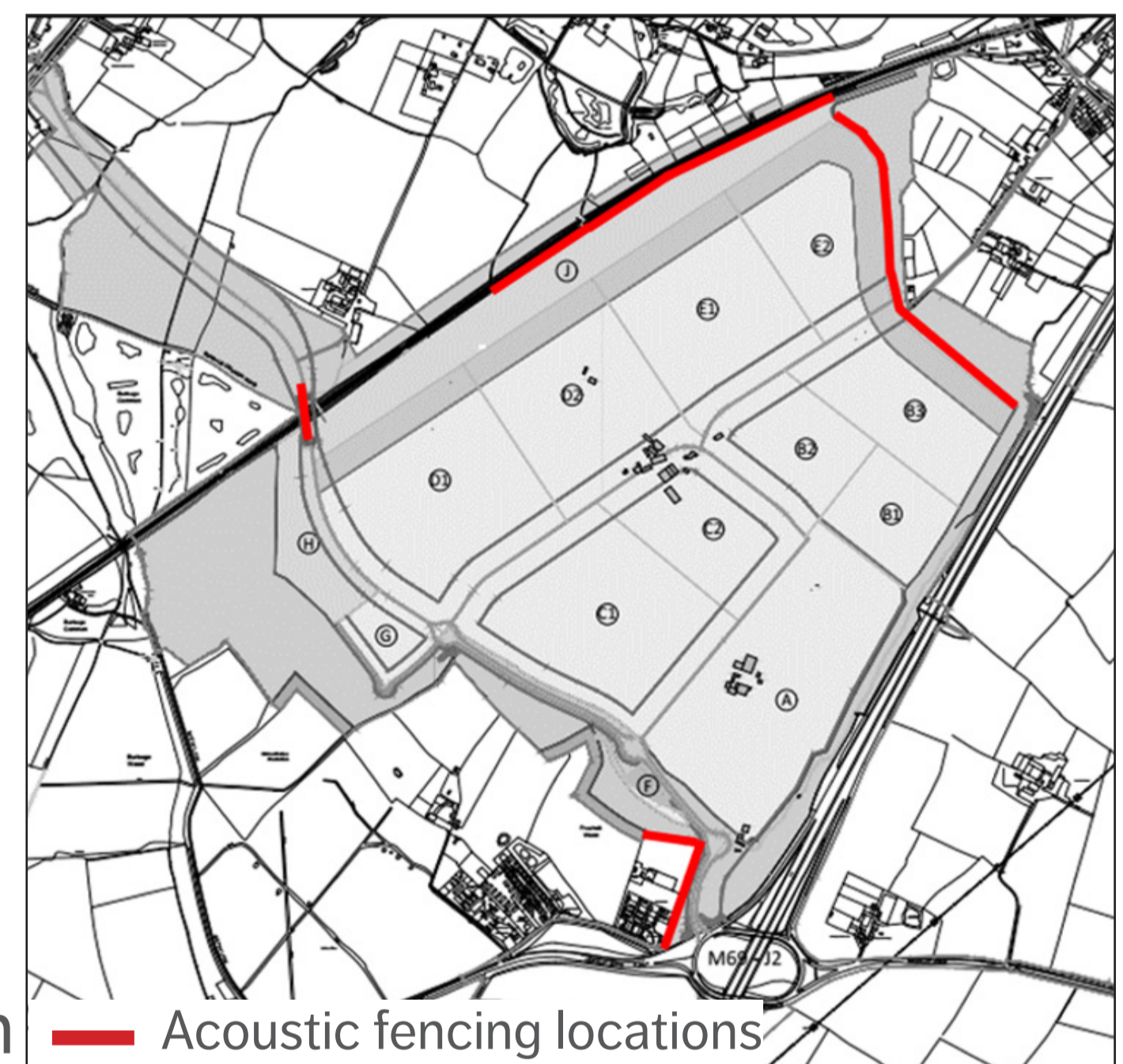
A qualitative construction phase dust assessment and detailed road traffic emissions air dispersion modelling was undertaken and the impacts were predicted to be negligible. Dust mitigation measures were recommended to be incorporated into a Construction Environment Management Plan. Measures are incorporated into the Proposed Development to minimise emissions associated with operations; including Electric Vehicle charging points, new pedestrian and cycle links and cycle parking facilities.

Noise

Noise and vibration has been assessed for the Construction Phase, from on-site construction activities and the Operational Phase including additional rail and road traffic movements, loading/unloading and fixed plant sources.

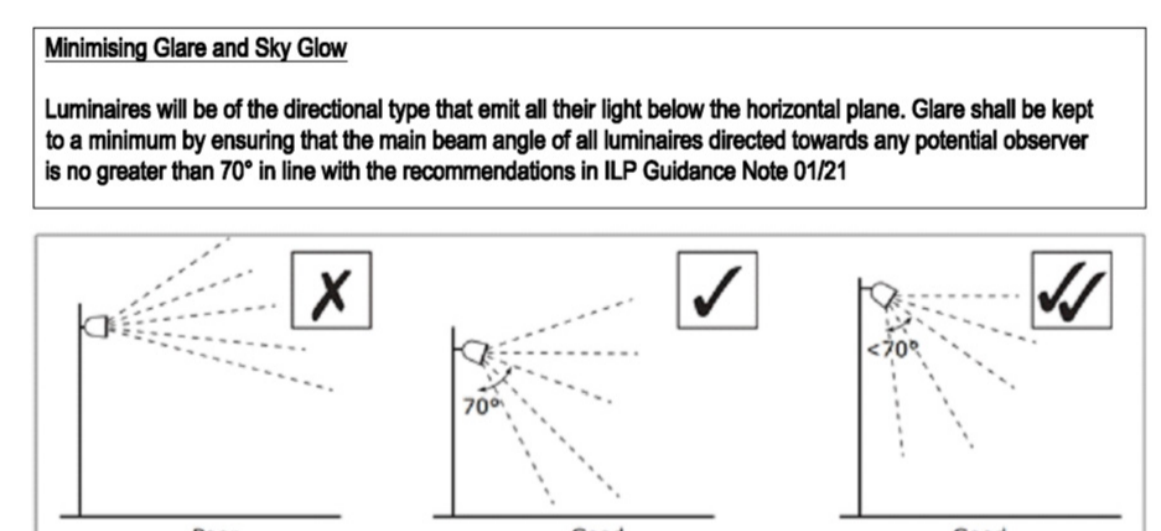
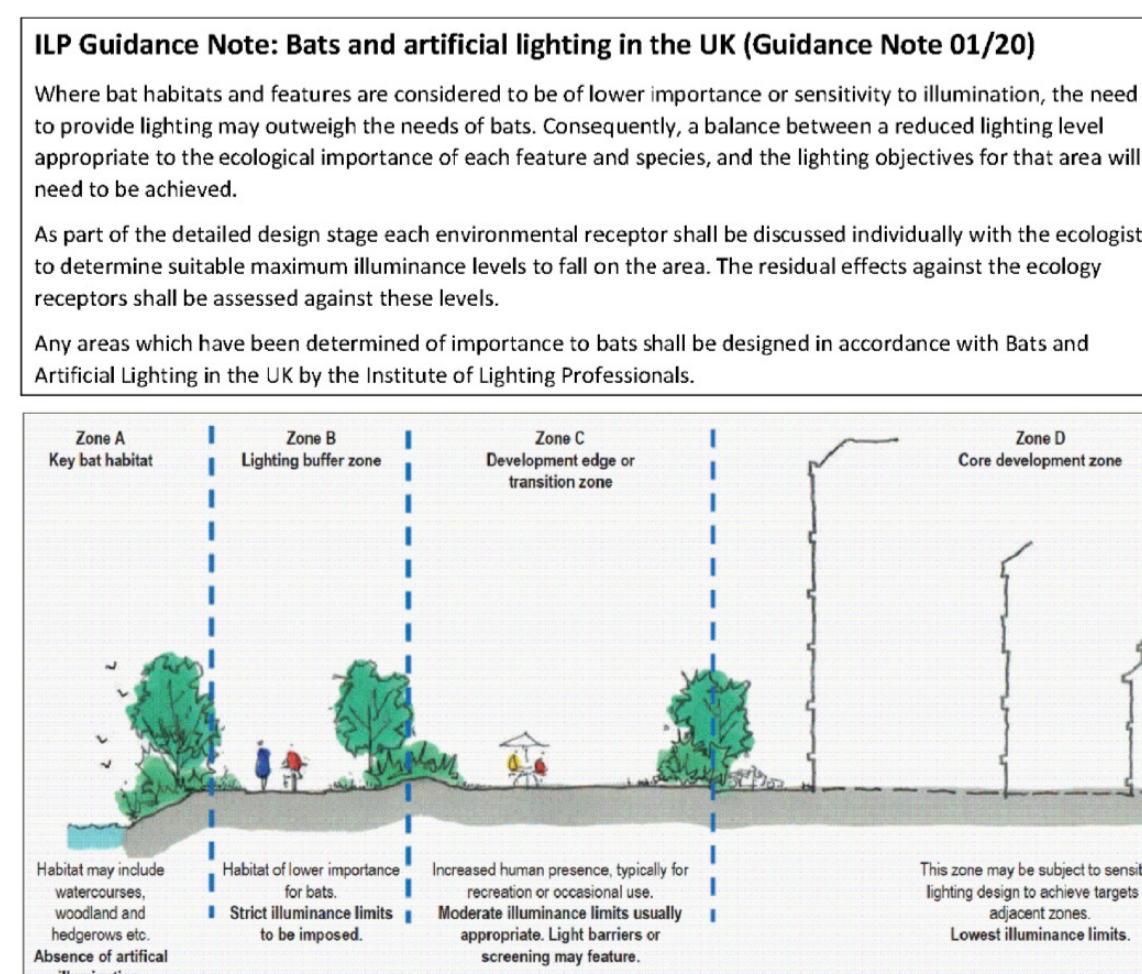
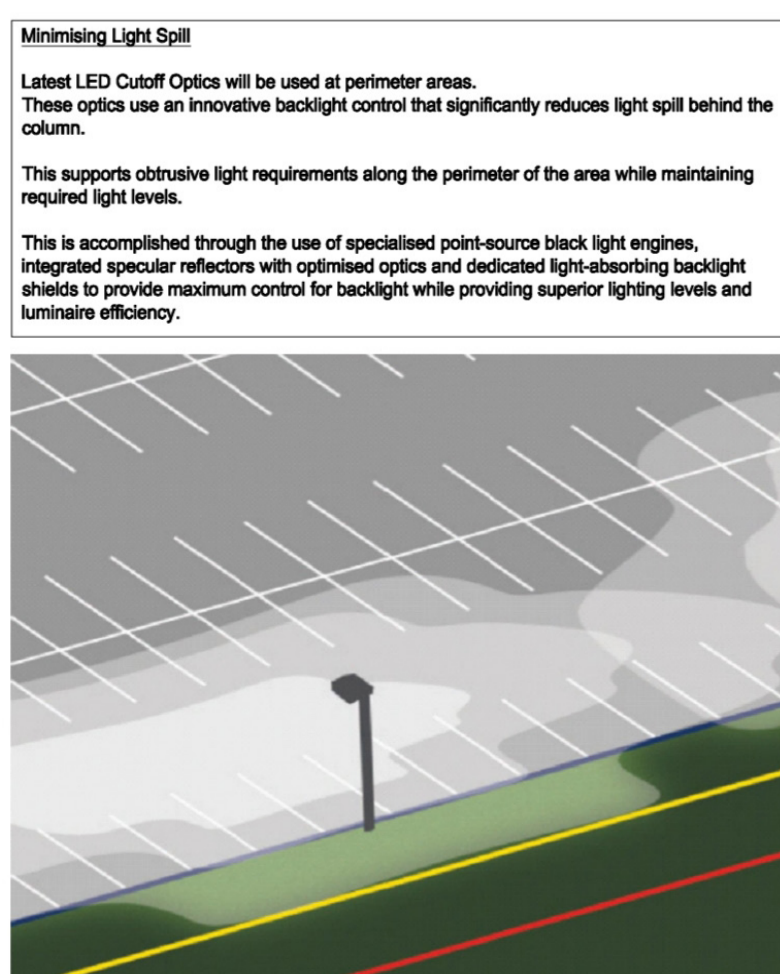
Any significant effects should be reduced with mitigation in the form of the following:

- Construction Phase - selection of quiet plant, localised screening, good working practices and controlled through a Construction Environment Management Plan.
- Operational Phase - acoustic barriers, bunds and selection of quiet plant.



Lighting

A lighting assessment and strategy has been undertaken. The strategy is being developed and will allow us to establish what type of lighting will be installed and where best to locate it, once the layout of the buildings and railport is known in more detail. Existing levels of light pollution have been established, and through the use of modern lighting techniques, landscape screening and adhering to industry standards and best practice guidance, the strategy ensures the proposed development will have nominal direct effects on nearby communities and wildlife.



Drainage

A hydraulic model of local watercourses has been developed in consultation with the EA. The development has generally been located outside of the floodplain, with the Site primarily located in Flood Zone 1

Where there is a potential interaction, mitigation measures are proposed which include:

- Realigning the watercourse in the Site
- Providing culverts beneath the new link road
- Implementing a surface water drainage strategy
- Storm water discharge from the development will be restricted at the pre-development rate, with attenuated storage provided within the Site.
- Storing storm water runoff within the development will offer a betterment to the floodplain immediately downstream of the Site.



HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Ecology













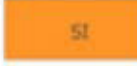














We have considered the likely effects of the Proposed Development on features of nature Conservation value. We have undertaken extensive general and species-specific surveys of wildlife and wildlife habitats inside the Main Order Limits. No part of the Main Order Limits is covered by any internationally, nationally or locally important statutory nature conservation designations and is assessed to have limited ecological importance.

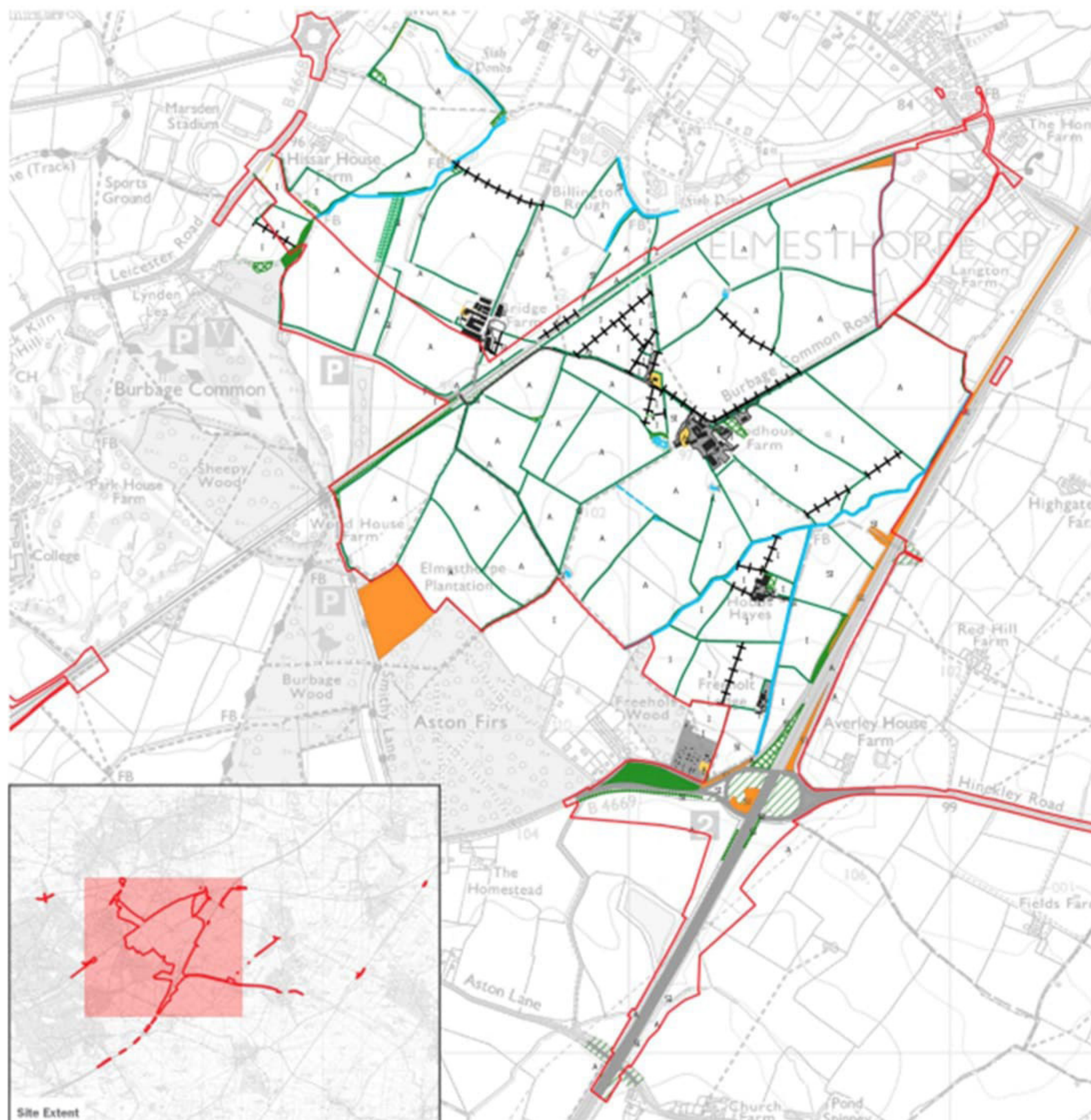
An interim assessment has been undertaken which takes account of the effects of the proposals on local SSSI's, Local Nature Reserves, Local Wildlife Sites and Burbage Common and Woods. Predominately the risks have been assessed as 'low risk' to these sites, and where possible mature trees and hedgerows, particularly to the perimeter of the site will try and be retained.

Mitigation measures (during both the construction and operational phases) will however be required to cater for the inevitable loss of habitat in some areas, with a nature conservation mitigation strategy developed following further technical work. Mitigation will include (but not limited to) suitable external lighting for nocturnal wildlife, improved surface water drainage, and soft landscaping to include valuable habitats; all documented in a Management Plan for the scheme.

Survey and assessment work is ongoing. However, based upon the impact assessment and consideration of the ecological receptors, it is concluded that the Proposed Development would accord with the legislative protection afforded to these ecological receptors and with national, regional and local planning policy requirements.

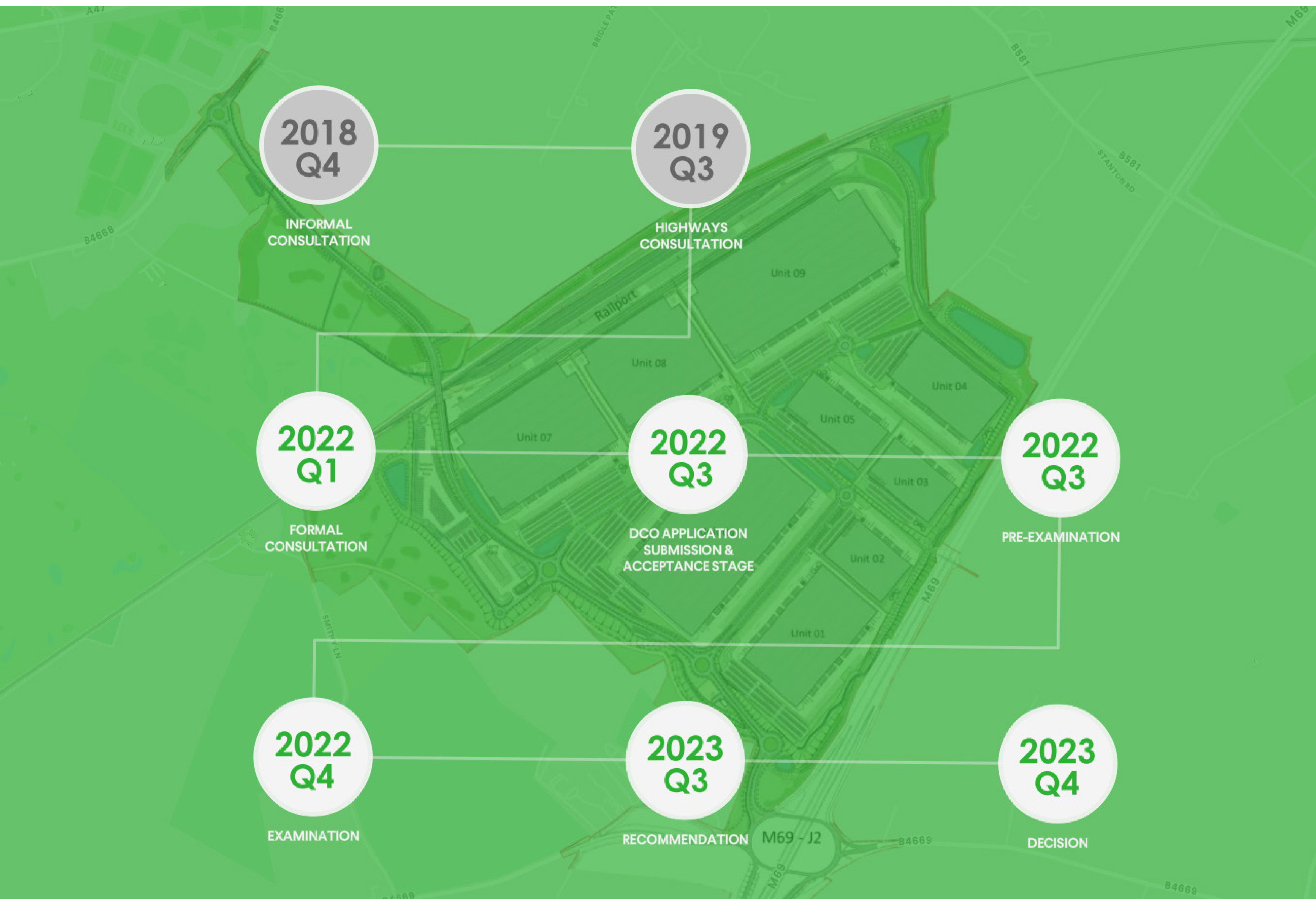
Key

	Site Boundary		Hardstanding
	Broadleaved Semi-natural Woodland		Building
	Broadleaved Plantation Woodland		Tall Ruderal
	Arable Grassland		Marsh/Marshy Grassland
	Improved Grassland		Intact Species-rich Hedgerow
	Amenity Grassland		Intact Species-poor Hedgerow
	Poor Semi-improved Grassland		Defunct Species-poor Hedgerow
	Semi-improved Neutral Grassland		Scattered Trees (Broad-leaved)
	Unimproved Neutral Grassland		Scattered Trees (Coniferous)
	Dense Continuous Scrub		Running Water
	Scattered Scrub		Wet Ditch
	Standing Water		Dry Ditch
	Bare Ground		Fence
	Hardstanding/Bare Ground		



HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE :

What Happens Next?



The project team can be contacted in the following ways:

In writing to Tritax Symmetry c/o Lexington Communications, Third Floor, Queens House, Queen Street, Manchester M2 5HT

By telephoning our Community Information Line on 0844 556 3002 (weekdays, 9.00am - 5.30pm). A voicemail service is available outside these hours to request a call back from a member of the project team.

Emailing our consultation team at hinckleynrfi@lexcomm.co.uk



Scan here to provide feedback online



Appendix 8.13

Links to Stage 2 Consultation Materials

HINC PEIR FINAL - NON-TECHNICAL SUMMARY

- Non-technical summary

- [REDACTED]

- NTS Figures

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

HINC PEIR FINAL - COVER, CONTENTS AND GLOSSARY

- Cover, Contents and Glossary

- [REDACTED]

HINC PEIR FINAL - CH 1 INTRODUCTION

- Chapter 1: Introduction

- [REDACTED]

- Chapter 1 – Figures

- [REDACTED]

- [REDACTED]

HINC PEIR FINAL - CH 2 SITE DESCRIPTION

- Chapter 2: Site Description

- [REDACTED]

- Chapter 2 – Figures

- [REDACTED]

HINC PEIR FINAL - CH 3 PROJECT DESCRIPTION

- Chapter 3: Project Design

- [REDACTED]

- Chapter 3 – Figures

- [REDACTED]
- [REDACTED]

HINC PEIR FINAL - CH 4 SELECTION AND EVOLUTION

- Chapter 4: Selection and Evolution

- [REDACTED]

- Chapter 4 – Figures

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

HINC PEIR FINAL - CH 5 POLICY AND NEED

- Chapter 5: Policy and Need

- [REDACTED]

HINC PEIR FINAL - CH 6 EIA METHODOLOGY

- Chapter 6: EIA Methodology

- [REDACTED]

HINC PEIR FINAL - CH 7 LAND USE AND SOCIO-ECONOMIC

- Chapter 7: Land Use and Socio-Economic

- [REDACTED]
[effects Jan 2022.pdf](#)

HINC PEIR FINAL - CH 8 TRANSPORT

- CHAPTER 8: TRANSPORT

- [REDACTED]

- CHAPTER 8 – APPENDICES

- APPENDIX 8.1

- [REDACTED]
- [REDACTED]
- [REDACTED]

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- [REDACTED]
- [REDACTED]

[REDACTED]

- 1.9 VISSIM LMVR BASE REPORTS

- [REDACTED]

[REDACTED]

- [REDACTED]

[REDACTED]

- [REDACTED]

- HNRFI-BWB-GEN-XX-RP-TR-0004- S4-P01_LMVR – APPENDICES

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

- 1.10 JUNCTION MODELLING

- [REDACTED]

- [REDACTED]

HINC PEIR FINAL - CH 9 AIR QUALITY

- Chapter 9: Air Quality

- [REDACTED]

- Chapter 9 – Appendices

- [REDACTED]

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- Chapter 9 – Figures

- [REDACTED]

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- Chapter 10: Noise and Vibration

- [Redacted]

- Chapter 10 – Appendices

- [Redacted]
- [Redacted]
- [Redacted]

[Redacted]

- [Redacted]

- Chapter 10 Figures

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HINC PEIR FINAL - CH 11 LANDSCAPE AND VISUAL EFFECTS

- Chapter 11: Landscape and Visual Effects

- [Redacted]

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- Chapter 11 – Appendices

- [Redacted]

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- Chapter 11 – Figures

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HINC PEIR FINAL - CH 13 CULTURAL HERITAGE

- Chapter 13: Cultural Heritage
 - [REDACTED]
- Chapter 13 – Appendices
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- [REDACTED]
- Chapter 13 – Figures
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HINC PEIR FINAL - CH 14 SURFACE WATER AND FLOOD RISK

- Chapter 14: Surface water and Flood Risk

- [REDACTED]

- Chapter 14 – Appendices

- [REDACTED]
- [REDACTED]

- Chapter 14 – Figures

- [REDACTED]
- [REDACTED]
- [REDACTED]

HINC PEIR FINAL - CH 15 HYDROGEOLOGY

- Chapter 15: Hydrogeology

- [REDACTED]

- Chapter 15 – Appendices

- [REDACTED]
- [REDACTED]

- Chapter 15 – Figures

- [REDACTED]
- [REDACTED]

HINC PEIR FINAL - CH 16 GEOLOGY, SOILS AND CONTAMINATION

- Chapter 16: Hydrogeology

- [REDACTED]

- Chapter 16 – Figures

- [REDACTED]

- [REDACTED]

HINC PEIR FINAL - CH 17 MATERIALS AND WASTE

- Chapter 17: Materials and Waste

- [REDACTED]

- [2022.pdf](#)

HINC PEIR FINAL - CH 18 ENERGY AND CLIMATE CHANGE

- Chapter 18: Energy and Climate Change

- [REDACTED]

- Chapter 18 – Appendices

- [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

HINC PEIR FINAL - CH 19 ACCIDENTS AND DISASTERS

- Chapter 19: Accidents and Disasters

- [REDACTED]

HINC PEIR FINAL - CH 20 CUMULATIVE AND IN-COMBINATION EFFECTS

- Chapter 20: Cumulative and In-Combination Effects

- [REDACTED]

- Chapter 20 – Appendices

- [REDACTED]

- Chapter 20 – Figures

- [REDACTED]

HINC PEIR FINAL - CH 21 CONCLUSIONS

- Chapter 21: Conclusions

- [REDACTED]

COMMUNITY EXPLANATION DOCUMENT

- Community Explanation Document

- [REDACTED]

COMMUNITY NEWSLETTER

- Community Newsletter

- [REDACTED]

DEVELOPMENT CONSENT ORDER

- Development Consent Order

- [REDACTED]

- [REDACTED]

PLANNING STATEMENT

- Planning Statement

- [REDACTED]

DESIGN AND ACCESS STATEMENT

- Design and Access Statement

- [REDACTED]

DRAFT RAIL REPORT

- Draft Rail Report

- [REDACTED]

PLANS

Appendix 8.14

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Hinckley National Rail Freight Interchange (HNRFI) Public Consultation Feedback Form

NAME: ADDRESS

EMAIL: POSTCODE

- AGE Under 18 45-54 Please tick here if you would like to be kept updated on the plans
 18-24 55-64
 25-34 65+
 35-44

You can take this away and post your feedback to: Tritax Symmetry, c/o Lexington Communications, Third Floor, Queens House, Queen Street, Manchester M2 5HT

Do you agree with the principle of transferring freight from road to rail?

- Yes No Not Sure | Any further comments

Do you agree that 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?

- Yes No Not Sure | Any further comments

Do you think that this is a good location for a Strategic Rail Freight Interchange?

HNRFI is centrally located between the West Coast Main Line and the East Coast Main Line, on Network Rail's Strategic Freight line connecting Felixstowe and London Gateway to the Midlands and the North.

- Yes No Not Sure | Any further comments

Do you support the proposals for up to 850,000m2 of logistics floorspace, railway sidings and a rail terminal on the Felixstowe to Nuneaton railway line to the south west of Elmhurst?

- Yes No Not Sure | Any further comments

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Do you support our proposed mitigation that is set out in the Preliminary Environmental Information Report (PEIR)?

- Yes Any further comments
- No
- Not Sure
-

Do you have any comments on the proposed highway improvements?

We are proposing several upgrades to the M69 including new north and south bound slip roads and the creation of a link road between J2 M69 and the B4468 Leicester Road (known as the new A47 Link).

Do you support the idea of a lorry park with welfare facilities and HGV fuelling facilities in this location?

- Yes Any further comments
- No
- Not Sure
-

Do you support the proposed landscaping incorporated into HNRFI?

- Yes Any further comments
- No
- Not Sure
-

Do you have any other comments about the proposals?

Please note that any feedback provided by you will be used for the purposes of informing the submission of a planning application and a summary of all responses will be collated into a Consultation Statement to be submitted as part of that application to the Council. The information you provide will only be used for the purposes of this consultation exercise. The data will be held securely in accordance with data protection guidelines.

Appendix 8.15

Hinckley Air Quality Section 47 (Public) Consultation responses

Topic: Air Quality			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Concerns with regard to increase in traffic during the construction and operational phase and the associated impacts on air quality at existing sensitive receptor locations.	<p>A detailed air quality assessment was undertaken to consider the potential for the proposed development to impact local air quality during both the construction and operational phases. A qualitative construction phase dust assessment was undertaken to determine the level of risk of dust impacts associated with construction phase activities. Mitigation measures proportionate to the level of risk identified are detailed in the assessment. With these measures implemented, the residual risk of construction phase activities influencing local air quality is considered to be not significant in accordance with guidance. This assessment was undertaken in accordance with the scope of works and methodology agreed with the local authority.</p> <p>A detailed construction phase road traffic emissions assessment was undertaken to consider the impact of construction traffic associated with the peak construction movements on local air quality. This assessment considered both human and ecological receptors in the vicinity of the Main HNRFI Site.</p> <p>A detailed road traffic emissions assessment was undertaken to consider the impact of development-generated road traffic on local air quality. The impact of the development was predicted to be negligible which is not significant, in accordance with recognised guidance agreed with the local authority. Pollutant concentrations at existing sensitive receptors adjacent to the road network that will experience an increase in traffic as a result of the operation of the proposed development were predicted to be below the relevant air quality objectives. Measures to further minimise emissions associated with the development are included in the proposals. These include Electric Vehicle charging provision, new slip roads on the M69 J2 to redirect local traffic away from existing sensitive receptors and minimise</p>	N	Environmental Statement Chapter 9 – Air Quality (Document 6.1.9)

	<p>rat-running, cycle and pedestrian footpath provision, cycle parking and staff shower and changing facilities.</p> <p>Rail movements associated with the operation of the proposed development will utilise existing space within the rail line timetable and will not be clustered as no more than two trains can be on the line in any hour to the development site due to signalling. Trains will therefore not be present idling in the vicinity of sensitive uses. The rail freight interchange itself is not located within 30 m of existing sensitive uses and background concentrations along the rail line are below the threshold value detailed in Defra guidance. Therefore, the impact of additional trains in the interchange is considered to be not significant in accordance with Defra guidance.</p>		
<p>Concerns with regard to dust associated with construction phase activities.</p>	<p>A qualitative construction phase dust assessment was undertaken to determine the level of risk of dust impacts associated with construction phase activities. Mitigation measures proportionate to the level of risk identified are detailed in the assessment. With these measures implemented, the residual risk of construction phase activities influencing local air quality is considered to be not significant in accordance with guidance. This assessment was undertaken in accordance with the scope of works and methodology agreed with the local authority.</p> <p>Construction phase dust monitoring will be reviewed with the relevant local authorities to consider the requirement to undertake site specific dust monitoring during phases of the construction of the development where existing sensitive receptors are located close to potentially dusty activities. Trigger levels can be set for any dust monitoring equipment to inform the appointed contractor of any peaks in dust emissions and enable targeted mitigation to be undertaken to reduce dust and emissions associated with construction phase activities. For the most part, construction activities will not take place in the proximity of existing sensitive receptors.</p>	<p>N</p>	<p>Environmental Statement Chapter 9 – Air Quality (Document 6.1.9)</p> <p>ES Figure 9.1 - Construction Phase Dust Buffers (Document 6.3.9.1)</p>

Topic: Alternative Sites			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Build it somewhere else	<p>HNRFI will form a critical part of the Midlands rail freight terminal network, with particularly significant importance for port traffic to and from manufacturers and retail and e-tail distribution networks. Its position on the Felixstowe to the Midlands and the North (F2MN) line means it will be able to run very efficient rail services, maximising the shift from road to rail, off the national road networks.</p> <p>Being next to the M69 Junction 2 means the bulk of the onward distribution will be on the national network, unless serving a very local business. The physical requirements of an SRFI are very restrictive in terms of suitable sites, not least as much of the Victorian railways were built in flood plains. Other options were considered and could not be pursued further for the reasons identified in ES Chapter 4 Site Selection and Evolution.</p> <p>Paragraphs 4.83 – 4.89 of the NPS provide specific policy guidance on the assessment principles for SRFI, including their function, locational requirements and scale and design. This policy advice was taken into account in the Applicant’s assessment of locations and design option. An appraisal of the seven potential SRFI locations is provided within ES chapter 4 Site Selection and Evolution , it includes a review of rail and road accessibility.</p> <p>The Leicestershire Logistics Study and previous iterations have consistently concluded the need for rail terminal capacity to be increased and HNRFI meets that identified need, in a location where it can be most useful to the Midlands Engine market, on the border with the West Midlands.</p> <p>The Strategic Economic Plan 2014 to 2020 (SEP) for Leicester and Leicestershire identifies that the A5 Corridor close to the HNRFI and within the South West Growth Area is identified as playing a ‘pivotal role’ in</p>	N	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p> <p>Market Need Assessment (Document 16.1)</p>

	<p>supporting ambitions for the logistics sector.</p> <p>The Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change (amended 2022) report forecasts a need of 2,570,000sqm of warehouse floorspace by 2041 (para 7.67). This suggests that there is a strong demand for a SRFI in Leicestershire in addition to the East Midlands Gateway and East Midlands Distribution Centre SRFI schemes.</p> <p>The DCO application includes a Market Needs Assessment report which confirms the national need and market for an SRFI in this location as well as details of the operation of the railport and the local market it will serve.</p>		
<p>Build it on a brownfield site.</p>	<p>The NPS has specific policy requirements for the siting of an SRFI site. Principally SRFIs need to:</p> <ul style="list-style-type: none"> - be able to accommodate both rail and non-rail activities; - be appropriately located relative to the markets they will serve; - 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; - have adequate links to the rail and road networks (NPS paragraph 4.85); and - be located on a railway with a gauge capability of W8 or more (NPS paragraph 4.85). <p>Due to these requirements, the NPS notes that countryside locations may be required (NPS paragraph 4.84).</p> <p>The physical criteria for a modern intermodal rail freight terminal, with trains up to 775m long with associated rail connected development, means that nationally, brownfield sites are rarely able to accommodate an SRFI. There are none available in this area.</p>	<p>N</p>	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p>

<p>There are other rail connected hubs with spare capacity.</p>	<p>Birch Coppice, Hams Hall, East Midlands Gateway and Prologis Park are all fully let. Northampton Gateway and DIRFT serve different markets to HNRFI, as will West Midlands Gateway. This is in part due to location and part because of the rail routes. East Midlands Gateway, the latest terminal to open, filled much faster than anticipated, with 100% of the occupiers using the rail terminal.</p>	<p>N</p>	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p>
<p>Build the terminal next to a car factory.</p>	<p>There is a proposal to build a terminal next to Toyota in Burnaston, Derby. This would serve a different market to HNRFI.</p>	<p>N</p>	<p>N/A</p>
<p>Suggestion for alternative location: Magna Park.</p>	<p>Magna Park is not rail linked. Suggestions have been made in representations to reinstate the old Grand Central Line between Leicester and Rugby, running through Magna Park, but this is no longer possible as developments have been built in several places on the old route. An alternative was proposed by a rail enthusiast, running from Rugby to the south of Magna Park and connecting to the mainline to the west of Narborough Station.</p> <p>In both cases the underlying concept was to create a Northampton - Rugby - Leicester passenger service, with rail freight also using the line. The problems with both proposals is that they are simply not viable. There is not enough demand for passenger use. Magna Park is fully consented and there is insufficient funding, either private or public, to afford such a significant scheme. From a rail freight perspective, Lutterworth/ Magna Park would be difficult to access for traffic from the north and north-west, as it would need to use the already congested Rugby station, through which DIRFT and Northampton Gateway are serviced.</p> <p>Unlike HNRFI, it could not act as a rail hub linking and consolidating rail freight routes from different ports and end destinations. Connecting the new line to the west of Narborough Station would mean additional</p>	<p>N</p>	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p>

	<p>passenger stopping trains which cause the longest level crossing down times. HNRFI will act as part of a network of SRFI's each serving a high concentration of users, some, such as HNRFI and DIRFT providing complimentary noncompeting services to locations such as Magna Park. There is no public infrastructure funding being applied to the HNRFI project, it is entirely private investment, including all the mitigations.</p>		
<p>Suggestion for alternative location: Daventry / Rugby / Crick / DIRFT</p>	<p>HNRFI will form a critical part of the Midlands rail freight terminal network, with particularly significant importance for port traffic to and from manufacturers and retail and e-tail distribution networks. Its position on the Felixstowe to the Midlands and the North (F2MN) line means it will be able to run very efficient rail services, maximising the shift from road to rail, off the national road networks. Being next to the M69 Jn2 means the bulk of the onward distribution will be on the national network, unless serving a very local business.</p> <p>DIRFT and HNRFI do not compete as both offer services and routes for different logistics, DIRFT for Fast Moving Consumer Goods with a Domestic and European focus, with HNRFI having a strong deep sea as well as short sea offer ideal for slower moving goods and relevant to the market area it will serve.</p>	N	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p>
<p>Suggestion for alternative location: Nuneaton</p>	<p>The area between Hinckley and Nuneaton, to the south-west of the A5 is unsuitable for an SRFI as it is too low lying and substantially in the flood plain with many waterways. To the west of Nuneaton is to the west of the Felixstowe to the Midlands and the North strategic freight route and therefore would compound rail congestion at Water Orton and have relatively poor access for services to and from the North. It could not act as a rail hub in the way that HNRFI can, being simply accessible situated between the West Coast Main Line, the Midland Main Line and the East Coast Main Line.</p>	N	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p>

<p>Suggestion for alternative location: Coventry</p>	<p>There are no suitable rail linked sites available</p>	<p>N</p>	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p>
<p>Suggestion for alternative location: East Midlands Airport / Gateway / M1 J24 / Castle Donnington</p>	<p>There is a rail terminal at East Midlands Gateway, which serves the Derby, Nottingham and north Leicester markets. The SRFI warehouse development is fully let and 100% of the users use the rail terminal.</p>	<p>N</p>	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p>
<p>Build the development south of Leicester</p>	<p>Sites to south of Leicester were considered as identified in Chapter 4 – Site Selection and Evolution. These could not be taken forward for the reasons identified, including being in flood plains, which is a classic problem for SRFI's, given the Victorian history of most of the UK's rail construction.</p>	<p>N</p>	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p>
<p>Build the development south of the M69</p>	<p>SRFI's need good motorway access as well as good rail links. National Highways will not permit new motorway connections to only serve a single development; and to access land would be too close to existing junctions. The land south of the M69 and north of the railway is in the Thurston Brook flood plain.</p>	<p>N</p>	<p>Environmental Statement Chapter 5 - Policy and need (Document 6.1.5)</p> <p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p>

			Evolution (Document 6.1.4)
Build the development south of the A5	The area between Hinckley and Nuneaton, to the south-west of the A5 is unsuitable for an SRFI as it is too low lying and substantially in the flood plain with many waterways	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)
Suggestion for alternative location: Peterborough	Peterborough has had proposals to develop SRFI's in the past and would serve its own region, it would not serve the location or function HNRFI will serve.	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)
Suggestion for alternative location: Toton	Toton is a major rail freight hub, traditionally for coal, but now also for handling completed cars from Burnaston, Derby; it is too far north to serve the area to be served by HNRFI.	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)
Suggestion for alternative location: Ratcliffe on Soar Power Station	Radcliffe is to the east of East Midlands Gateway, where there is already a terminal; and too far north to serve the area to be served by HNRFI	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)

			Evolution (Document 6.1.4)
Against proposal in middle of countryside.	The practical requirements of an SRFI in terms of space for development to benefit and fund the scheme, with access to a rail line to serve 775m trains, means that open locations are an inevitable consequence.	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)
Expand other rail hubs	HNRFI will form a critical part of the Midlands rail freight terminal network, with particularly significant importance for port traffic to and from manufacturers and retail and e-tail distribution networks. Its position on the Felixstowe to the Midlands line makes it an exceptional location to serve its own market area and act as a rail hub for consolidating flows between regions and ports. No other SRFI can do this.	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)
Rail Freights should be built near the market they are intended to serve, this is not here.	HNRFI is in the centre of the market it will serve and form a critical part of the Midlands rail freight terminal network, with particularly significant importance for port traffic to and from manufacturers and retail and e-tail distribution networks. Its position on the Felixstowe to the Midlands makes it an exceptional location to serve its own market area. It can act as a rail hub for consolidating flows between regions and ports. No other SRFI can do this.	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)
Build it in an industrial area, not residential.	The practical requirements of an SRFI in terms of space for development to benefit and fund the scheme, with access to a rail line to serve 775m trains, means that open locations are an inevitable consequence.	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement

			Chapter 4 - Site Selection and Evolution (Document 6.1.4)
The development should not be happening next to Burbage common	Burbage Common is being protected and mitigation has been put in place. The complexity and practical requirements of an SRFI and consideration of alternative sites has not produced a suitable alternative.	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)
Suggestion for alternative location: brownfield site near Water Orton	Water Orton is a very congested rail location to the west of the West Coast Main Line and a constraint on rail freight paths in and out of the Birmingham area.	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)
Suggestion for alternative location: Site east of Birmingham	HNRFI will form a critical part of the Midlands rail freight terminal network, with particularly significant importance for port traffic to and from manufacturers and retail and e-tail distribution networks. Its position on the Felixstowe to the Midlands and the North (F2MN) line means it will be able to run very efficient rail services, maximising the shift from road to rail, off the national road networks. Being next to the M69 Jn2 means the bulk of the onward distribution will be on the national network, unless serving a very local business. The physical requirements of an SRFI are very restrictive in terms of suitable sites, not least as much of the Victorian railways were built in flood plains. Other options were considered and could not be pursued further for the reasons identified in the option selection report. The Leicestershire Logistics	N	Environmental Statement Chapter 5 - Policy and need (Document 6.1.5) Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)

	Study and previous iterations have consistently concluded the need for rail terminal capacity to be increased and HNRFI meets that identified need, in a location where it can be most useful to the Midlands Engine market, on the border with the West Midlands.		
Rail line already close to capacity.	Network Rail have undertaken its own study which includes the capacity for intermodal trains on this section of track and through Leicester, Peterborough and Ely and have concluded that there is capacity within the existing timetable. Part of the reason for this is freight train operators reserve multiple paths to allow them to run trains at different times, should they need to for operational reason on a day, rather than going through a difficult process to secure a short notice / emergency path. There are enough paths already to serve HNRFI at 16 trains per day.	N	ES Appendix 3 Rail Operations Report (Document Reference 6.2.3.1)
Enough rail freight interchanges in the area already.	<p>HNRFI will form a critical part of the Midlands rail freight terminal network, with particularly significant importance for port traffic to and from manufacturers and retail and e-tail distribution networks. Its position on the Felixstowe to the Midlands and the North (F2MN) line means it will be able to run very efficient rail services, maximising the shift from road to rail, off the national road networks. Being next to the M69 Junction 2 means the bulk of the onward distribution will be on the national network, unless serving a very local business. It will also be the only SRFI in the region able to act as a rail hub to readily consolidate flows between different regions and ports.</p> <p>Birch Coppice, Hams Hall, East Midlands Gateway and Prologis Park are all fully let. Northampton Gateway and DIRFT serve different markets to HNRFI, as will West Midlands Gateway. This is in part location and part because of the rail routes. East Midlands Gateway the latest terminal to open, filled much faster than anticipated, with 100% of the occupiers using the rail terminal.</p>	N	<p>Environmental Statement Chapter 4 - Site Selection and Evolution (Document 6.1.4)</p> <p>Market Needs Assessment (Document Reference 16.1)</p>

	<p>There is no available development space for occupiers to locate next to a rail terminal at an existing or planned SRFI in the Midlands, that is on the F2MN line, with direct links to Felixstowe, the country’s largest deep-sea port, as well as easy access to virtually every other major port. This is very important for the Midlands export and import markets and particularly the Coventry to Leicester catchments.</p> <p>The Leicestershire Logistics Study and previous iterations have consistently concluded the need for rail terminal capacity to be increased and HNRFI meets that identified need, in a location where it can be most useful to the Midlands Engine market, on the border with the West Midlands.</p>		
<p>Already enough logistics capacity in the area</p>	<p>HNRFI will form a critical part of the Midlands rail freight terminal network, with particularly significant importance for port traffic to and from manufacturers and retail and e-tail distribution networks. Its position on the Felixstowe to the Midlands and the North (F2MN) line means it will be able to run very efficient rail services, maximising the shift from road to rail, off the national road networks. Being next to the M69 Jn2 means the bulk of the onward distribution will be on the national network, unless serving a very local business. It will also be the only SRFI in the region able to act as a rail hub to readily consolidate flows between different regions and ports.</p> <p>Birch Coppice, Hams Hall, East Midlands Gateway and Prologis Park are all fully let. Northampton Gateway and DIRFT serve different markets to HNRFI, as will West Midlands Gateway. This is in part location and part because of the rail routes. East Midlands Gateway the latest terminal to open, filled much faster than anticipated, with 100% of the occupiers using the rail terminal.</p> <p>There is no available development space for occupiers to locate next to a rail terminal at an existing or planned SRFI in the Midlands, that is on the F2MN line, with direct links to Felixstowe, the country’s largest deep-sea port, as well as easy access to virtually every other major port. This is very important for the Midlands export and import markets and particularly the</p>	<p>N</p>	<p>Market Needs Assessment (Document Reference 16.1)</p> <p>HNRFI Logistics Demand and Supply Assessment (Document Reference 16.2)</p>

Coventry to Leicester catchments.

The Leicestershire Logistics Study and previous iterations have consistently concluded the need for rail terminal capacity to be increased and HNRFI meets that identified need, in a location where it can be most useful to the Midlands Engine market, on the border with the West Midlands. Work has been undertaken to validate the demand for space and this identifies that the drivers for even more space have increased considerably, following the move to more internet shopping during and post pandemic; as well as more near shoring of stock to create resilient supply chains, as a result of geopolitical pressures.

The application includes a market needs assessment specific to the SRFI as well as a logistics demand and supply assessment analysing the level of need for additional logistics space in the market area.

Topic: Climate			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Concerned that lorries will be zero carbon quicker than rail hence question rail net zero.	<p>Transferring traffic to rail would be beneficial to climate change, as there is less friction over well designed and maintained rail systems compared with well-designed and maintained road systems. The increased efficiency is still expected over long distances whether vehicles are powered by electric or otherwise.</p> <p>Whilst there is limited economic and technological evidence available to determine whether zero carbon emissions for rail freight will advance at the speed of HGVs, HNRFI supports a transition to all electric for both road and rail technologies to best limit and encourage a zero direct emission operation.</p>	N	Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)
This will make climate matters worse	<p>It is not disputed that the construction of HNRFI will indeed result in both direct and indirect (embodied) carbon emissions. However, over the course of time, it is expected that HNRFI will facilitate betterment for reasons set-out in Environmental Statement Chapter 18 – Energy and Climate Change.</p>	N	Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)
No mention of a passenger train line to bring in the 8000 plus	<p>A rail station for passengers would not be suitable in terms of health and safety alongside a freight terminal. Hinckley passenger rail station is in proximity to the site, a new station close to Hinckley passenger station</p>	N	N/a

future employees	would have the effect of slowing passenger services on the mainline.		
Don't agree with your carbon estimates.	An assessment of GHG emissions has been undertaken in line with specific IEMA Guidance (IEMA, 2022) and reported on within Environmental Statement Chapter 18 – Energy and Climate Change.	N	Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)
Solar powered barges would be better.	There are no functional waterways within proximity to the site.	N	N/A
This scheme will not assist the zero emissions target.	HNRFI will reduce the GHG emissions; the modal shift from road to rail has been estimated to reduce the requirement for long-haul heavy goods vehicle journeys by up to 83 million miles per annum. TSH has committed to a net zero carbon in construction approach. The operation of each business that leases warehouse space is not in the control of TSH. It is considered that HNRFI will align with the UK government's net zero strategy.	N	Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)A
A National Holistic approach is needed to understand how best to minimise the movement of freight to minimise or avoid CO2 generation. All developments should be required to produce	The purpose and design of the Proposed Development is in keeping with the Governments 'Rail Freight Strategy' and endorsed by Network Rail ('Rail Freight: Building a Stronger, Greener Future for Britain') and the Office of Road and Rail, as was set-out in the PEIR and reiterated in the ES.	N	Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)

<p>a plan to show how the development will have a zero carbon footprint during construction and over it's expected life.</p>			
<p>Would solar panels be installed on all of the roofs</p> <p>Surely the time for a gas fired heat and power plant has passed by</p>	<p>All roofs will incorporate solar panels on usable roof space and buildings will store any residual energy at peak times using batteries. It is estimated that solar power will account for approximately 83% of all energy needs. An energy strategy has been submitted as part of the DCO application.</p> <p>Alternative solutions to solar were deemed unfeasible given site constraints (e.g. heights associated with turbines and their visual impacts). The CHP plant will utilise biofuel and be hydrogen ready. The CHP plant is proposed as a safeguard / back-up and is not expected to run beyond 10% of the year.</p>	<p>N</p>	<p>Appendix 18.1 Energy Strategy (Document Reference 6.2.18.1)</p> <p>Environmental Statement Chapter 18 – Energy and Climate Change (Document Reference 6.1.18)</p>
<p>Grade 3 farmland will be lost. There is no information on the capacity of carbon capture otherwise available if the land were not developed. This data should have been supplied as part of consultation and should be provided within plans to offer fair comparison of the effect of the proposal.</p>	<p>Agriculture is considered a significant contributor to anthropogenic global warming and reducing agricultural emissions—largely methane and nitrous oxide—could play a significant role in climate change mitigation. As land that is considered poor for crop growth it is possible that a return to mechanised and /or animal husbandry would also lead to carbon effects.</p>	<p>N</p>	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>

<p>You state that this development will have net zero CO emissions, but I do not recall seeing how you expect to achieve this, or indeed what measure will be put in place to ensure that this is achieved. There is already some speculation that Carbon offsetting is not working as it should. Also I believe that a Net zero target is not ambitious enough. More must be done to reduce emissions, not maintain them at the current levels.</p>	<p>The applicant is a Gold Leaf Member of UKGBC and now seeks to deliver new developments that meet UKGBC's definition for net zero carbon in construction. As a forward thinking business working with like minded investors and occupiers developing sustainable net zero developments is at the forefront of the business.</p>	<p>N</p>	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>
<p>The carbon footprint will be huge and unsustainable This is unacceptable and does not slow down climate change</p>	<p>Although there will certainly be GHG emissions during construction, TSH has committed to a net zero in construction strategy. The modal shift from road to rail has been estimated to reduce the requirement for long-haul heavy goods vehicle journeys by up to 83 million miles per annum during the operational phase. The vast majority of the energy required to power HNRFI would be produced by solar PV, with the residual energy requirement expected to be met through battery storage of this solar PV. This aligns with the UK government's objective in achieving its net zero carbon target for 2050.</p>	<p>N</p>	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>

<p>The assessment compares the impact of the operational traffic within the study area with the total network traffic in 2036. Not surprisingly the operational traffic forms a small part of the overall traffic on the network within the study area. Much of the traffic in the overall study area exists whether or not this development takes place.</p>	<p>The assessment of vehicular GHG emissions during the operational phase compares the future traffic on the total network when HNRFI is not constructed (i.e. the 'Do-nothing' scenario) with the future traffic on the total network when HNRFI is constructed (i.e. the 'Do-something' scenario). This has provided a quantitative assessment of the increase in GHG emissions associated with the operation of the HNRFI. The assessment provides a conservative, worst-case scenario by assuming that every unit of the HNRFI is to be fully occupied.</p> <p>The PRTM modelling has taken account of baseline traffic projected to 2036 as the worst case. This includes all projects that are reasonably foreseeable and fit with WebTAG guidance for Uncertainty Logs. Two scenarios have been modelled in relation to the development, one theoretical, to test the effect new infrastructure has on background traffic. The other the 'with development' scenario which accounts for all development traffic, plus the redistributive effects of the new infrastructure. This has formed the basis of discussions and agreements with the Transport Working Group and the Transport analysis within Chapter 8 of the ES</p>	<p>N</p>	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>
<p>The first and obvious problem is that it excludes significant areas of greenhouse gas emissions, including energy use on site and embedded carbon from the site construction as set out in Table 18.3.</p>	<p>Quantitative assessments of embodied carbon during construction and the energy required to power the Proposed Development have been set out in Chapter 18 of the ES.</p>	<p>N</p>	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>
<p>Some 221 ktCo2 are directly projected (assuming the rail</p>	<p>In keeping with advice from the Planning Inspectorate (Advice Note 9), the Rochdale Envelope uses a number of parameters to define the project description. A parameter is a fixed part of the proposed scheme that cannot</p>	<p>N</p>	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document</p>

<p>terminal is used to capacity, called a 'worst-case' scenario). This is then compared with the equivalent road freight and a reduction 32ktCo2 is calculated. This then becomes a 'best-case' scenario in terms of emissions because it assumes all the trains are used and that all the freight on those trains is replacing freight which would have been on the roads. Neither of these assumptions seem likely in reality and certainly are not being guaranteed.</p>	<p>change and to which subsequent reserved matters submissions will adhere to.</p> <p>The parameters need to be a series of worst case, but realistic, details that capture sufficient detail of the proposals to allow the environmental impacts to be identified. They can still, however, enable an element of flexibility for developers, without being too broad or too flexible so as not undermine the accuracy and robustness of the EIA. As such, where a value or quantity is relevant, they are often identified as maximums or a range showing the minimum and maximum values.</p> <p>The parameters will be subject to a requirement as part of the DCO to keep the development within the parameters assessed and to help prevent the need for further assessment or updates to the environmental statement (ES) at a later date. Indicative details can still be submitted, but these are for information.</p> <p>Establishing a robust worst case scenario(s) for the purposes of assessment is a particular challenge where there is a large degree of uncertainty and extensive flexibility in the DCO. The Consultant has carefully considered the approach to assessing uncertainty and understand how this will influence the complexity of the assessment for the ES. The characteristics of the Proposed Development that are yet to be finalised have been clearly identified and consideration has been given to whether it is possible to robustly assess a range of impacts resulting from a large number of undecided parameters at this time. Where it is not feasible to provide a robust and valid assessment, a qualitative assessment will instead be offered in line with best practice methodologies. Such assessments have been completed for submission of the application and included in the Environmental Statement (ES). It should also be recognised that qualitative assessments are acceptable, for example: where data is unavailable or where mitigation measures are agreed early in the design phase with design and engineering teams (IEMA 2022).</p>		<p>6.1.18)</p>
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<p>How much will this reduce carbon energy? Evidence required?</p>	<p>An assessment of GHG emissions has been undertaken in line with specific IEMA Guidance (IEMA, 2022) and reported on within Environmental Statement Chapter 18 – Energy and Climate Change.</p>	<p>N</p>	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>
<p>Tritax Symmetry makes great play that all units will be zero carbon during construction, but have made no assessment of how many tons of carbon will be produced by 4500 HGVs, 8,400 worker movements and 16 diesel trains per day, seven days a week</p>	<p>A quantitative assessment of vehicular and rail freight GHG emissions has been undertaken, as set out in Chapter 18 of the ES.</p>	<p>N</p>	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>
<p>It's not going to help the local climate is it? Reducing reliance on globalization and the insistence on importing from China, and shipping goods around the world which could be manufactured locally would do more to help address climate</p>	<p>The cumulative effects of GHGs are considered a global issue - The receptor has a high sensitivity, given the severe consequences of global climate change and the cumulative contributions of all GHG emission sources. "The atmospheric concentration of GHGs and resulting effect on climate change is affected by all sources and sinks globally, anthropogenic and otherwise. As GHG emission impacts and resulting effects are global rather than affecting one localised area, the approach to cumulative effects assessment for GHGs differs from that for many EIA topics where only projects within a geographically bounded study area of, for example, 10km would be included (IEMA, 2022)". Effects of GHG emissions from specific cumulative projects therefore in general should not be individually assessed, as there is</p>	<p>N</p>	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>

<p>change. This doesn't seem to be a part of an overall national strategy on transport or climate change - it doesn't seem to be in line with recent developments such as Hinckley park, older developments such as DIRFT, the carving up of areas just to the south of us for HS2 and I can't see any benefits for the local community other than even more jobs in the warehouse/transport industry (many of which are zero hour contracts or minimum pay). To some extent, but ultimately, the most effective way to reduce emissions is to reduce the amount of goods we purchase and buy locally.</p>	<p>no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other. Where feasible, the Consultant has determined the effects of GHGs both locally and nationally. Whilst other development has been considered, it is not in the Developers control to quantify the effects of other schemes whole life proposals.</p> <p>The Consultant does not disagree that the manufacture, purchase and sale of goods locally may reduce emissions, but cannot provide further comment in this instance as it is not within the terms of the Proposed Development.</p>		
<p>What is a low carbon economy?</p>	<p>Continued emission of greenhouse gases will cause long-lasting changes around the world, increasing the likelihood of severe, pervasive, and irreversible effects for people and ecosystems</p> <p>A low-carbon economy (LCE) or decarbonised / low carbon economy is an</p>	<p>N</p>	<p>N/A</p>

	<p>economy (an area of the production, distribution and trade, as well as consumption of goods and services) based on energy sources that produce low levels of greenhouse gas (GHG) emissions.</p> <p>Shifting to a low-carbon economy on a global scale could bring substantial benefits both for developed and developing countries</p>		
<p>Add solar panels to the roofs of the facilities, like gigafactories do, to reduce impact.</p>	<p>Solar panels have been proposed for all units and are expected to meet 83% of the energy required during operation.</p>	N	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>
<p>By 2040 HGVs are scheduled to be electric. What is the plan for freight trains?</p>	<p>All new heavy goods vehicles in the UK will be zero-emission by 2040, the UK government has confirmed (10 November 2021). This, combined with the UK’s 2030 phase out for petrol and diesel cars and vans, represents a world-leading pledge to end the sale of all polluting road vehicles within the next 2 decades. There are no government targets for freight trains.</p>	N	<p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p>

Hinckley Compulsory Acquisition Section 47 (Public) Consultation responses

Topic: Compulsory Acquisition			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Will CPO powers would be used to bring forward the development or parts of the development.	Details of the CPO elements of the Proposed Development are located in the Statement of Reasons, Book of Reference and Funding Statement. Compulsory acquisition powers are always viewed as a last resort and will only be used in circumstances where it has not been possible to reach an agreement with the relevant parties. In the case of acquisition of land, the exercise of such powers will be fully considered against s122 of the Planning Act 2008 and the decision maker will need to be satisfied that the land is 'required' for the stated purpose and secondly that there is a compelling case in the public interest for the land to be acquired compulsorily.	N	Statement of Reasons (Document 4.1) Funding Statement (Document 4.2) Book of Reference (Document 4.3)

Hinckley Consultation Section 47 (Public) Consultation responses

Topic: Consultation			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>Concerns were raised about the various public consultation events which were held including, chosen locations for events, suitability of venues (e.g. too small), lack of knowledge of and attitude of some persons representing the scheme.</p>	<p>Full details of the extensive consultation, including details of all the public events held can be found in the Consultation Report. This sets out why the particular locations and dates were selected to ensure maximum participation for members of the public. It also details all of the other forms of consultation and mediums of communication which were open to local residents including the telephone line, email address, website and virtual events. All persons attending the events on behalf of the applicant were attending in a professional capacity and answered questions to the best of their ability noting that the scheme design was still evolving (including in response to the issues raised at the consultation events themselves) and, as such, many elements could not yet finalised and so definitive responses could not at that stage always be given.</p> <p>The approach to consultation was detailed in the Statement of Community Consultation (SoCC) which went through a rigorous review process with the Local Authorities to reach an agreeable approach prior to statutory publication of the SoCC.</p>	N	Consultation Report (Document 5.1)
<p>Maps too small to read for anyone with spectacles</p>	<p>All maps are available in electronic format, this enables the reader to zoom in to their preferences. As set out in the statutory SoCC hard copies of information could be requested.</p>	N	N/A

Hinckley Cultural Heritage Section 47 (Public) Consultation responses

Topic: Cultural Heritage			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Proposals will adversely affect the surrounding villages, albeit no specific reference to the heritage interest of these villages being adversely affected was raised	The effects on the historic environment and cultural heritage of the site and surrounding landscape, including settlements, is assessed in Chapter 13 of the Environmental Statement.	N	Environmental Statement Chapter 13 – Cultural Heritage (Document 6.1.13)
Information to inform the Consultation does not include a complete heritage assessment including consideration of impacts on listed buildings.	A full heritage assessment was included in the PEIR (Chapter 13) to inform the Consultation, aside from the results of the outstanding archaeological surveys on the A47 Link Rd. The ES and supporting assessments have been further updated to incorporate the feedback and consultation responses as well as the ongoing archaeological investigations on the site.	Y	Environmental Statement Chapter 13 – Cultural Heritage (Document 6.1.13)
The Assessments do not consider Burbage Common as a Registered Park and Garden.	Burbage Common is not a Registered Park and Garden, which is a designation attributed only to parks and gardens which have been identified as possessing special architectural and historic interest. Burbage Common has not been identified by the LPA as a non-designated heritage asset at a local level either.	N	Environmental Statement Chapter 13 – Cultural Heritage (Document 6.1.13)

<p>Insufficient consideration of the historic Elmesthorpe Land Society Settlement</p>	<p>This has been addressed in the ES Chapter 13 and supporting Assessments.</p>	<p>N</p>	<p>Environmental Statement Chapter 13 – Cultural Heritage (Document 6.1.13)</p>
<p>Non-significant effects on the historic environment should not be equated with no harm</p>	<p>Agreed, and the level of any harm, in terms of the NPS and NPPF have been articulated in the conclusions of ES Chapter 13.</p>	<p>N</p>	<p>Environmental Statement Chapter 13 – Cultural Heritage (Document 6.1.13)</p>

Hinckley Cumulative Effects Section 47 (Public) Consultation responses

Topic: Cumulative Effects			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
General cumulative comment, combined with other development in the area	In accordance with the EIA Regulations a formal process of cumulative effects assessment has been undertaken and reported upon in the ES. This considers the likely effects of the proposed development in cumulation with other existing and / or approved development that fall within the zone of influence of the proposed development. Where significant effects are likely these have been assessed and, where appropriate, mitigation measures proposed.	Y	Environmental Statement Chapter 20 - Cumulative and in-combination effects (Document Reference 6.1.20)
Fails to consider Stoney Stanton SDA	The nearby large-scale housing site “Land West of Stoney Stanton”, proposed under the Blaby Local Plan Review Options document has now been added to the cumulative long-list for assessment. The site has been fed into the cumulative assessments of the relevant technical disciplines where any potential effects have been assessed and, where appropriate, mitigation measures applied.	Y	Environmental Statement Chapter 20 - Cumulative and in-combination effects (Document Reference 6.1.20)
Fails to consider Elmesthorpe proposed extension north of railway line	The nearby large-scale housing site “Land North of the Railway, Elmesthorpe”, proposed under the Blaby Local Plan Review Options document has now been added to the cumulative long-list for assessment. The site has been fed into the cumulative assessments of the relevant technical disciplines where any potential effects have been assessed and, where appropriate, mitigation measures applied.	Y	Environmental Statement Chapter 20 - Cumulative and in-combination effects (Document Reference 6.1.20)
Zones of Influence	The ZoI have been identified in consultation with technical specialists and are in line with the guidance provided in PINS advice note 17 and industry standard best practice and technical guidance. As part of the consultation	N	Environmental Statement Chapter 20 - Cumulative and in-combination effects (Document

	<p>on the PEIR, respondents were requested to identify additional sites that may not have been picked up through the Zol review, those identified have been incorporated into the long list of schemes. A further review in line with the Zol, has been undertaken in advance of the submission to ensure a comprehensive approach to the CEA process.</p>		<p>Reference 6.1.20)</p>
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Hinckley DCO Parameters Section 47 (Public) Consultation responses

Topic: DCO Parameters			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
What are the figures for the finished ground levels?	Plateau one – southern plateau 96.15m + anticipated 1.0m build up to FFL Finished anticipated development level 97.15m Plateau two – northern plateau 92.65m + anticipated 1.0m build up to FFL Finished anticipated development level 93.65m	N	ES Figure 16.1 Proposed Plateau Levels Isopachtyes (Document reference 6.3.16.1)

Hinckley Design and Access Statement Section 47 (Public) Consultation responses

Topic: Design and Access Statement			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>The parameters should insist that the buildings fade-to-blue at the top. This looks better, It blends into the sky most days of the year.</p>	<p>Different aesthetic appearances of built form have been considered throughout the design process.</p> <p>The units have been designed to ‘blend’ within their surroundings, particularly in winter when they would be more visible. In other locations such as at Symmetry Park Aston Clinton, different colours have been used. However, the standard Tritax colour palette is considered the most appropriate in this location.</p>	<p>N</p>	<p>Design and Access Statement (Document 8.1)</p>

Hinckley Disasters Section 47 (Public) Consultation responses

Topic: Accidents and Disasters			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Calor gas facility and underground pipes not considered, impact of fire must be considered as a major threat	Data for local gas and other utility pipelines has been reassessed to support the response to this comment. There is a gas pipeline running to the east of the Calor Gas facility, but we are unable to confirm connection into the company grounds and activities undertaken on site. Underground pipes are subject to stringent safety measures and whilst the Proposed Development would include the diversion of some existing utilities, all connections to all existing off site utility infrastructure will be undertaken by utility providers under their existing statutory powers and safety protocols. The points of connection will be determined by these undertakers at a future date. The Major Accidents and Disaster assessment within the ES focuses on the likely significant effects resulting from accidents and disasters applicable to the Proposed Development. The works at Calor gas facility are not considered applicable to the Proposed Development.	Y	Environmental Statement Chapter 19 - Accidents and disasters (Document 6.1.19)
Traffic impacts associated with delays and closures of M69	The traffic and transport impacts associated with the proposed development have been modelled and assessed as part of the work reported in chapter 8 of the ES and associated technical appendices. The assessment following this round included consideration of the potential for delays, road closures, safety measures associated with highways improvements, traffic management and HGV routing.	N	Environmental Statement Chapter 8 - Transport and traffic (Document 6.1.8) Environmental Statement Chapter 19 - Accidents and disasters (Document 6.1.19)
Lacking in detail	The vulnerability of the HNRFI to major accidents and disasters from an environmental perspective has been taken into account in the assessment of a range of topics reported on in the ES including socio-economics, human	N	Environmental Statement Chapter 19 - Accidents and disasters (Document 6.1.19)

	<p>health, transport (road and rail) and traffic, water resources and flood risk and greenhouse gases and climate change.</p> <p>The UK already has a structured framework of risk management legislation in place and it is not deemed appropriate to duplicate any risk quantification and management that will be undertaken in any event as part of the wider consideration of the DCO application, or from any future construction and operational procedures that the HNRFI would be subject to.</p> <p>In appraising the vulnerability of the Proposed Development to major accidents and disasters, it is considered that the wide range of established safety and security legislation applicable to the construction and operation of a SRFI is generally sufficient to manage the risks identified. Further detail is provided in the ES Chapter 19: Major accidents and disasters.</p> <p>The DCO application is accompanied by the following documents that explain provisions to avoid or reduce vulnerability to accidents and disasters: Construction Method Statement (CMS); Construction Environmental Management Plan (CEMP); Outline Lighting Strategy (LS); Outline Construction Traffic Management Plan (CTMP); Other Consents and Licenses Report; and, Rail Operations Report.</p>		<p>Construction Environmental Management Plan (Document 17.1)</p> <p>ES Appendix 3.2 - Lighting Strategy (Document 6.2.3.2)</p> <p>Construction Traffic Management Plan (Document 17.6)</p> <p>ES Appendix 3.1 - Rail Operations Report (Document 6.2.3.1)</p> <p>Other Consents and Licenses Report (Document 5.2)</p>
<p>Plans for evacuation of the site in the event of a major on-site incident resulting in the inability to use the M69 or A47 link road as a route</p>	<p>The CEMP and associated CEMPs relating to phases of the development will be secured through a requirement. The CEMP requires the Principal Contractor to prepare an Emergency Preparedness Plan.</p> <p>The Accidents and Disaster assessment takes account of this information. Highways enhancements have been proposed to mitigate the effects of the proposed scheme, these include: M69 Junction 2 south-facing slip roads to allow all movement, new A47 Link road between B4668 Leicester Road, the HNRFI Site and the M69 Junction 2 with access for all general traffic and</p>	<p>N</p>	<p>Construction Environmental Management Plan (Document Reference 17.1)</p>

	<p>other Junction capacity improvements.</p> <p>In addition to the assessments the DCO application is accompanied by the following documents that explain provisions to avoid or reduce vulnerability to accidents and disasters: Construction Method Statement (CMS); Construction Environmental Management Plan (CEMP); Outline Lighting Strategy (LS); Outline Construction Traffic Management Plan (CTMP); Other Consents and Licenses Report; and, Rail Operations Report.</p>		
<p>Risks and dangers associated with freight</p>	<p>The DCO application is accompanied by a Rail Operations Report. During the development of the concept design an initial assessment of potential hazards to rail operations was undertaken. Including considerations of the risks and dangers associated with the movement of freight.</p> <p>This document validates that the HNRFI can operate within the current rail network capacity. This confirmation is based on an assessment of the current train timetable and consultation with Network Rail to ensure that freight associated with the HNRFI can be added without exceeding capacity constraints. Network Rail have confirmed through statement that the freight associated with the HNRFI can be added to the network without affecting capacity.</p>	<p>N</p>	<p>Environmental Statement Chapter 19 - Accidents and disasters (Document 6.1.19)</p>
<p>Concerns regarding Narborough train crossing</p>	<p>The DCO application is accompanied by a Rail Operations Report that includes an assessment of potential hazards to rail operations and their avoidance or mitigation. This includes consideration for the level crossing in central Narborough.</p> <p>All level crossing measures have been selected following discussion with Network Rail.</p>	<p>N</p>	<p>Appendix 3.1 Rail Operations Report (Document reference 6.2.3.1)</p>

Construction phase incidents	Measures to avoid and manage the risks identified during construction of the HNRFI are set out in the Construction Environmental Management Plan (CEMP). CEMPs will be submitted for each phase of development and secured through a suitable requirement.	N	Environmental Statement Chapter 19 - Accidents and disasters (Document 6.1.19) Construction Environment Management Plan (Document 17.1)
Flooding on railway	The UK already has a structured framework of risk management legislation in place for rail operations and flood risk and it is not deemed appropriate to duplicate any risk quantification and management that will be undertaken in any event as part of the wider consideration of the DCO application, or from any future construction and operational procedures that the HNRFI would be subject to. In appraising the vulnerability of the Proposed Development to major accidents and disasters, it is considered that the wide range of established safety and security legislation applicable to the construction and operation of a SRFI is generally sufficient to manage the risks identified. A full assessment of flood risks associated with the proposed scheme is included within the Surface water and flood risk ES chapter.	N	Environmental Statement Chapter 14 - Surface water and flood risk (Document 6.1.14)
Lack of mitigation measures identified	The PEIR represented an interim stage in the assessment process and outlined the approach to be taken. The final requirement for mitigation measures is clearly defined in the ES and secured through DCO requirements. The comments received in this consultation assisted in the identification of mitigation measures across a number of environmental topics including major accident and disasters.	Y	Environmental Statement Chapter 19 - Accidents and disasters (Document 6.1.19)
Consultation with emergency services and how the outcomes	TSH have consulted with local police, fire, ambulance and health services and Network Rail and the outcomes of this consultation is reported in the ES and this consultation report. The design of the HNRFI takes into account	Y	Environmental Statement (Document Reference 6.1)

have been addressed	considerations including access for the emergency and security services.		
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Hinckley Draft DCO Section 47 (Public) Consultation responses

Topic: Draft DCO			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Concern was expressed around whether the rail connected element of the scheme would actually be delivered and when it would come forward.	It is a requirement of the National Policy Statement for National Networks that the initial stages of the development must provide an operational rail network connection with a significant element of buildings being rail connected from the outset.	N	N/A

Hinckley Ecology Section 47 (Public) Consultation responses

Topic: Ecology			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Impacts on Wildlife	A comprehensive suite of surveys for wildlife have been carried out to inform the Ecological Impact Assessment. Mitigation packages are proposed as set out within the Ecological Mitigation and Management Plan (EMMP) and the Landscape Ecological Management Plan (LEMP).	N	<p>Environmental Statement Chapter 12 - Ecology and biodiversity (Document 6.1.12)</p> <p>Ecological Mitigation Management Plan (Document 17.5)</p> <p>Landscape Ecological Management Plan (LEMP) (Document reference 17.2)</p>
Impacts on Burbage Common and Woods	The potential impacts on Burbage Common and Woods are assessed within ES Chapters 11 and 12	N	<p>Environmental Statement Chapter 11 – Landscape and Visual (Document 6.1.11)</p> <p>Environmental Statement Chapter 12 - Ecology and biodiversity (Document 6.1.12)</p>
Loss of Trees	An assessment of tree loss and retention has been undertaken in the Arboricultural Impact Assessment	N	<p>Environmental Statement Chapter 11, Appendix 11.4 Arboricultural Impact Assessment (Document 6.2.11.4)</p>

<p>How can you improve on Nature</p>	<p>An Arable landscape is not fully natural in the first place, it is an intensively managed landscape. However, noting the loss of habitats, a comprehensive biodiversity mitigation package has been put together and the scheme has been designed to maximize gains for biodiversity where possible. An Landscape and Ecology Management Plan (LEMP) will provide long term management that will focus on the provision for biodiversity.</p>	<p>N</p>	<p>Environmental Statement Chapter 12 - Ecology and biodiversity (Document 6.1.12)</p> <p>LEMP (document 17.2)</p>
<p>Biodiversity Impact Assessment</p>	<p>A Biodiversity Impact Assessment has been undertaken with every effort made to create new biodiverse habitats on site and ensure that any offsite mitigation is provided in the closest location to the development site to help provide benefits to the flora and fauna in proximity to the site.</p>	<p>N</p>	<p>Environmental Statement Chapter 12 - Ecology and biodiversity (Document 6.1.12)</p>
<p>Impacts on Narborough Bog</p>	<p>Potential impacts on designated sites have been fully assessed within this chapter. Potential impacts on Narborough Bog SSSI have been scoped out as it is sufficiently distant from the Order Limits not to be at risk of any adverse effects from the proposed development, including air pollution.</p>	<p>N</p>	<p>Environmental Statement Chapter 12 - Ecology and biodiversity (Document 6.1.12)</p>

Hinckley Flood Risk Section 47 (Public) Consultation responses

Topic: Flood Risk			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>Concerns raised over the existing flood risk and poor drainage conditions within the Main HNRFI Site, and the potential for the Proposed Scheme to have a detrimental impact on flood risk in the surrounding area - including Burbage Common, Burbage Common Road, Elmesthorpe, Bridle Path Road, and Stoney Stanton.</p>	<p>The Main HNRFI Site has primarily been located within Flood Zone 1, land at a low probability of river flooding. The existing railway line and the route of the A47 Link Road pass through Flood Zone 3 (land at a high probability of river flooding), and therefore it has been necessary for a small area of the Main Order Limits to also be located within Flood Zone 3 so that a connection to the existing railway line can be made and the link road connection made. The Flood Zones in this area are derived from strategic level modelling and are not suitable for undertaking a site-specific assessment.</p> <p>To better understand the potential flood risk, a hydraulic model of the local watercourses was developed in consultation with Leicestershire Lead Local Flood Authority and the Environment Agency. The model identified that the existing rail line is raised above flood levels and is at a low risk of flooding from the local watercourses. Similarly, the connection to the railway line from the Main HNRFI Site will also be raised above flood levels to also be a low flood risk.</p> <p>The site-specific hydraulic model identified that the Main HNRFI Site is currently at risk of flooding from local surface water runoff, due to the poor permeability of the underlying ground and the restrictive nature of the culverted connections into the downstream watercourses beneath the railway line. An existing flood risk was also identified on Burbage Common, Burbage Common Road, as well as along the watercourse corridor downstream of the Order Limits which includes Bridle Path Road and Elmesthorpe. These areas of flood risk correlate with anecdotal reports of historical flooding.</p>	<p>N</p>	<p>Environmental Statement Chapter 14 - Surface water and flood risk (Document 6.1.14)</p>

	<p>The flooding within the Main HNRFI Site is a product of runoff from within the site itself and its inability to drain into the ground or into the downstream watercourses quickly enough. To address this on-site risk, new surface water drainage infrastructure is proposed which will store storm water falling on the development within a combination of ponds and tanks. With the rainfall intercepted, the flood risk to the Main HNRFI Site will be reduced to an acceptable level.</p> <p>The stored storm water will be released to the surrounding watercourse network at the equivalent greenfield (pre-development) annual average discharge rate. This will ensure that under normal rainfall conditions there is no increase in the rate of water leaving the site. In larger storm events this will represent a reduction in the peak flow leaving the development, offering downstream betterment.</p> <p>The proposed A47 Link Road will be raised to prevent it from being flooded by the local watercourses. The road will include culverts beneath the carriageway that will preserve watercourse and floodplain connectivity, which will ensure that flood risk to land outside of the Order Limits is not negatively affected.</p> <p>The nearby village of Stoney Stanton is also reported to have historical flood risk issues. However, the Main HNRFI Site is located in a different watercourse catchment to Stoney Stanton. Therefore, the existing flood risk issues in this village will be unaffected by the Proposed Scheme.</p> <p>The Lead Local Flood Authority and the Environment Agency have reviewed the Flood Risk Assessment, and the proposed mitigation measures and have not raised any concerns.</p>		
<p>Questions raised over the level of detail used in the assessment, whether the</p>	<p>A hydraulic model of the local watercourses was developed in consultation with Leicestershire Lead Local Flood Authority and the Environment Agency to inform the Flood Risk Assessment. The hydraulic model has subsequently been approved as fit for purpose by the Environment Agency. The Flood</p>	<p>N</p>	<p>Environmental Statement Chapter 14 (ref: 6.1.14) & Technical Appendix (ref: 6.2.14.1)</p>

<p>Environment Agency and Lead Local Flood Authority were involved, and whether details of the hydraulic flood model are available.</p>	<p>Risk Assessment has also been subsequently reviewed by the Lead Local Flood Authority and the Environment Agency, and no concerns have been raised. The hydraulic model report is appended to the Flood Risk Assessment, which is available as part of the PEIR, as Appendix 14.1 (6.2.14.1).</p>		
<p>Concerns raised that the development could negatively affect the water quantity in Burbage Wood and Aston Firs SSSI.</p>	<p>The proposed Scheme will have no impact on the Burbage Wood and Aston Firs natural drainage catchment. The closest point of any proposed engineering work (being embankments to proposed roads in the site) is around 75 m from the edge of the wood, and topographically the existing ground levels fall into the site at this point (towards the north east) and away from the SSSI.</p>	<p>N</p>	<p>Environmental Statement Chapter 14 (ref: 6.1.14) & Technical Appendices (ref: 6.2.14.1 & 6.2.14.2)</p>
<p>Questions raised over the design of the Proposed Scheme's drainage infrastructure, including: the design standard; the potential impact of storm events greater than the required design standard; the long-term maintenance of the drainage infrastructure; the water quality treatment of surface water runoff; and the level of detail presented as part of</p>	<p>The Proposed Scheme will include surface water drainage infrastructure that will be designed to intercept and store storm water falling on the development. The storm water will be held within a combination of tanks and basins and released to the surrounding watercourse network at the equivalent greenfield (pre-development) annual average discharge rate. This will ensure that under normal rainfall conditions there is no increase in the rate of water leaving the development. In larger storm events this will represent a reduction in the peak flow leaving the development, offering downstream betterment. The surface water drainage will be designed to accommodate the 1 in 100-year storm, with additional capacity provided to accommodate future climate change. The Environment Agency have recently updated their climate change guidance on peak rainfall, and this will be reflected in the finalised proposals. In storm events above the required design standard (i.e.: above the 1 in 100-year storm including an allowance for climate change) shallow surface water flooding would occur over external areas of the development (such as in car parks and yards). Any pass-on flows out of the site and into the</p>	<p>N</p>	<p>Environmental Statement Chapter 14 (ref: 6.1.14) & Technical Appendices (ref: 6.2.14.1 & 6.2.14.2)</p>

<p>the PEIR.</p>	<p>downstream watercourses would be restricted by the capacity of the existing culverts beneath the railway line, as existing.</p> <p>To ensure the long-term performance of the drainage infrastructure, operational and maintenance procedures will be prepared to set out the routine inspection, maintenance, access, remedial actions and monitoring of the separate elements of the surface water drainage system where they are not adopted by a third party.</p> <p>The surface water drainage infrastructure will include oil separators, swales, ponds and permeable paving, to provide suitable water quality treatment prior to any surface water discharging to the wider water environment (in accordance with CIRIA C753 'The SuDS Manual'). The existing drainage catchment areas and discharge locations will be maintained on the site, so that the distribution of surface water to the wider area is preserved as existing.</p> <p>The level of information on the drainage strategy presented in the PEIR is commensurate with the level detail in the parameter's plans. However, the fundamental principles of runoff rates, the necessary storage provision, and points of discharge have been presented to the LLFA. The Lead Local Flood Authority have been consulted throughout the project. They have reviewed the Flood Risk Assessment and the proposed drainage strategy and have not raised any concerns.</p>		
<p>Question raised over the capacity of public sewer network around the site.</p>	<p>Any upgrade works in the public sewer network would be the responsibility of Severn Trent Water to provide. Any necessary works would be undertaken in conjunction with the developer to minimise works off site, which may include technical solutions with the on-site design to minimise off site works where possible.</p>	<p>N</p>	<p>Environmental Statement Chapter 14 (ref: 6.1.14) & Technical Appendix (ref: 6.2.14.2)</p>

Hinckley Funding Section 47 (Public) Consultation responses

Topic: Funding			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>Queries were raised over the sources of funding for the development including whether the tax payer or Government would be required to deliver / pay for any of the proposed improvements to the M69 and wider road network</p>	<p>Full details of the sources of funding for the Proposed Scheme are contained in the Funding Statement. The improvements to the M69 junction and wider road network will be delivered by the developer / undertaker as part of the scheme. Delivery of these elements can be controlled through the use of Requirements (conditions) contained within the DCO itself.</p>	<p>N</p>	<p>Funding Statement (Document 4.2)</p>

Hinckley Earthworks Section 47 (Public) Consultation responses

Topic: Geology, Soils and Contaminated Land			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Further to the plan for earthworks are there any changes to the volumes and methods now foreseen ?	The earthworks model has been submitted as part of the ES. There is adequate survey information for the model. The submission of further design details for earthworks will be secured by requirements to be discharged by the local planning authority.	N	Environmental Statement Chapter 16 – Geology, Soils and Contamination (Document 6.1.16)

Hinckley Human Health Section 47 (Public) Consultation responses

Topic: Human Health			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>General health and wellbeing of Elmesthorpe village residents.</p>	<p>Health and wellbeing are complex multidisciplinary concepts, of which perceptions, priorities and needs vary between communities, and further vary at the individual level, depending on what stage of life a person is in. As agreed during the formal Scoping Process with the Secretary of State and all Statutory Consultees, including Environmental Health Officers, the Health and Safety Executive and Public Health England (now the UK Health Security Agency and Office for Health Improvement and Disparities), the approach to considering the health and wellbeing of communities, was to focus on environmental socio, cultural and economic precursors protective of the environment and health. This means each technical discipline draws from a specialist expertise and evidence base to investigate any credible change in local circumstance from what is proposed, informing design and mitigation that precludes any significant risk to public health. For clarity:</p> <p>Land Use and Socio-economics, Chapter 7 of the Preliminary Environmental impact Report (PEIR) is a socio-cultural and economic health pathway that investigates the potential impact upon social capital and amenities important to community health and wellbeing.</p> <p>Transport and Traffic, Chapter 8 of the PEIR is a socio-cultural and environmental health pathway that investigates the impact of changes in transport flow and nature upon local road networks, safety, public access and community severance.</p> <p>Air Quality, Chapter 9 of the PEIR is an environmental health pathway which investigates construction and operational emissions to air, assessed to discipline-specific legislation protective of the environment and our most vulnerable members of society.</p>	<p>N</p>	<p>Environmental Statement Appendix 7.1 - Health and Equality Briefing Note (Document 6.2.7.1)</p> <p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p> <p>Environmental Statement Chapter 8 - Transport and traffic (Document 6.1.8)</p> <p>Environmental Statement Chapter 9 – Air Quality (Document 6.1.9)</p> <p>Environmental Statement Chapter 10 – Noise and Vibration (Document 6.1.10)</p> <p>Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)</p> <p>Environmental Statement Chapter 12 - Ecology and biodiversity (Document 6.1.12)</p>

	<p>Noise and Vibration, Chapter 10 of the PEIR is an environmental health pathway which investigates the potential impact of construction and operational noise upon the environment and community health and wellbeing to discipline-specific legislation set to protect the environment and health.</p> <p>Landscape and Visual Effects, Chapter 11 of the PEIR is a socio-cultural and behavioral health pathway that investigates the potential impact upon visual amenity, important to community wellbeing and health.</p> <p>Ecology and Biodiversity, Chapter 12 of the PEIR is an environmental and socio-cultural health pathway that investigates the potential impact to local fauna, flora and areas of conservation value for current and future communities.</p> <p>Cultural Heritage, Chapter 13 of the PEIR is a socio-cultural health pathway that investigates the potential impact upon local heritage important to community wellbeing at a national, regional and local level, assessed to discipline specific legislation, guidance and best practice.</p> <p>Surface Water and Flood Risk, Chapter 14 of the PEIR is an environmental health pathway that investigates the potential effect on surface water quality and public water supplies from construction and operational activities, assessed to discipline-specific legislation set to protect the environment and health.</p> <p>Hydrogeology, Chapter 15 of the PEIR is an environmental health pathway which investigates the potential effect on groundwater quality, resources and pollution risk to discipline-specific legislation set to protect the environment and health.</p> <p>Geology, Soils and Contaminated Land, Chapter 16 of the PEIR is an environmental health pathway which investigates the potential risk of contamination and the mobilisation of pollutants assessed to discipline-specific legislation set to protect the environment and health.</p>		<p>Environmental Statement Chapter 13 – Cultural Heritage (Document 6.1.13)</p> <p>Environmental Statement Chapter 14 - Surface water and flood risk (Document 6.1.14)</p> <p>Environmental Statement Chapter 15 – Hydrogeology (Document 6.1.15)</p> <p>Environmental Statement Chapter 16 – Geology, Soils and Contamination (Document 6.1.16)</p> <p>Environmental Statement Chapter 17 – Materials and Waste (Document 6.1.17)</p> <p>Environmental Statement Chapter 18 – Energy and Climate Change (Document 6.1.18)</p> <p>Environmental Statement Chapter 19 - Accidents and disasters (Document 6.1.19)</p> <p>ES Chapter 20 Cumulative and in Combination Effects (Document Reference 6.1.20)</p>
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	<p>Materials and Waste, Chapter 17 of the PEIR is an environmental health pathways centered on sustainability to protect the environment and health of current and future generations</p> <p>Energy and Climate Change, Chapter 18 of the PEIR is an environmental health pathway investigating and mitigating the potential contribution to climate change, but also exploring local circumstance and vulnerability to climate change, adaptation and resilience.</p> <p>Major Accidents and Disasters, Chapter 19 of the PEIR is an environmental health pathway that explores any potential for catastrophic events and the means to protect public health.</p> <p>Cumulative and in-combination Effects, Chapter 20 of the PEIR is all encompassing health pathway that considers all of the above in combination with other existing and consented projects to protect the environment and health.</p> <p>While a robust and comprehensive approach structured to best meet the needs of the statutory consultees and regulators interrogating each aspect, it is appreciated that for the general public, this can become overwhelming and a challenge to navigate and disseminate. This concern has been made apparent through the Stage 2 consultation. While the confirmed approach will need to remain as is, to aid transparency, a concise Health and Equality Briefing Note has been prepared and submitted with the final DCO application. This document draws together each of the overlapping technical disciplines, and where appropriate expands upon the conclusions to help put risk into context and respond to residual health concerns and opportunities.</p>		
<p>Loss of Burbage common woods and other green space reducing areas</p>	<p>No land within Burbage Common will be developed as part of these proposals. There will however be a bridleway connection created from the site to Burbage Common.</p>	<p>Y</p>	<p>N/A</p>

<p>available for the public. This links to people using these areas to maintain physical and mental health.</p>	<p>Potential impacts on recreation, green space, access and accessibility are being addressed through design and mitigation, informed by PEIR consultation responses. This includes a new network of public rights of way through green corridors, welfare areas with outdoor gym equipment and seating and new natural accessible green spaces to extending the area already available to the public at Burbage Common and Woods Country Park.</p>		
<p>Proposed mitigation does not adequately offset impacts on community well being.</p>	<p>The PEIR consultation responses have reinforced the core community concerns and local priorities to be addressed in detail during the final DCO application, including a concise summary of all the mitigation intended to protect, reduce disruption and support health promotion. This has been captured in each of the overlapping technical environmental disciplines, and further communicated through the Health and Equality Briefing Note.</p>	<p>N</p>	<p>Environmental Statement Appendix 7.1 - Health and Equality Briefing Note (Document 6.2.7.1)</p>
<p>Night time works and movement of trains is a big cause of concern.</p>	<p>The potential for significant day and night noise is addressed through design and mitigation to remove and manage potential exposures such that they do not present any significant risk to local communities or public health. These design and mitigation features have been further refined and presented in ES Chapter 10 Noise and Vibration. .</p>	<p>Y</p>	<p>Environmental Statement Chapter 10 – Noise and Vibration (Document Reference 6.1.10)</p>
<p>Noise, air quality, light and traffic are all big concerns.</p>	<p>As detailed in the PEIR, noise, air quality and transport are core aspects of the application, addressed through design and mitigation to remove and manage potential exposures such that they do not present any significant risk to local communities or public health. These design and mitigation features have been further refined to respond to the PEIR consultation responses.</p>	<p>Y</p>	<p>Environmental Statement Chapter 9 – Air Quality (Document 6.1.9)</p> <p>Environmental Statement Chapter 10 – Noise and Vibration (Document 6.1.10)</p> <p>Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)</p>

			Environmental Statement Chapter 12 - Ecology and biodiversity (Document 6.1.12)
Disproportionate effects on vulnerable or disadvantaged populations has been noted.	As detailed in the PEIR, each of the individual technical disciplines has considered the most sensitive receptors pertinent to what is being assessed. This includes all residential properties, communities (including residents at the traveler site), amenities, facilities and schools. A precautionary assessment has been applied in each context to ensure any disproportionate risk is accounted for, and that sensitive/vulnerable communities and any protected characteristics within them have been appropriately considered.	N	Environmental Statement Appendix 7.1 - Health and Equality Briefing Note (Document 6.2.7.1)
Asthma is a concern.	<p>A detailed air quality assessment has been undertaken to consider the impact of the HNRFI on local air quality at sensitive human receptor locations both during the construction and operational phases. Human receptors considered in the assessment include residential dwellings, hospitals, schools and restaurants and hotels.</p> <p>The construction phase dust assessment identified mitigation measures that have been incorporated into the CEMP to minimise dust emissions during the construction phase. With these measures incorporated, the residual risk of dust impacts on human health is negligible in accordance with relevant guidance.</p> <p>The construction phase road traffic assessment considered the impact of peak construction traffic movements on pollutant concentrations at existing sensitive human receptors near the construction areas. Pollutant concentrations were predicted to be below the relevant air quality objectives and the impact of construction phase road traffic was negligible in accordance with relevant guidance.</p>	N	Construction Environment Management Plan (Document 17.1)

	<p>The operational phase road traffic emissions assessment considered the impact of development-generated road traffic on local air quality. The overall impact of the development on air quality at human receptors was determined as negligible which is not significant in accordance with guidance. Measures to minimise emissions associated with the HNRFI are incorporated into the development. These include a Travel Plan to consolidate trips generated by the site, provision of active and low emission transport options such as EV charging, new pedestrian and cycle ways and bus lay-bys to promote uptake of low emission and active travel. Additionally, the development will incorporate a photovoltaic array to provide the main power supply to the HNRFI, therefore reducing reliance on emissions-generating technologies for power.</p> <p>A back-up CHP unit is proposed in the event of failure of the main energy supply for the HNRFI. The impact of emissions associated with the back-up CHP were assessed and identified to have a negligible impact on local air quality at human receptors.</p> <p>Overall, during both the construction and operational phases, the HNRFI will not significantly influence local air quality and is therefore not considered to significantly influence human health.</p>		
<p>Stress from now through construction and into operation.</p>	<p>We appreciate that the planning process for any nationally significant infrastructure project can present stress and anxiety for the host community. The DCO process while comprehensive, is also complex and very different to local planning applications that communities have greater experience of. It is for this reason that the level of community and stakeholder engagement is so high, where we endeavor to raise awareness, capture your input, and apply it through the DCO process to imbed and address community concerns through design and mitigation. The PEIR Consultation responses have captured a significant array of issues and opportunities to inform every technical discipline in the refinement of the final DCO Application, geared to remove and manage potential impacts, including stress and anxiety.</p>	<p>N</p>	<p>N/A</p>

<p>A standalone health impact assessment is requested.</p>	<p>As agreed during the formal Scoping Process with the Secretary of State and all Statutory Consultees, including Environmental Health Officers, the Health and Safety Executive and Public Health England (now the UK Health Security Agency and Office for Health Improvement and Disparities), the approach to considering the health and wellbeing of communities, was to focus on environmental socio, cultural and economic precursors protective of the environment and health. This means each technical discipline draws from a specialist expertise and evidence base to investigate any credible change in local circumstance from what is proposed, informing design and mitigation that precludes any significant risk to public health.</p> <p>While the confirmed approach will need to remain as is; to aid transparency, a concise Health and Equality Briefing Note has been prepared and submitted with the final DCO application. This document draws together each of the overlapping technical disciplines, and where appropriate expands upon the conclusions to help put risk into context and respond to residual health concerns and opportunities.</p>	<p>Y</p>	<p>Environmental Statement Appendix 7.1 - Health and Equality Briefing Note (Document 6.2.7.1)</p>

Hinckley Hydrogeology Section 47 (Public) Consultation responses

Topic: Hydrogeology			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>Questions raised over the volume of groundwater storage and the adequacy of the proposed drainage and attenuation tanks to cause or increase flooding</p>	<p>The ground is generally cohesive with a limited storage capacity, and hence rapidly becomes fully saturated during the wetter months. The drainage strategy would increase storage and allow better management of rainfall events and reduce the impact on local watercourses.</p>	<p>N</p>	<p>Environmental Statement Chapter 14 - Surface water and flood risk (Document 6.1.14)</p> <p>Environmental Statement Chapter 15 – Hydrogeology (Document 6.1.15)</p>
<p>Infiltration testing to BRE Digest 365 (or equivalent) or suitable evidence that infiltration methods of disposal on-site is not technically viable. Where results indicate that infiltration is a viable method of surface water disposal, the surface water strategy should be amended to incorporate infiltration disposal methods.</p>	<p>Noted. This will be completed as part of detailed design, or to inform the drainage strategy. The ground has limited storage capacity and rapidly becomes saturated hence the frequent flooding of the site. Surface attenuation ponds are incorporated into the drainage design.</p>	<p>N</p>	<p>Environmental Statement Chapter 14 - Surface water and flood risk (Document 6.1.14)</p> <p>Environmental Statement Chapter 15 – Hydrogeology (Document 6.1.15)</p>

<p>Concerns raised that the development could negatively affect the ground water flows and water quantity in Burbage Commons Wood, Freeholt Wood and Aston Firs SSSI.</p>	<p>The ground is generally cohesive with a limited storage capacity, and hence rapidly becomes fully saturated during the wetter months. Burbage and Ashton Firs Woods are underlain by Bosworth Clay Member which is unproductive strata. Groundwater flow to and from Burbage and Ashton Fir Woods is limited, by the low permeability of the strata.</p>	<p>N</p>	
<p>Request for remediation strategy for each phase</p>	<p>The majority of the site is greenfield and uncontaminated. Remediation may only be required in a small no of areas around former fuel storage in farmyards. Contingency measures would be set out for dealing with any unforeseen contamination. A suitable requirement to manage remediation is set out in the DCO document.</p>	<p>N</p>	<p>Environmental Statement Chapter 15 – Hydrogeology (Document 6.1.15)</p> <p>Environmental Statement Chapter 16 – Geology, Soils and Contamination (Document 6.1.16)</p>

Hinckley Land Use Section 47 (Public) Consultation responses

Hinckley Landscape Visual Section 47 (Public) Consultation responses

Topic: Landscape Visual			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>Concerns about the visual impact of the Proposed Development including height and appearance of buildings.</p>	<p>The potential for significant adverse visual effects as a result of the Proposed Development has been a key consideration in the design and evolution of the scheme and has been assessed within ES Chapter 11 Landscape and Appendix 11.5 and 11.6.</p> <p>As with all greenfield development, there will inevitably be some significant visual effects. The Proposed Development utilises the natural screening effect of large areas of woodland located to the south and west of the scheme, whilst proposed bunds and tree planting will assist in providing effective screening of the lower (and active parts) of the scheme.</p> <p>The building height parameters have been lowered since the Stage 2 consultation and have been developed to ensure that the taller elements of the scheme are centrally located within it, with lower parameter heights proposed around the perimeter of the scheme, particularly where there is a closer relationship to Public Rights of Way and areas of publicly accessible land. The parameters will also allow for a variation in roofscape heights across the proposed development, such that it is not seen as one single large block and instead has varying height and depth to it.</p>	Y	<p>Parameter Plan (Document 2.7)</p> <p>Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)</p>
<p>Concerns about the impact of light pollution from the Proposed Development including 24/7 lighting</p>	<p>A lighting strategy has been developed for the Proposed Development that will ensure lighting is kept to a minimum and in accordance with safety standards.</p> <p>Due to ecological constraints, dark corridors will be in place around the</p>	Y	<p>Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)</p>

<p>concerns.</p>	<p>periphery of the Main HNRFI Site to minimise and mitigate against potential impacts upon wildlife.</p> <p>The ES Landscape Chapter 11 has included an assessment in relation to 'night-time' views.</p>		
<p>Concern about the visual, light and noise impact to Burbage Common.</p>	<p>Assessment of visual impacts upon locations within the Country Park are detailed within ES Chapter 11. Any changes to the Proposed Development since will be reflected in the assessment of visual effects submitted as part of ES Chapter 11.</p> <p>During the construction lifespan, mitigation measures for construction lighting are likely to include directional fittings. Where work is required outside of daylight hours, temporary lighting would be directed away from retained watercourses, woodlands, mature trees and hedgerows. The outline Construction Environmental Management Plan and the Lighting Strategy provide further detail in respect of temporary construction lighting. All these documents will be secured as a requirement of the DCO.</p> <p>In terms of completion, a lighting strategy has been developed for the Proposed Development that will ensure lighting is kept to a minimum and in line with safety standards.</p> <p>Due to ecological constraints, dark corridors will be in place around the periphery of the Main HNRFI Site to minimise and mitigate against potential impacts upon wildlife.</p> <p>The ES Landscape Chapter 11 and Appendix 11.6 also includes an assessment in relation to 'night-time' views.</p> <p>The existing ambient noise levels are predicted to increase by up to 3.1dB during the weekday and weekend daytime and night time as a result of the proposed operations of the SRFI, with mitigation in place. This level of change is considered marginal, and would barely be perceptible to the human ear with changes of 3dB only just perceptible under laboratory</p>	<p>Y</p>	<p>Construction Environment Management Plan (Document 17.1)</p> <p>Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)</p>

	conditions.		
Concern about the location of Proposed Development taking up countryside and agricultural land.	There will be an unavoidable loss of countryside and agricultural land as a result of the Proposed Development. The Soils and Agricultural Quality Report (Appendix 11.3 of the ES) determines that 83% of the site is Agricultural Land Classification (ALC) Grade 3b which is not considered 'best and most versatile'. The rest of the site comprises 1% of Grade 3a (which is considered 'best and most versatile' with the rest (16%) forming non agricultural land such as roads, buildings, railways etc.	N	Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)
Concerns about the quantum of open space included as part of the Proposed Development	The Proposed Development includes c.56ha of open green space including two large areas of public open space to be located adjacent to Burbage Common and Woods Country Park which will include areas of semi-naturalistic landscaping and planting of a character consistent with the Country Park. A wide Bridleway corridor is also provided along the eastern edge of the site.	N	Parameter Plan (Document 2.7) Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)
Concerns over the maintenance of landscape including who bears the cost, and whether a management plan will be in place.	All of the retained and proposed vegetation and habitats will be the subject of a comprehensive management and maintenance plan that will be secured as a required by the Development Consent Order.	N	Landscape and Ecological Management Plan (Document Reference)
Concerns over the visual impact over the lifespan of the construction phases.	ES Chapter 11 and Appendix 11.5 assesses the visual impact of the construction of the Proposed Development over the construction period. ES Chapter 11 details some of the mitigation measures that will assist in reducing landscape and visual effects during the construction lifespan,	Y	Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11) Construction Environment

	<p>including:</p> <ul style="list-style-type: none"> • the adoption of an approved Construction and Environment Management Plan (CEMP) including mitigation designed to avoid significant ecological effects including those on key landscape features, would be secured through a DCO Requirement. Also included would be the phasing and detailing of landscaping, provision of earthworks and drainage. This CEMP will be approved by the relevant local planning authority prior to the commencement of development and would be substantially in accordance with the measures set out in an outline CEMP, submitted with the DCO application; • the adoption of an approved Arboricultural Method Statement (AMS) incorporating best practice guidance set out in British Standard 5837: 2012 'Trees in Relation to Design, Demolition and Construction' which will ensure retained trees and other vegetation is not adversely affected during the construction process. This will be secured by an appropriate landscape requirement. • the use of visual screening, such as hoardings for more sensitive visual receptors in proximity to the Application Site, including residential receptors that have the greatest potential to be affected by the Proposed Development, as set out in Appendix 10.1; 		<p>Management Plan (Document 17.1) Construction Method Statement (Document 17.2)</p> <p>Landscape Ecological Management Plan (Document (17.3)</p> <p>DCO Amendments Tracker (Document 10.1)</p>
<p>Concern over the effectiveness of bunds and tree planting screening effects.</p>	<p>The purpose of the bunds and tree planting is not to entirely hide the Proposed Development. The Proposed Development utilises the natural screening effect of large areas of woodland located to the south and west of the scheme, whilst proposed bunds and tree planting will assist in providing effective screening of the lower (and active parts) of the scheme. Included within this will be a specification of semi-mature and larger tree planting stock. All proposed and retained planting and habitats will be subject to a comprehensive Landscape and Ecology Management Plan</p>	<p>Y</p>	<p>Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)</p>

	(LEMP).		
Concerns the Proposed Development is taking up Green Belt land.	No part of the Order Limits is located within Green Belt land.	N	Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)
Concerns that the Proposed Development encroaches on Burbage Common and Woods Country Park land.	No part of the Order Limits contains Burbage Common and Woods Country Park land. There will however be a point of connection from the site to a path in Burbage Common.	N	Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)
Lack of night-time visual representation (photomontages)	Night-time photomontages have been prepared for submission within the ES.	Y	Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)

Hinckley Narborough Level Crossing Section 47 (Public) Consultation responses

Topic: Narborough Level Crossing			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Narborough Level Crossing can't cope with the increased demand	Network Rail have undertaken a detailed analysis of Narborough Station and the barrier down time. Based on the pre-pandemic timetable, in the morning peak hours 7 – 10 am, there is only one possible time an additional intermodal freight train could run. In the afternoon, between 4 – 7 pm only two. Each train would cause a maximum barrier downtime of 2.5mins. This is far less than a stopping passenger train coming from Leicester, which is 4-5 minutes. In each hour the total barrier down time would be approximately 20 minutes, with 40 minutes open which is well within Network Rails acceptable barrier down time at a level crossing.	N	N/A

Hinckley Noise Section 47 (Public) Consultation responses

Topic: Noise			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>Concerns relating to increased levels of noise pollution during the operational phase, including increased noise from rail, road traffic and onsite operations. Concern around night-time noise disturbance and potential loss of tranquility. Additional concern around the level of noise mitigation proposed and around construction phase noise and vibration impacts.</p>	<p>A noise and vibration impact assessment has been undertaken, considering the potential impact of noise and vibration at noise sensitive receptors (NSRs) during the construction and operational phase of the Proposed Development. In order to define baseline noise conditions, the results of a baseline noise and vibration survey undertaken in 2021 and 2022 have been used as a basis for the assessment. Long-term unattended daytime and night-time ambient noise measurements were undertaken at locations considered to be representative of NSRs in the vicinity of the Proposed Development.</p> <p>Based upon a preliminary quantitative assessment of potential noise during the construction phase, it is considered that, at worst, temporary, major adverse effects could arise without mitigation at the nearest existing NSRs. Such impacts should be minimised where possible by adopting best practicable means through the CEMP, in order to specifically identify potential impacts and appropriate mitigation based upon site specific information as the project progresses. With appropriate mitigation in place, residual effects would be reduced to temporary, moderate adverse at worst for existing NSRs. The effects of construction vibration will need to be managed through the CEMP, based upon specific details of the construction works required once available, although it is unlikely these would be significant.</p> <p>The operational phase assessment has considered noise from fixed plant, equipment and break-out noise associated with the Proposed Development, noise associated with HGV deliveries and SRFI operations to the Proposed Development site, and the change in noise levels at NSRs due to additional rail movements, the proposed A47 link road and development</p>	<p>N</p>	<p>Environmental Statement Chapter 10 – Noise and Vibration (Document 6.1.10)</p>

generated road traffic. For noise associated with HGV deliveries including SRFI operations, library data for HGV movements, loading/unloading activities and rail movements has been used, together with assumptions regarding operations, building layout and usage. With appropriate mitigation in place, including acoustic barriers, the residual effect would be a permanent, minor adverse effect, at worst. Noise level limits have been derived at the nearest NSRs for fixed plant and equipment to achieve. Provided that these limits are achieved, the resultant effect is likely to be permanent, minor adverse at worst. The predicted noise impact from additional rail movements indicates that there will be, at worst, a permanent, minor adverse effect at NSRs and mitigation is not required. Following a vibration survey of the existing line, it is considered that the resultant effect as a result of train movements on the sidings would be permanent, negligible adverse. Road traffic noise associated with the proposed A47 link has been modelled based on data provided by the Transport Consultant. With appropriate mitigation in place, including acoustic barriers, the residual effect would be a permanent, minor adverse at the majority of NSRs. The noise impact at NSR1 indicates that there will indicate that there will be a major, adverse effect in the short-term

The results of a tranquility assessment, which considers the change in noise levels and the absolute noise level at Burbage Common Woods, Aston Firs and Freehold Woods, indicates that there would be a permanent, minor adverse effect at worst.

Hinckley Policy Section 47 (Public) Consultation responses

Topic: Policy			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>The NPS indicates that it is the intention of the government that SRFIs are not located “adjacent to residential areas or environmentally sensitive areas” (4.86). The proposed site is both adjacent at least one environmentally sensitive area (the Common) and either adjacent to, or within sight and sound of, large residential areas and settlements at Hinckley, Burbage, Stoney Stanton, Earl Shilton, Elmesthorpe, Barwell and the community at Aston Firs.</p>	<p>The partial quotation from paragraph 4.86 loses the context. Paragraph 4.86 commences:</p> <p><i>‘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 ... (then the extract quoted proceeds).</i></p> <p>TSH has specifically considered the impact of HNFRI upon residential amenity and its location relative to Burbage Common. The assessment concludes that the development, with mitigation measures, <i>‘will not have serious adverse effects to residential amenity.’</i></p> <p>The proposals include the provision for a significant area of open land to be set aside for ecological enhancement, with public access on land between Burbage Common and the proposed A47 link. The environmental assessment has concluded that no significant harm will be caused to the ecological and recreational value of Burbage Common.</p> <p>Following the Statutory Consultation, provision has been made for additional landscaping to the SW of the <i>‘return container area.’</i> A requirement will limit the height of containers to be stacked, pending the establishment of the landscaping.</p>	Y	
<p>The NPS requires that you should incorporate ‘good design’ into the</p>	<p>The NPS acknowledges (paragraph 2.51) that for SRFIs <i>‘it is likely that there will be local impacts in terms of land use and increased road and rail movements.’</i> The objective is to minimise the environmental impacts. Paragraph 4.30 states:</p>	Y	

<p>development. You have failed to do this sufficiently in respect of the visual appearance of the project, even within the ‘underplayed’ information that you have given.</p>	<p><i>‘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’.</i></p> <p>The parameters for HNRFI have taken into account, as far as possible, both functionality and aesthetics for the delivery of an efficient SRFI. The scheme comprises good design. Following the Statutory Consultation the height of the logistics building has been reduced.</p>		
<p>The Policy Statement determines that Strategic Rail Freight Interchanges (SRFIs) should be “near to the conurbations that consume the goods” (2.45) and/or “near the business markets they will serve” (2.56).</p>	<p>TSH has undertaken an assessment of the business market which will be served by HNFRI, and considered the business markets served by other SRFIs. TSH concludes HNRFI’s location in the centre of the country, between the West Coast and East Coast Main Lines and with immediate access to the National and Strategic Rail Freight Network makes it exceptionally well placed to serve a regional market function, and national rail hub location.</p>		
<p>The NPS determines that developments should be in locations where there is an established suitable workforce.</p>	<p>TSH has undertaken an assessment of the socio-economic impact of HNRFI. An assessment has been made of employment by sector for residents in the Study Area. The assessment reveals a higher proportion of residents in the wholesale and retail trade and transportation and storage sectors compared to the national average. HNRFI is located where there is an established suitable workforce.</p>		
<p>The NPS indicates that it is government priority for SRFIs to be</p>	<p>With respect this statement is not a proper characterisation of the Government’s policy for addressing need for SRFIs. The NPS acknowledges that existing ‘operational SRFIs and other intermodal RFIs are situated predominantly in the Midlands and the North (para 2.57). Paragraph 2.58</p>		

<p>developed to serve London and the South East.</p>	<p>acknowledges <i>'There is a particular challenge in expanding rail freight interchanges serving London and the South East'</i>. The NPS does not establish a priority for SRFIs to be developed to serve London and the South East. The priority as a compelling need is for <i>'an expended network of SRFIs'</i>. (paragraph 2.56).</p>		
<p>Where the proposed developments have a significant environmental effects then the NPS requires that applicants consider alternatives.</p>	<p>With respect this statement is not a proper characterisation of the guidance in the NPS. The NPS refers to the EIA Directive stating (paragraph 4.26):</p> <p><i>'The EIA Directive requires projects with significant environmental effects to include an outline of the main alternatives studied by the application and an indication of the main reasons for the applicant's choice, taking into account the environmental effects'</i>.</p> <p>This requirement has been met by TSH.</p>	<p>N</p>	<p>Environmental Statement Chapter 4</p>

Hinckley PROWs Section 47 (Public) Consultation responses

Topic: PROWs			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Impacts upon Burbage Common, amenity, noise etc	<p>Assessment of visual impacts upon locations within the Country Park are detailed within ES Chapter 11.</p> <p>Additional planting and open space has been designed around the perimeter of Burbage Common and Woods to reduce the visual effects over the longer term.</p> <p>New public rights of way links to the Common have been provided to ensure continued access from within the wider landscape.</p> <p>During the construction lifespan, mitigation measures for construction lighting are likely to include directional fittings. Where work is required outside of daylight hours, temporary lighting would be directed away from retained watercourses, woodlands, mature trees and hedgerows. The outline Construction Environmental Management Plan and the Lighting Statement provide further detail in respect of temporary construction lighting. All these documents will be secured as a requirement of the DCO.</p> <p>In terms of completion, a lighting strategy has been developed for the Proposed Development. It ensures that lighting is kept to a minimum and in line with safety standards.</p> <p>Due to ecological constraints, dark corridors will be in place around the periphery of the Main HNRFI Site to minimise and mitigate against potential impacts upon wildlife.</p> <p>The ES Landscape Chapter 11 also includes an assessment in relation to 'night-time' views.</p>	Y	<p>DCO Amendments Tracker (Document 10.1)</p> <p>Construction Environment Management Plan (Document 17.1)</p> <p>Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)</p>

<p>No details provided on existing, retained, diverted and proposed PRow</p>	<p>Details of the routes being retained, diverted, closed and proposed are contained within the Public Rights of Way Appraisal and Strategy (Appendix 11.2, document reference 6.2.11.2) and Works Plans.</p>	<p>N</p>	<p>Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)</p> <p>Access and Rights of Way etc Plan (Documents 2.17.1 – 2.17.5)</p>
<p>Burbage Common Road will be closed off.</p>	<p>Burbage Common Road will be closed off and no longer provide through access for vehicles. A bridleway is provided off Burbage Common Road round the eastern edge of the site which loops round the southern edge of the site to Burbage Common.</p>	<p>N</p>	<p>ES Appendix 11.2 Public Rights of Way Strategy (Document Reference 6.2.11.2)</p>
<p>Impacts on adjacent/nearby footpaths</p>	<p>The visual impacts of the Proposed Development from footpaths are identified in Chapter 11 of the ES and supporting Appendices 11.5 and 11.6. Changes to the Public Rights of Way Network are detailed in the Public Rights of Way Strategy, Appendix 11.2</p>	<p>Y</p>	<p>ES Appendix 11.2 Public Rights of Way Strategy (Document Reference 6.2.11.2)</p> <p>Environmental Statement Chapter 11 - Landscape and visual effects (Document 6.1.11)</p>
<p>Concern over the change of character from existing to proposed routes (fields compared to a landscape corridor along the eastern boundary and other routes)</p>	<p>There will be an inevitable change in character from existing routes to those proposed.</p> <p>However, the proposed bridleway corridor along the eastern boundary of the site will be a feature that will vary in gradient along its course, passing a SUDS basin enhanced for biodiversity, a rerouted but meandering stream corridor, and a variety of native hedgerow, shrub, scrub and tree planting along its course.</p>	<p>N</p>	<p>Appendix 11.2 Public Rights of Way Strategy (Document Reference 6.2.11.2)</p> <p>ES Figure 11.15 - Public Rights of Way Strategy: Rail Crossings (Document 6.3.11.15)</p>

	Elsewhere, such as the retained and proposed PRow along the southern area of the site will be landscaped with native scrub, shrub, wildflower and trees to create naturalistic, intimate corridors.		
Pedestrian bridges for proposed closed rail crossings	PRow within the order limits that cross the railway via pedestrian level crossings are to be closed up and diverted over over bridges for pedestrian safety.	Y	ES Appendix 11.2 - Public Rights of Way Appraisal and Strategy (Document 6.2.11.2) ES Figure 11.14 - Public Rights of Way Strategy (Document 6.3.11.14) Access and Rights of Way etc Plan (Documents 2.17.1 – 2.17.5)
Maintenance of routes (litter, quality, landscape etc).	All proposed and retained planting and habitats will be subject to a comprehensive management and maintenance plan.	N	draft DCO (document reference 3.1)
Loss of 'circular route' down Burbage Common Road and up Bridlepath Road Elmesthorpe.	Users will still be able to use a circular route which travels from Burbage Common Road round the eastern edge of the site which loops round the southern edge of the site to Burbage Common, with access to Bridlepath Road, Elmesthorpe still available.	N	ES Appendix 11.2 - Public Rights of Way Appraisal and Strategy (Document 6.2.11.2) ES Figure 11.14 - Public Rights of Way Strategy (Document 6.3.11.14) ES Figure 11.15 - Public Rights of Way Strategy: Rail Crossings (Document 6.3.11.15)

			Access and Rights of Way etc Plan (Documents 2.17.1 – 2.17.5)
Concern over PRow accessibility through the 10 year construction lifespan. Concerns over when and how long PRow be closed and then opened.	PRow will be closed up and diverted during the Enabling Works of Development Phase 1 (timespan 1-2 years).	N	Indicative Phasing Plan (Document 2.13) Access and Rights of Way etc Plan (Documents 2.17.1 – 2.17.5)
Barrier to Burbage Common from Elmesthorpe	PRow users will still be able to access Burbage Common from Elmesthorpe via Bridlepath Road, Bridleway U52/9 and Burbage Common Road (west of the site). PRow users will also be able to access Burbage Common from the eastern end of Elmesthorpe (Wentworth Arms end) via Burbage Common Road to the site, then travelling along a new bridleway around the eastern edge of the site which will continue within the southern area of the site, linking to Burbage Common. A more direct route from the eastern end of Elmesthorpe to Burbage Common can be made via pedestrians and cyclists through the shared paths within the main body of the site.	N	ES Appendix 11.2 - Public Rights of Way Appraisal and Strategy (Document 6.2.11.2) ES Figure 11.14 - Public Rights of Way Strategy (Document 6.3.11.14) ES Figure 11.15 - Public Rights of Way Strategy: Rail Crossings (Document 6.3.11.15) Access and Rights of Way etc Plan (Documents 2.17.1 – 2.17.5)
Concerns over diversion of T89/1 through Bostock Close and over existing	It is proposed to provide a safe crossing point from Bostock Close via dropped curb and alterations to create a footway.	N	Access and Rights of Way etc Plan (Documents 2.17.1 – 2.17.5)

bridge			
The pegasus crossing for the bridleway at the M69 entrance is unsafe	At the south-eastern corner of the Main HNRFI Site the proposed bridleway route would cross the A47 Link Road by means of a signalised 'Pegasus crossing' - a clearly-marked crossing suitable for equestrian, cyclist and pedestrian traffic, with safety barriers and crossing signals. The new bridleway would continue from this point and meander through a treed corridor within the southern area of the Main HNRFI Site, heading westwards and providing onward connectivity to southern area of Public Open Space and onto Burbage Common itself via bridleway U51/2 and an existing underpass beneath the railway.	N	<p>ES Appendix 11.2 - Public Rights of Way Appraisal and Strategy (Document 6.2.11.2)</p> <p>ES Figure 11.14 - Public Rights of Way Strategy (Document 6.3.11.14)</p> <p>ES Figure 11.15 - Public Rights of Way Strategy: Rail Crossings (Document 6.3.11.15)</p> <p>Access and Rights of Way etc Plan (Documents 2.17.1 – 2.17.5)</p>

Hinckley Socio-Economic Section 47 (Public) Consultation responses

Topic: Socio-Economic			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
<p>General comments that the on-site operational job numbers given were inaccurate. Many within this commented that there was no evidence for how the 8,400 jobs had been calculated.</p>	<p>A methodology is provided in the Potential Socio-Economic Effects section of Chapter 7 of the ES Land Use and Socio-Economic Effects which explains the calculations for operational employment. Based on research produced by Prologis surveying its own logistics operations, the HCA advises applying 95 sq.m of Gross External Area (GEA) per worker for National Distribution Centres (NDCs) and 77 sq.m (GEA) per worker for Regional Distribution Centres (RDCs) (Employment Density Guide, 2015). The HNRFI is likely to accommodate a mix of NDCs and RDCs. Therefore, different employment densities associated with each use have been used to produce a range of employment estimates. The employment densities do not account for vacancy. A degree of vacancy is necessary for the market to function efficiently, as businesses relocate to more appropriate premises. Normal levels for the vacancy would be around 6% in Savills' experience. Therefore, accounting for vacancy levels at 6%, employment on-site is estimated to be 8,400 - 10,400 workers once fully occupied depending on the employment density applied. The former number of jobs assumes that the employment density is 95 sq.m (GEA) per worker, whereas the latter assumes that the employment density is 77 sq.m (GEA) per worker.</p>	N	<p>Environmental Statement Chapter 7 - Land use and socio-economic effects (Document Reference 6.1.7)</p>
<p>Concerns that the jobs created by the Proposed Development will be filled by people outside of local communities.</p>	<p>TSH have prepared an Employment, Skills and Training Plan Framework which will aim to support as many local people as possible into work and support local businesses to benefit from the activity at HNRFI. This will include partnerships with local councils and job centres and will target key groups locally. TSH will establish partnerships with local training providers, suppliers and authorities who have established links in the community, and established means of advertising locally and informing local people about job and training opportunities.</p>	N	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>

	<p>AECOM developed the HNRFI employee trips model in 2018 which shows the likely location of HNRFI workers. This forms the main area of impact where employment opportunities are anticipated during the operation of the HNRFI. Further information and details on the model are provided in Appendix 4 to the Transport Assessment which is attached at Appendix 6.2.8.1 to ES Chapter 8: Transport and Traffic.</p> <p>There is an established and demonstrable need for logistics in the area and it will have beneficial effects on the local economy as a whole. Parts of the supply chain may present opportunities for local businesses such as vehicle maintenance, catering, security and cleaning for example.</p>		
<p>Comments highlighting the low levels of unemployment in the area</p>	<p>The need for a SRFI in this location is the principal reason for the location of the Proposed Development. However, the provision of local labour is a very important consideration, and the Proposed Development will have beneficial effects on the local economy as a whole. The provision of a substantial number of jobs at a wide range of skill and qualification levels is expected to have beneficial effects at a local level, and there is an established and demonstrable need for logistics in the area. Whilst unemployment is low, economic inactivity and discouraged workers are still a local consideration and could be reduced by providing suitable local employment and training opportunities. In addition, the impact area covers a number of town centres and urban settlements.</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>
<p>Concerns that automation or technological change will reduce the number of workers needed.</p>	<p>Jobs will be in a wide range of skill levels and with training opportunities. We acknowledge that skills and jobs in warehousing have changed, and will continue to, in response to technological advancement. Technology is replacing the most routine jobs through automation and self-driving vehicles, but accelerating a shift towards a higher-skilled labour force in the sector, including administrative and technical support services involving a degree of technical proficiency and computer literacy, creating new roles</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>

	and inducing an occupational shift. Current evidence shows that the total jobs in logistics are not decreasing, but that the types of jobs in the sector are changing.		
Concerns about the likelihood that majority of the jobs will be minimum wage/or zero hour contracts.	<p>An estimated 8,400 - 10,400 permanent jobs will be generated at HNRFI's operations stage, across a wide range of skill levels and with training opportunities. The possible occupational split of employment on-site (FTE) is stated in Chapter 7 of the ES Land Use and Socio-Economic Effects ES. An Employment, Skills and Training Plan Framework will be established with local stakeholders.</p> <p>The past decade has seen the Industrial and Logistics (I&L) sector undergo a remarkable transformation, reshaping operating models, and occupier requirements. New technologies have affected the sector significantly, changing the way tasks are performed and how businesses operate. Technology is replacing the most routine jobs through automation and self-driving vehicles, but accelerating a shift towards a higher-skilled labour force in the sector, including administrative and technical support services involving a degree of technical proficiency and computer literacy, creating new roles and inducing an occupational shift. All jobs would also have opportunities for career development.</p>	N	Chapter 7 - Land use and socio-economic effects (Document 6.1.7)
Questions the benefit of additional employment and wealth to the local area	<p>The HNRFI will support a substantial number of jobs at a wide range of skill and qualification levels. There is an established and demonstrable need for logistics in the area, and it will have beneficial effects on the local economy as a whole.</p> <p>TSH will put in place an Employment, Skills and Training Plan Framework which will aim to support as many local people as possible into work and support local businesses to benefit from the activity at HNRFI. This will include partnerships with local councils and job centres and will target key groups locally. TSH will establish partnerships with local training providers,</p>	N	Chapter 7 - Land use and socio-economic effects (Document 6.1.7)

	<p>suppliers and authorities who have established links in the community, and established means of advertising locally and informing local people about job and training opportunities.</p> <p>While small to medium businesses (SMEs) are not expected to be tenants at HNRFI due to the scale of the floorplates, they will nonetheless benefit. Logistics is a key 'enabling' sector for a wide range of other industries, big and small. Improved logistics lowers costs and/or expands markets, which will benefit large and small companies throughout the area and beyond. For example, a small local company may experience shorter wait times or cheaper delivery charges as a result of improved connectivity.</p> <p>Parts of the supply chain may present opportunities for local businesses such as vehicle maintenance, catering, security and cleaning for example.</p>		
<p>Concerns about the Operational Employee Displacement</p>	<p>The WLLL (2021) reports a need for a new SRFI in Leicestershire up to 2041, which is an adopted evidence base document. The HNRFI would meet this need, but most of the requirement is driven by re-housing logistics activities located in sub-optimal buildings and locations. In the high replacement scenario proposed in the above report, 70% of the 2,570,000 sq.m of new distribution space required to 2041 should replace existing stock and the balance would be growth build. Therefore, it follows that approximately 70% of the occupiers at the HNRFI could be relocated from existing, functioning sub-optimal distribution premises in the LLEP area. This effect is displacement, and is described as the proportion of intervention outputs accounted for by reduced outputs elsewhere. While displacement is discounted from the additionality of employment effects, its impact in this instance is positive as it is helping the LLEP area maintain its competitive advantage in the logistics sector by allocating activities where they are more optimally located. The relocation of logistics companies to the HNRFI will help ensure the long-term sustainability of those businesses and the jobs they support.</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>

<p>Concerns over the Construction and Operation Employment Multiplier</p>	<p>To estimate the indirect construction employment effects, consideration is given to displacement and multiplier effects. Displacement is defined as the proportion of intervention outputs/outcomes accounted for by reduced outputs/outcomes elsewhere in the target area. Multiplier effects are the further economic activity associated with additional local income and local supplier purchases. Businesses in the local and regional economy would benefit from the trade linkages that would be established to construct the development, meaning that further indirect jobs would be supported locally in suppliers of construction materials and equipment. Local businesses would generally also benefit to some extent from temporary increases in expenditure as a result of the direct and indirect employment effects of the construction phase, for example, as construction workers spend their wages in local shops, accommodation, and other facilities (induced effects).</p> <p>At a national level, multiplier employment effects are estimated to be 2.48 of the on-site employment effects (ONS, UK Input-Output Analytical Tables, 2018). In terms of displacement, the analysis applies a 10% discount to account for potential adverse effects on other construction projects in the study area, based on the relatively small number of on-site positions compared to the overall size of the labour market and the assumption that there are more residents employed in the sector than there are jobs.</p> <p>Accounting for the positive multiplier effects and discounting for potential adverse displacement effects results in an estimate of an additional 293 FTE jobs created off-site per annum over the 10 year construction period. The majority of these would be in businesses linked to the construction sector, but some would be local businesses such as cafes and accommodation that would benefit from the new expenditure associated with the on-site workers.</p> <p>In terms of operation, at a national level, multiplier employment effects are estimated to be 1.34 times of the sector employment effects for the warehousing and support services for the transportation sector (UK Input Output Analytical Tables, 2018).</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>
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<p>Provide employment opportunities for the socially deprived areas of Nuneaton and Bedworth</p>	<p>The study area used for construction employment covers the local authorities of which the area primarily falls within a 30km radius from the Main Order Limits. 30km was considered appropriate because the large majority of those employed in the construction sector in Leicestershire (86%) travelled less than 30km to their place of work at the time of the 2011 Census, justifying the use of the above radius as the study area. This comprises a total of 12 local authorities, including the borough of Nuneaton and Bedworth, which are considered to form the main area of impact that would benefit from employment opportunities during the construction of the HNRFI project.</p> <p>Nuneaton and Bedworth Borough also falls within the study area for operational employment. The study area used for operational employment is based on the modelled HNRFI Employee Trips which was developed by AECOM in 2018 which shows the likely location of HNRFI workers. Local authorities with a minimum employment trip density of 0.1 (average number of employee trips from and to HNRFI) are used to define the study area for operational employment. Nuneaton and Bedworth borough will therefore benefit from employment opportunities associated with the operation of the Proposed Development.</p>		<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>
<p>Concerns over the Gross Value Added (GVA) calculations</p>	<p>The Direct Gross Value Added (GVA) per year, the GVA generated by the additional jobs created in the Study Area, and the GVA safeguarded by the introduction of the HNRFI has been calculated and is stated in Chapter 7 Land Use and Socio-Economic Effects ES Chapter.</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>

<p>Concerns about the negative impact of the proposals on property values in the areas surrounding the Proposed Development</p>	<p>The Socio-Economic Chapter assesses the effect of the Proposed Development on the existing private properties within 500m of the Subject Site. See Chapter 7 Land Use and Socio-Economic Effects for more detail. The Site has been chosen in part due to its separation from existing residential settlements sufficient to avoid significant adverse effects on noise and visual amenity after mitigation. However, the effect on house prices as a result of the Proposed Development, as with all types of development, is not material to its planning merits.</p>	<p>N</p>	<p>N/a</p>
<p>On the premise that new workers and families will move into the area, there were concerns about the lack of a suitable housing/rental market, and a potential strain on public services</p>	<p>During the construction stage of the HNRFI it is estimated that most posts would be filled by locally-based construction workers, creating minimal additional housing demand. This is because the baseline assessment estimated that there are 58,000 residents in the study area employed in construction, but approximately 32,000 construction employees work in the study area. Therefore the study areas see a net export of residents in construction. Therefore the addition of 335 construction jobs will likely be met by the local workforce and therefore have a negligible impact on demand for housing.</p> <p>Similarly, when viewed in the context of housing allocations made by the local councils in current and emerging local plans, it is estimated that the Proposed Development on operation would have a negligible effect on housing demand in the long term. More detail is stated in Chapter 7 Land Use and Socio-Economic Effects.</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>
<p>More social-type housing to support the minimum wage staff</p>	<p>An estimated 8,400 - 10,400 permanent jobs will be generated at HNRFI's operational stage, across a wide range of skill levels and with training opportunities. The possible occupational split of employment on-site (FTE) is stated in Chapter 7 Land Use and Socio-Economic Effects of the ES. An Employment, Skills and Training Plan Framework will be established with local stakeholders.</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>

	<p>The past decade has seen the Industrial and Logistics (I&L) sector undergo a remarkable transformation, reshaping operating models, and occupier requirements. New technologies have affected the sector significantly, changing the way tasks are performed and how businesses operate. Technology is replacing the most routine jobs through automation and self-driving vehicles, but accelerating a shift towards a higher-skilled labour force in the sector, including administrative and technical support services involving a degree of technical proficiency and computer literacy, creating new roles and inducing an occupational shift.</p> <p>When viewed in the context of housing allocations made by the local councils in current and emerging local plans, it is estimated that the Proposed Development on operation would have a negligible effect on housing demand in the long term. More detail is stated in Chapter 7 Land Use and Socio-Economic Effects.</p>		
<p>The Proposed Development would have a negative impact on local communities, residents' quality of life, and the local area.</p>	<p>Both construction and operation of the Site is unlikely to generate significant adverse effects on health from the project's effects on water, ground conditions, socio-economics, landscape and transport after mitigation.</p> <p>The negative effects on recreation and amenity experienced during construction are likely to be intermittent and mitigated. Furthermore, because construction is phased, the effects are unlikely to be consistently experienced. Once operational, the development will have a visual impact but this is likely to be insignificant in the long term.</p> <p>The existing ambient noise levels are predicted to increase by up to 3.1dB during the weekday and weekend daytime and night time as a result of the proposed operations of the SRFI, with mitigation in place. This level of change is considered marginal, and would barely be perceptible to the human ear with changes of 3dB only just perceptible under laboratory conditions. As such, an increase of 3dB is considered to be low.</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>

	<p>The generation of net additional jobs will increase the economic prosperity locally and as a result improve the quality of life in the area. In addition, the Proposed Development will provide enhanced public open space and an upgraded PRow network, thereby causing a positive effect on recreation and amenity.</p>		
<p>HNRFI employees will affect the demographics of the area</p>	<p>An estimated 8,400 - 10,400 permanent jobs will be generated at HNRFI's operations stage, across a wide range of skill levels and with training opportunities. The possible occupational split of employment on-site (FTE) is stated in Chapter 7 Land Use and Socio-Economic Effects of the ES. An Employment, Skills and Training Plan Framework will be established with local stakeholders.</p> <p>The past decade has seen the Industrial and Logistics (I&L) sector undergo a remarkable transformation, reshaping operating models, and occupier requirements. New technologies have affected the sector significantly, changing the way tasks are performed and how businesses operate. Technology is replacing the most routine jobs through automation and self-driving vehicles, but accelerating a shift towards a higher-skilled labour force in the sector, including administrative and technical support services involving a degree of technical proficiency and computer literacy, creating new roles and inducing an occupational shift. All jobs would also have opportunities for career development.</p>	N	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>
<p>Concerns over the business rates calculations</p>	<p>For the purposes of this assessment the gross business rates are calculated. An estimate of the business rates for the Proposed Development indicates that this will create a potential receipt of some £24.65 million per year, depending on confirmed rating valuations. This figure is based on an average rateable value of £55 per sq.m. This rate is based upon research of similar industrial and logistics developments in the local area. Net business rates will be estimated accounting for the displacement of operations in</p>	N	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>

	<p>Chapter 7 Land Use and Socio-Economic Effects.</p> <p>Currently, Leicestershire County Council receive 9% of rates, with the other 1% for the Fire Authority. The current Business Rates Retention Scheme does allow districts to retain 40% of any additional rates generated, but there is a 50% levy on these rates over and above the baseline funding, so this information is misleading around what will actually be retained.</p> <p>In addition, the Levelling Up White Paper ends the potential for a 75% retention as it conflicts with the concept of Levelling Up.</p>		
<p>Questions on the Study Area adopted</p>	<p>The study area used for construction employment covers the local authorities of which the area primarily falls within a 30km radius from the Main Order Limits. 30km was considered appropriate because the large majority of those employed in the construction sector in Leicestershire (86%) travelled less than 30km to their place of work at the time of the 2011 Census, justifying the use of the above radius as the study area. This includes the cities of Coventry and Leicester plus the town of Nuneaton. These local authorities form the main area of impact that would benefit from employment opportunities during the construction of the HNRFI project.</p> <p>The study area used for operational employment is based on the modelled HNRFI Employee Trips which was developed by AECOM in 2018 which shows the likely location of HNRFI workers. Local authorities with a minimum employment trip density of 0.1 (average number of employee trips from and to HNRFI) are used to define the study area for operational employment. This includes the cities of Coventry and Leicester plus the town of Nuneaton. Further information and details on the model are provided in Appendix ITA 4 of the ES.</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>

<p>Concerns over the construction phase considered as temporary</p>	<p>Temporary is how the construction phase is consistently considered across the ES. This may include medium terms effects which are temporary effects of longer duration, such as those arising over an extended period of construction ranging from one year to the full construction period, envisaged to be ten years.</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>
<p>Local crime</p>	<p>The Proposed Development will have security provisions in place and therefore will not contribute to any increase in local crime.</p>	<p>N</p>	<p>Chapter 7 - Land use and socio-economic effects (Document 6.1.7)</p>

Hinckley Transport Section 47 (Public) Consultation responses

Topic: Transport & Highways - Access Infrastructure			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Why can't the new link road connect directly to the roundabout junction of the B4668 and the A47?	Land constraints and directness of the route dictate the need for the link road to connect to the B4668 rather than the A47/B4668 roundabout.	N	Chapter 8 Transport. Technical Appendix 8.1.2 GA Link Road Layout
The proposed junction on the B4668 adjacent to the Sports Club is inadequate and unsafe.	The new junction has been designed according to the standards from Leicestershire County Council. It has been configured to handle the projected demand and allows for interaction with the sports club and other surrounding properties.	N	Chapter 8 Transport. Technical Appendix 8.1.2 GA Link Road Layout
Why is there no direct connection to Burbage Common Road?	Burbage Common Road will connect with the retained public rights of way under the A47 link road. This is to ensure that the road is not used as a short cut for access to the link road or vice versa, which detracts from its purpose as a link to Burbage Common Woods.	N	Chapter 8 Transport. Technical Appendix 8.1.2 GA Link Road Layout
Southbound slips were not originally put in during the construction of the M69 due to concerns about impact on local villages- why is this not considered now?	Reference to the reasons behind not implementing the south facing slips by DFT in the 1970s has been made within comments. This has not been sourced successfully by the consultant team. However, strategic modelling has informed the decision-making process on the impacts on Sapcote and Stoney Stanton. The power of such models has improved significantly since the construction of the M69 and therefore predictions of traffic movement are used increasingly complex datasets to predict future traffic flow. Current projections suggest increases in traffic within Sapcote, but levels are not considered excessive. Development traffic through the village is predicted to be primarily local light vehicles, HGVs will find the route unattractive, and	N	Chapter 8 Transport. Technical Appendix 8.1.13 PRTM Forecasting Report

	<p>measures are to be put in place to discourage HGV routing to and from HNRFI through the village as far as possible.</p>		
<p>Why can't there be a new junction built on to the M69 further north to serve the site and Calor Gas?</p>	<p>The presence of Junction 2 and the location of the rail lines prevent a new junction being constructed in such close proximity to existing infrastructure.</p>	<p>N</p>	<p>N/A</p>

Topic: Transport & Highways – Cycling & Walking			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
The Pegasus crossing on the access road is unsafe.	The Pegasus crossing is in a safe location in terms of the highway alignments and anticipated approach speeds. To aid equestrians An underpass was investigated, it was unable to be successfully designed within the constraints of the earthworks and ramps required for compliant access. A bridge option has been investigated but is not viable due to land constraints. The Pegasus crossing is located to maximise visibility on the approach from Junction 2 and where speeds of vehicles from the site will be reduced due to the proximity of the first roundabout.	N	Chapter 8 Transport. Technical Appendix 8.1.2 GA Link Road Layout
Loss of Burbage Common Road as a recreational route is a significant concern.	There is inevitable loss of what is currently a rural route through farmland. However, diversions and re-provision of a bridleway, cycleways and footpaths through the site have been fully considered within the design. These connect Station Road to the recreational routes to the southwest of the site within Burbage Common and Woods Country Park.	N	Appendix 11.2 Public Rights of Way Strategy (Document Reference 6.2.11.2)
More cycleways are needed. There is a general lack of information on cycleway enhancement.	Cycleways are proposed on the length of the A47 Link Road and connect with the local highway network. Relocated footpaths and bridleways also present improved cycling opportunity around the site.	N	Chapter 8 Transport, Technical Appendix 8.1 Transport Assessment
General concerns that traffic reduces safety and amenity for pedestrians	Further DFT TAG analysis software (COBALT) has been used to calculate the risk of increased accidents as a result of increased traffic generated by the site and its access infrastructure.	N	Chapter 8 Transport, Technical Appendix 8.1 Transport Assessment

<p>The position of proposed footpaths and footbridges are not acceptable- particularly the bridleway adjacent to the M69. This adds distance to walking routes.</p>	<p>The bridleway has been positioned away from the rail freight interchange and within a wide landscaped corridor. This was seen to be the optimal location for the bridleway relocation given the land use as a whole. Interactions with HGVs and other traffic are minimized as much as possible.</p>	<p>Y</p>	<p>Appendix 11.2 Public Rights of Way Strategy (Document Reference 6.2.11.2)</p>
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Topic: Transport & Highways - Cycling & Walking			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Footways on Leicester Road and Spa Lane are not wide enough and are overrun by turning HGVs	HGV traffic is unlikely to route via Leicester Road to Hinckley according to the strategic modelling- the A47 link road and the direct access to Junction 2 should help alleviate some congestion within Hinckley itself. Narrow footways are an existing issue within Hinckley rather than a direct consequence of the development traffic.	N	Chapter 8 Transport. Technical Appendix 8.1.13 PRTM Forecasting Report
The site is poorly located for access on foot-pedestrian links are on major roads.	The site is located within a kilometer of a number of settlements with footway access; the new link road will have wide footway/cycleways on either side of the site to connect to Leicester Road.	N	Chapter 8 Transport, Technical Appendix 8.1 Transport Assessment
Stanton Lane/Sapcote Road needs segregated cycleway at the junction and between Sapcote and Junction 2 M69	There are landownership issues which are limiting the potential to expand footway/cycleways between Junction 2 and Sapcote. There is limited verge to create LTN1/20 standard cycle lanes.	N	Chapter 8 Transport, Technical Appendix 8.1 Transport Assessment
Cycle links to Hinckley Town Centre on Leicester Road need to be improved.	A parallel quiet route on Barwell Lane is accessible through the sports club via existing PRow	N	Chapter 8 Transport, Technical Appendix 8.1 Transport Assessment
Signal crossings need to be included on all arms of Junction 2 for peds and cycles.	Junction 2 will be fully signalized as part of the new proposals. Crossing points are only proposed where desire lines for pedestrians exist- notably along the northern side of the roundabout.	N	Chapter 8 Transport. Technical Appendix 8.1.2 GA Link Road Layout

<p>All off-site junctions need to include segregated cycle facilities designed in line with LTN 1/20</p>	<p>Existing highway land surrounding off-site highway works do not permit segregated cycle facilities.</p>	<p>N</p>	<p>Chapter 8 Transport. Technical Appendix 8.1.2 GA Link Road Layout</p>
<p>Toucan crossing suggested on the link road with single phase.</p>	<p>This to be considered at detailed design phase.</p>	<p>Y</p>	<p>Environmental Statement Chapter 8 - Transport and traffic (Document 6.1.8)</p>
<p>Footways in Sapcote and Stoney Stanton are already inadequate- this development will make it worse</p>	<p>Where enhancement within the highway boundary is achievable, we are formalizing the existing crossing points and ensuring safer layouts at the junction of Church Street and Hinckley Road.</p>	<p>Y</p>	<p>Chapter 8 Transport. Technical Appendix 8.1.13 PRTM Forecasting Report</p>

Topic: Transport & Highways – Eastern Villages			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Not including a bypass around Sapcote will place further pressure on the village.	<p>The bypass has been reviewed, much of the new traffic is diverted from existing routes and local villages. The volumes are not high enough to justify a full bypass. The presence of the A47 link on the western side of the M69 also helps to move traffic away from the B581 and routes through Stoney Stanton. In addition, bypass options were presented in the 2019 consultation, close to 95% of consultees opposed the creation of the by-pass in Stoney Stanton and approximately 85-90% opposed a bypass around Sapcote.</p> <p>The bypass itself would also further increase traffic as it would be a quicker route- this places additional pressure on the B4114 and B4669 which would be the start and end points of the bypass.</p>	N	Chapter 8 Transport. Technical Appendix 8.1.13 PRTM Forecasting Report
Carriageway width in Sapcote and Stoney Stanton cannot handle the HGV traffic through the village.	We have considered the impacts within both villages; measures are being put forward to discourage through-routing in the area and improve pedestrian accessibility. Enforceable HGV penalties for vehicles from the site are likely to be implemented and monitored. Also see comment above	Y	Chapter 8 Transport. And 17.5 HGV Route Management Plan and Strategy
CPO documents have been received at properties in Sapcote to accommodate road widening. Why and where is this proposed?	All works within the villages are proposed to be within the highway boundaries. There is no CPO of private property planned within these areas. There has been a potential confusion over the need to inform adjacent landowners with sub soil interests of potential highway works within the adopted highway as part of the necessary land referencing process. Those with landowners with sub soil interests were written to 20 February 2022 to clarify the meaning of sub soil interests for their property in relation to the HNRFI proposal.	N	Chapter 8 Transport Appendix 8.1.11 Off-site highway Plans

Topic: Transport & Highways – Eastern Villages			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Demand from surrounding villages and towns for access to the new slip roads will increase traffic through Sapcote.	Traffic through Sapcote is currently lighter than similar roads of this nature. The increase in projected traffic is broadly associated with local traffic from surrounding villages routing to Junction 2. Early modelling indications do not suggest that the roads are unable to cope with the demand. The works proposed are primarily to improve safety for pedestrians and cyclists than enhance capacity. Limited development traffic will route via Sapcote and we are exploring HGV routing enforcement strategies to make sure HGVs do not use the route through Sapcote from site.	Y	Chapter 8 Transport. Technical Appendix 8.1.13 PRTM Forecasting Report
Impact on sensitive receptors in Sapcote and Stoney Stanton have not been included in the Environmental Assessment- namely School access routes, Doctors Surgery and narrow footways in the village; these should be allocated a high degree of sensitivity.	A GIS exercise was undertaken to identify the sensitive receptors for the wider area for the PEIR. This has been refined for the ES with further assessment of the eastern villages specific amenity receptors mentioned.	Y	Environmental Statement Chapter 8 - Transport and traffic (Document 6.1.8)

<p>Proposed highway improvements through Sapcote are not provided in any detail to understand the effect on layout and character of the village. Notably at the 'chicane' in the middle of village which causes existing significant problems for large vehicles.</p>	<p>The works proposed are primarily to improve safety for pedestrians and cyclists than enhance capacity. Light vehicle development traffic will route via Sapcote, and we are exploring HGV routing enforcement strategies to make sure HGVs do not use the route through Sapcote from site. We are also reviewing a give way priority at the chicane close to the Co-op, similar to that at the western end of the village.</p>	<p>Y</p>	<p>Highway Plans Key Plan (Document 2.18.1)</p> <p>Highways Plans Sheet 7 (Document 2.4G)</p>
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Topic: Transport & Highways – Eastern Villages			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
A one-way system needs to be introduced onto Hinckley Road from Corey Hill Road	Corey Hill Road is already one-way at its eastern end. By restricting the western end, it will create difficulties for access for all residents on the road.	N	Chapter 8 Transport. Technical Appendix 8.1 Transport Assessment
The B4114 Leicester Road doesn't have the capacity to handle the traffic proposed to use it.	Strategic modelling results suggest that there will be a degree of re-routing that will occur in the future scenarios. Where this places significant pressure on the highway infrastructure, we are proposing junction modifications. Notably at the Mill on the Soar junction. The B4114 however, does have capacity with the suitable mitigation in place.	N	Chapter 8 Transport. Technical Appendix 8.1.13 PRTM Forecasting Report & Appendix 8.1 Transport Assessment

Topic: Transport & Highways – Off Site Highways			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Bridge strikes already cause problems on the A5, the development will make this worse	Discussions around bridge strikes have taken place. The provision of the A47 link will provide an alternative route for high-sided vehicles wishing to access the site from the A5. However, the overall numbers of such vehicles is low- circa 4-5% nationally. The majority of vehicles accessing the HNRFI site will be of standard heights and warnings will be provided by the on-site travel planning team.	N	Chapter 8 Transport. Technical Appendix 8.1.12 HGV Management Plan and Strategy
The proposed signal junction in Stoney Stanton will cause queuing and access problems.	Revised modelling has been carried out, the junction amendments remain within the plans based on latest data. The signal junction improves the overall throughput of traffic and includes safer crossing facilities for pedestrians.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment
The pedestrian crossing (dropped kerbs) next to Bostock Close is inadequate and in a dangerous position due to traffic speeds on Station Road (B581)	Visibility in this location is sufficient for the road speed and alignment.	N	Highway Plans Key Plan (Document 2.18.1)
Speed control through Elvesthorpe is not mentioned.	Speed limit changes are not proposed currently. There are reductions in traffic predicted as part of the implementation of the new link road, which runs in parallel which should alleviate pressures on Station Road. The direct access to Junction 2 should remove some vehicles that currently route via Station Road and Stoney Stanton.	N	Chapter 8 Transport. Technical Appendix 8.1.13 PRTM Forecasting Report

<p>Impact on the A47 is very large and there is no capacity currently.</p>	<p>Modelling suggests that capacity is adequate on the A47 into the future. Where pressures from the development traffic are created at junctions, proposals for mitigation have been put forward. Including the Ashby Road junction capacity enhancement and changes to the access onto the Leicester Road/A47 roundabout.</p>	<p>N</p>	<p>Chapter 8 Transport. Technical Appendix 8.1.13 PRTM Forecasting Report</p>
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Topic: Transport & Highways – Off Site Highways			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
The changes proposed at the junction of the A47 and A447 do not consider adjacent properties and their access.	All the proposed design layouts for off-site highway works are within the highway boundary. Access to individual properties will be further considered during the design refinement.	Y	Highway Plans Key Plan (Document 2.18.1) Highways Plans Sheet 1 (Document 2.4A)
The A47/A5 junction is already congested- why are there no works proposed here?	Impacts specific to the development and its access infrastructure are not significant at this junction. Solutions to existing problems which are not affected by the site are not within the remit of the mitigation proposals.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment
Why is there a need to provide a connection to the A47?	The A47 link road provides alternative access should there be any issues with the access to Junction 2. The vast majority of traffic from the site will be routed to the M69 and beyond. The link road also releases pressure from the B581 Station Road through Elmesthorpe and Stoney Stanton, which acts as the main route to Junction 2 for villages and settlements to the northwest of Hinckley.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment
The junctions at Dodswell/Longshoot are already congested, NH have removed their latest proposals for here. This development will make congestion much worse	The latest round of modelling was required on the basis that the Dodswell/Longshoot scheme had been removed. The strategic model demonstrates that impacts from development traffic are small when compared against background traffic. However, proportionate interventions have been reviewed with the Transport Working Group (TWG)	N	Chapter 8 Technical Appendix 8.1 Transport Assessment

Topic: Transport & Highways – Public Transport			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Workforce bus services are not well defined, the X6 is infrequent, and 48 and 158 services are distant from the site	Liaison with bus service providers has taken place with a two phased approach agreed in principle. This includes an enhanced X6 service providing connections to and from Leicester and Coventry for longer-distance trips, combined with a Demand Responsive Service for shorter trips to and from the site to cover areas closer to the site.	N	Chapter 8 Transport. Technical Appendix 8.1.14 Sustainable Transport Strategy
The travel plan does not adequately consider in detail the need for modal shift away from the car.	The travel plan is a framework ahead of occupiers operating out of the site. It is a statement of intent, with commitments to the funding and provision of a travel plan co-ordinator for the site. Their role will be to monitor and continue to drive modal shift away from single occupancy vehicle trips for the workforce. A DCO requirement would secure individual travel plans for each occupier.	N	Chapter 8 Transport. Technical Appendix 8.1.14 Sustainable Transport Strategy
Re-open Elmesthorpe Rail Station to help reduce commuter traffic and make park and ride an option for locals.	Elmesthorpe station is too close to Hinckley to be operationally or economically viable for passenger rail services, regardless of the presence of HNRFI. Short distances between stations reduce line speed and thus overall capacity, particularly for faster through passenger services such as Coventry – Leicester.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment

Topic: Transport & Highways – HGV Routing			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
HGV traffic will impact local roads including the A47 and the B4669.	HGVs will use available trunk roads- with the vast majority heading directly for the M69 at Junction 2. Banning use of the link road and A47 will create further pressure on smaller local roads. It will also prevent high sided vehicles from avoiding the low bridge on the A5 which is the site of frequent bridge strikes and delay. Mitigation has been proposed at the A447 junction to accommodate projected traffic increases. A HGV routing strategy is submitted as part of the application to address enforcement of prohibited routes from the site. The HGV routing strategy will be secured by a DCO requirement.	Y	Chapter 8 Transport. Technical Appendix 8.1.12 HGV Management Plan and Strategy
HGV routing needs to be controlled to prevent traffic through local villages	As part of the HGV Route Management Strategy, drivers will be advised prior to their trip on the preferred and prohibited routes to the site. Furthermore mitigation measures will be put in place to ensure HGVs do not use routes through local villages, with penalties for non-compliance controlled by the site management.	Y	Chapter 8 Transport. Technical Appendix 8.1.12 HGV Management Plan and Strategy
Have ‘Environmental’ weight restrictions been considered for Sapcote and Stoney Stanton?	Environmental weight restrictions have been looked at, the issue of enforcement remains, as HGVs are still permitted to use restricted routes for access.	N	Chapter 8 Transport. Technical Appendix 8.1.12 HGV Management Plan and Strategy
HGV drivers will always use the shortest route available how will you prevent them from using minor roads, especially in	As part of the HGV Route Management Strategy, drivers will be advised prior to their trip on the preferred and prohibited routes to the site. Furthermore, mitigation measures will be put in place to ensure HGVs do not use routes through local villages, with penalties for non-compliance controlled by the site management. A DCO requirement secures the HGV routing strategy.	Y	Chapter 8 Transport. Technical Appendix 8.1.12 HGV Management Plan and Strategy

Sapcote, Stoney Stanton and Elmesthorpe.			
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Topic: Transport & Highways – Strategic Road Network			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Capacity of the J21 of the M1 not adequate to handle the demand from the site.	Further analysis of J21 to understand the impact from the Site has been carried out. Traffic from the site displaces existing vehicles and the net change at J21 is predicted to be low due to existing constraints. Any contribution would need to be proportionate and realistic to the impact. National Highways has a major scheme for J21 as part of its next phase of the Roads Investment Strategy (RIS3), which is in very early stages currently.	Y	Chapter 8 Technical Appendix 8.1 Transport Assessment
Closure of motorways due to accidents have not been considered and place significant pressure on local roads.	National Highways manage existing contingency routing plans. The new A47 link road introduces a road that will connect the M69 with the A47 and ultimately the A5- this is likely to be used to re-route traffic in the unfortunate event of full motorway closure.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment
Impacts at interface with the M69 (M6 and M1) are not considered in detail	Further detail of merge/diverge figures at J21 M1 and J3 M6 have been carried out within the revised Transport Assessment. We are in contact with National highways on a regular basis to discuss requirements on their network.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment
Congestion on the A5 already a major issue; this will only serve to exacerbate the situation.	We have modelled the A5 with all future traffic projections. Impacts have been considered where appropriate and shared with the Transport Working Group. Due to redistribution of traffic and improved access to the south, impacts on the A5 are low.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment

Topic: Transport & Highways – Narborough Level Crossing			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
Increased barrier downtimes will increase congestion and impact in Narborough Village	Network Rail have undertaken a detailed analysis of Narborough Station and the barrier down time. Based on the pre-pandemic timetable, in the morning peak hours 7 – 10 am, there is only one possible time an additional intermodal freight train could run. In the afternoon, between 4 – 7 pm only two. Each train would cause a maximum barrier downtime of 2.5mins. This is far less than a stopping passenger train coming from Leicester, which is 4-5 minutes. In each hour the total barrier down time would be approximately 20 minutes, with 40 minutes open which is well within Network Rails acceptable barrier down time at a level crossing.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment

Topic: Transport & Highways – Traffic Generation			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
General concerns about traffic during construction and operation.	Traffic generation has been agreed with the Transport Working Group. We have put forward highly robust figures to test the surrounding infrastructure in a worst-case scenario. Trip generation has been assessed from a number of similar RFI and non RFI sites; taking the higher data values for both HGV traffic and private vehicles. There was a significant amount of discussion and work surrounding the rail to HGV figures. These have been benchmarked against other sites and use the latest efficiency ratios and split of internal to external movements.	N	Chapter 8 Technical Appendix 8.1.3 Trip Generation Addendum Notes
Concern over large planning applications not being included within the modelling process.	A full review for the model (Pan Regional Transport Model) for Leicestershire has been carried out. This includes an uncertainty log for all sites that were reasonably foreseeable from Local Plan Documents and planning applications received. Major strategic sites have been fully considered with estimated build out projections in order to provide as accurate estimation of concurrent development as possible.	N	Chapter 8 Technical Appendix 8.1.5 PRTM 2.2 LMVR

Topic: Transport & Highways – Traffic Generation			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
The modelling was not signed off by Leicestershire County Highways prior to the consultation. This calls into question all the modelling outputs.	The modelling has been an ongoing and iterative process of refinement along with the Transport Working Group. This is to best represent the existing and forecast scenarios. We used outputs from a model run from summer 2021 for the consultation ahead of full sign-off from the authorities. We have since achieved this and the latest model run inputs have been approved. The new outputs do not differ significantly from the previous runs as they feature the same projected development traffic and infrastructure interventions. Network changes have been included since the July run which are some distance from the site but may influence movement on the trunk road network. Therefore, the data processed was a best estimate at this point in the planning process and provided a reasonable point to consult formally.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment
The phasing of construction is not clear, slip roads need to be built before there is any development on site.	Phasing has been considered and was developed before the ES submission in conjunction with contractor project managers. Early indications from contractors indicate that the new Junction 2 slip roads will be constructed ahead of the main site and this has been considered within the PEIR. The A47 link road is also proposed to be built during the early stages of construction. Both pieces of infrastructure will allow direct access for construction traffic off the M69 and ultimately the A47. During the earliest stages of the slip road construction, there may be some impacts on local roads around Hinckley.	Y	Environmental Statement Chapter 8 - Transport and traffic (Document 6.1.8)
The level of usage is based on existing rail freight terminals, and this may change the percentage split of road to rail inputs. This is also	Traffic generation has been agreed with the Transport Working Group. We have put forward highly robust figures to test the surrounding infrastructure in a 'worst-case' scenario. Trip generation has been assessed from a number of similar RFI and non RFI sites; taking the higher data values for both HGV traffic and private vehicles. There was a significant amount of discussion and work surrounding the rail to HGV figures. These have been benchmarked	N	Chapter 8 Technical Appendix 8.1.3 Trip Generation Addendum Notes

limited by rail capacity.	against other sites and use the latest efficiency ratios and split of internal to external movements.		
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Topic: Transport & Highways – Traffic Generation			
Summary of responses	Regard to responses	Scheme Change	Relevant Document Reference
No evidence presented that rail freight will alleviate road traffic issues in the area	The Transport Assessment demonstrates that, with the introduction of specific highway improvements, the highway network can accommodate the additional traffic associated with the Proposed Development. Whilst the rail freight may not alleviate local traffic, the number of HGV miles removed from the national road network from transferring freight movements from road to rail provides relief to the national network.	N	Chapter 8 Technical Appendix 8.1.3 Trip Generation Addendum Notes
No consideration of the proposed large residential development adjacent to Stoney Stanton	The Stoney Stanton scheme is not an allocated site, currently does not have a live permission and therefore does not have a sufficient degree of certainty to be included within the PRTM modelling. This is in accordance with TAG guidance for modelling and the inclusion of uncertainty logs for planning applications and Local Plan allocations.	N	Chapter 8 Technical Appendix 8.1.13 Forecast Model Report
Future growth of non-development traffic assumes fixed growth on existing roads- how can this allow for significant development within Local Plans?	All growth assumptions have been through detailed review of the Uncertainty Log for the PRTM model. This includes a list of over a thousand sites within Leicestershire and the surrounding counties. Fixed growth rates have been adjusted using TemPRO factors to account for local conditions. The projected growth and application within the PRTM has since been approved by key stakeholders within the Transport Working Group.	N	Chapter 8 Technical Appendix 8.1.13 Forecast Model Report
When were traffic surveys carried out?	Full turning count and ATC traffic surveys of well over 50 junctions have informed the modelling process and the creation of the detailed standalone models. These were carried out pre-pandemic in June 2018. Growth factors have been applied in accordance with DfT WebTAG Guidelines for all future year scenarios.	N	Chapter 8 Technical Appendix 8.1 Transport Assessment

<p>New roads will induce traffic demand and make congestion worse.</p>	<p>Inevitably when new roads are built there is a release of further demand from the local area. The intention of the infrastructure proposed as part of this development is to alleviate the impacts of the development traffic, but also consider the impact the new access infrastructure has on the local road network. A balance needs to be struck between alleviating congestion and not inducing excessive demand through creating large amounts of spare capacity within a network. The new slips combined with the A47 link have a wider benefit in terms of relieving pressure on roads through Hinckley and Burbage.</p>	<p>N</p>	<p>Chapter 8 Technical Appendix 8.1 Transport Assessment</p>
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<p>Topic: Hazardous Materials</p>			
<p>Summary of responses</p>	<p>Regard to responses</p>	<p>Scheme Change</p>	<p>Relevant Document Reference</p>
<p>Is the site intended to handle hazardous materials</p>	<p>It is not expected that any significant quantity of hazardous waste would be produced during the operational phase. Although there would be oily rags and other light plant maintenance wastes that would be hazardous. Any hazardous waste produced during the operational phase would be segregated and stored securely before being disposed of by an approved and appropriately licensed hazardous waste contractor, in accordance with the Hazardous Waste Regulations (as amended 2015) and the associated Hazardous Waste Classification Guidance (2015).</p>	<p>N</p>	<p>Chapter 17 Materials and Waste</p>