

Appendix 2.1



db symmetry

Hinckley National Rail Freight Interchange

21st February 2018



Introduction

- db symmetry was formed as a UK joint venture through the purchase of a 60% holding in Barwood Developments Limited by clients advised by Delancey; a specialist real estate investment, development and advisory company. The remaining 40% shareholding is controlled by the executive management team.
- The company has a land portfolio comprising 3,100 acres, comprising over 1,000 acres / 15.4 m sq ft consented for logistics use, and a further 2,074 acres being promoted through the planning process for Logistics use.
- The portfolio is well located, concentrated around the main motorway arteries of the UK and primarily around the 'Golden Triangle' of the M1, M69 and M40, and the North West's prime M6 and M62 corridors.
- db symmetry has one of the most active speculative development programmes in the country, with 6 buildings totalling over 800,000 sq ft over 5 sites under construction, all due for completion in 2017/18. Built to an institutional specification, all our speculative developments can be fitted out to meet occupiers' individual requirements.



Introduction (Cont.)

- Ability to deliver - investing fund, with committed equity in excess of £1.6 billion, has total assets under management of over £3.7 billion (as at June 2014).
- Recent planning permissions (proposals presented as applications following site analysis as to suitable locations for logistics development):
 - Planning Permission for 62,708 m² (675,000 sq ft) of logistics floorspace at Bicester (Cherwell District)
 - Planning Permission for 66,983 m² (721,000 sq ft) of logistics floorspace at Doncaster J34 A1(M) (Bassetlaw District)
 - Resolution to grant 278,709 m² (3,000,000 sq ft) of logistics floorspace on land adjacent to Magna Park (Harborough District)
- Locational analysis identified this site for Rail-related logistics.
- Proposals to be pursued through DCO procedure.
- Project to be known as: **Hinckley National Rail Freight Interchange (HNRFI)**



- Site Location:
Introduction

- The idea of identifying and developing further Strategic Rail Freight Interchanges (SRFI's) is one backed by Central Government Policy and cited in their National Policy Statement for National Networks (December 2014):

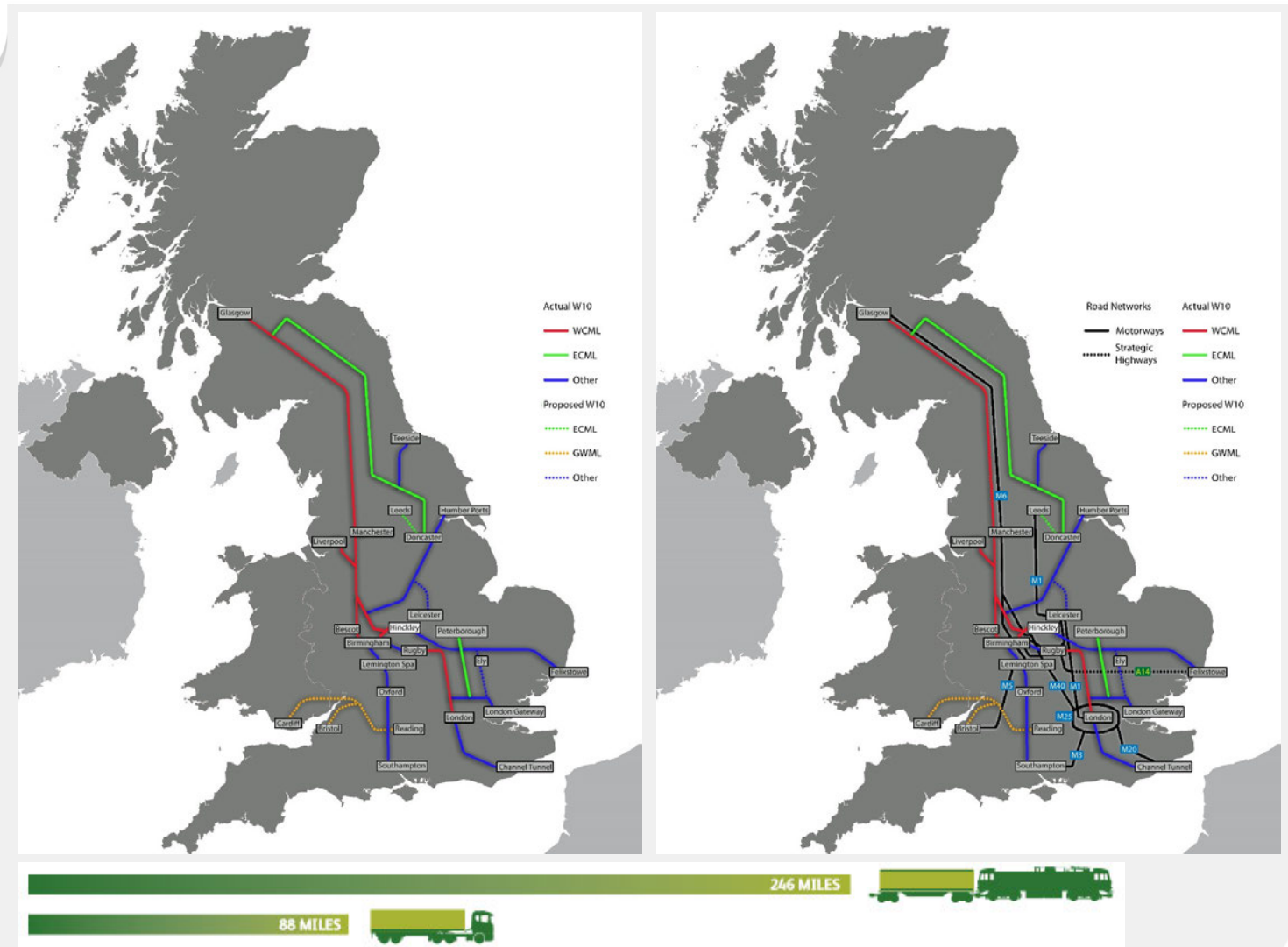
"...the Government's vision for transport is for a low carbon sustainable transport system that is an engine for economic growth."

- Located adjacent to (NW) of Junction 2 of M69
- Wholly within Blaby District
- 3km to NE of Hinckley Town Centre



Site Location: Connectivity

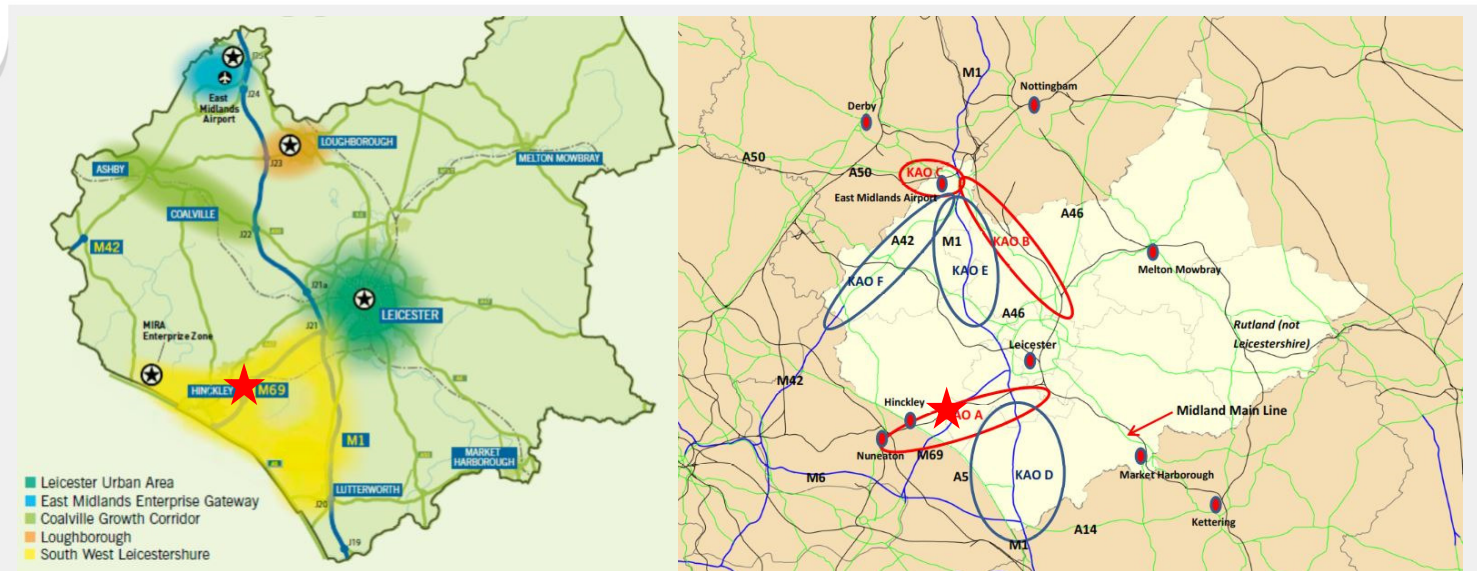
- Central to W10 Gauge Rail Network – the Strategic Freight Network
- Located on Junction 2 of the M69 at the heart of the ‘Golden Triangle’ – M1/M6/M42
- Excellent Connectivity to key ports:
 - Felixstowe
 - London Gateway
 - Southampton
 - Liverpool
 - Humber ports
 - Scotland
- Each freight train takes about 60 HGVs off the roads – assuming 12 trains per day, this equates to reduction of 262,800 HGV movements per year
- Taking freight by rail rather than by road reduces CO₂ emissions by c. 76% making it a considerably more sustainable method of transportation of goods



On average a gallon of fuel moves a tonne of goods 246 miles by rail but 88 miles by road.

- Site Location:
Local Policy Context

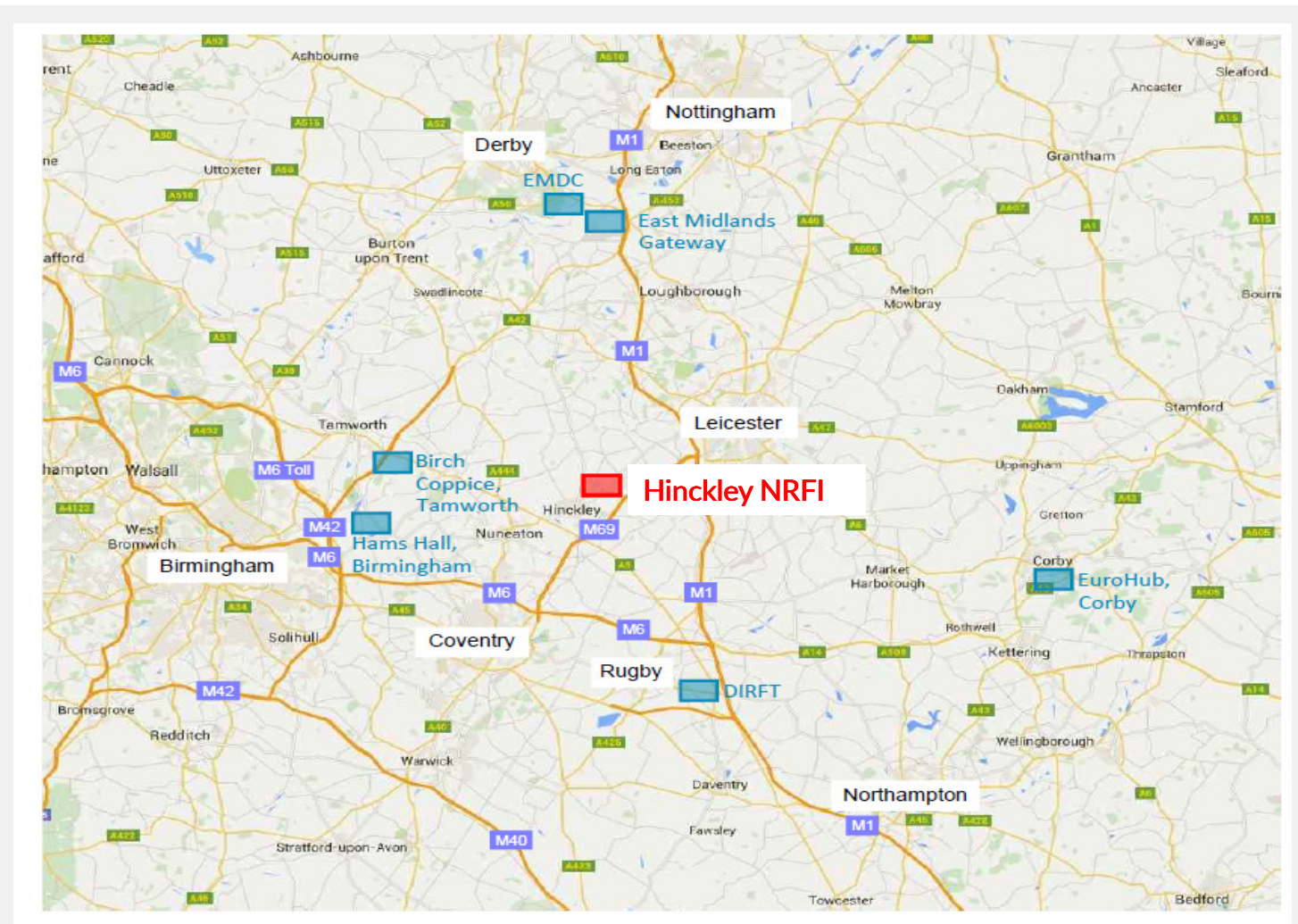
- Leicester and Leicestershire Strategic Distribution Sector Study
 - Shortfall in Rail-served sites 2031:
 - 50 Ha – Leicestershire
 - 91 Ha – East Midlands
 - Shortfall in Rail-served sites 2036:
 - 115 Ha – Leicestershire
 - 340 Ha – East Midlands
 - South West Leicestershire Growth Area
 - Key Area of Opportunity A
- Leicester and Leicestershire 2050: Our Vision for Growth
 - A46 Growth Corridor



★ HNRFI

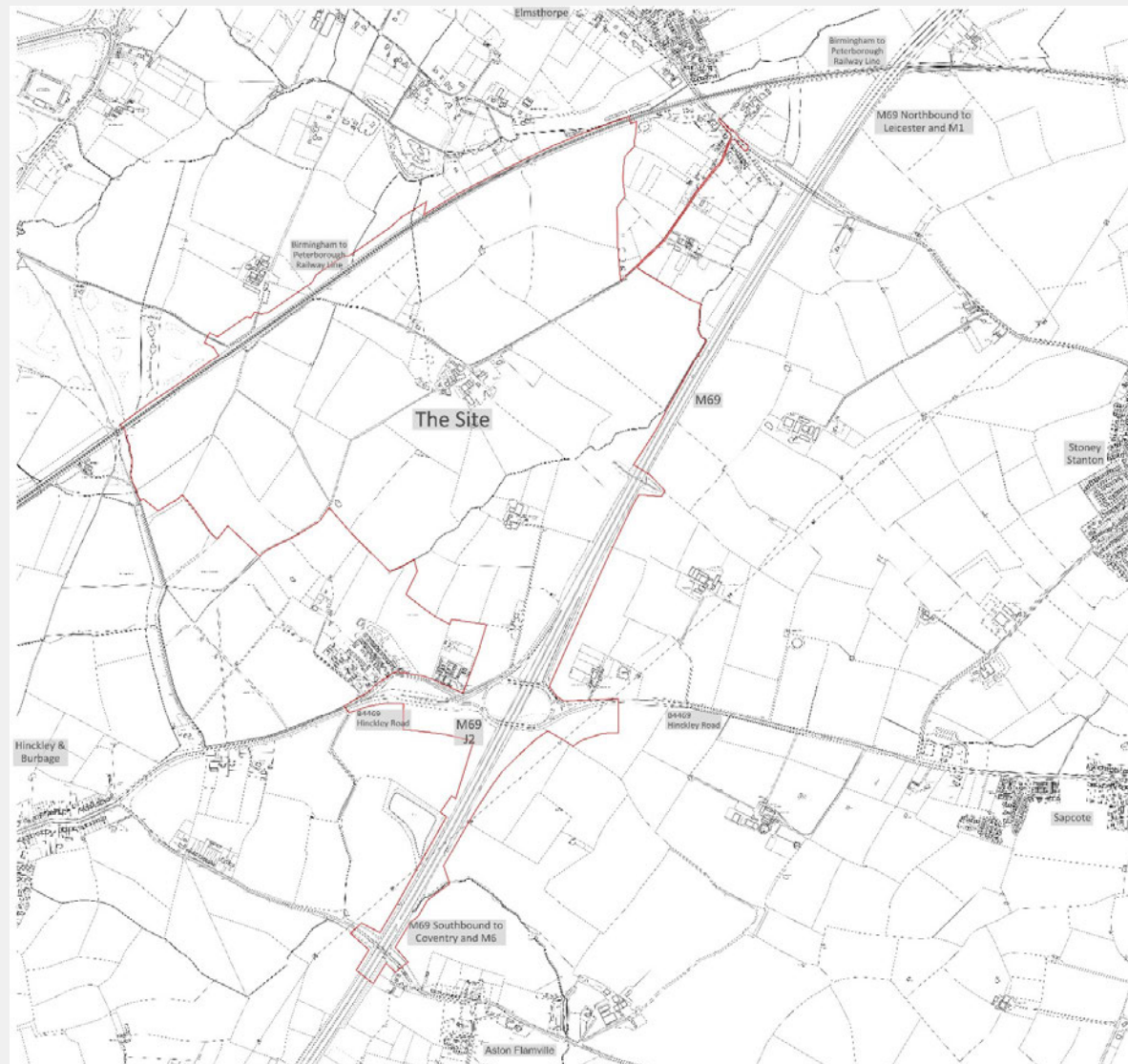
- Site Location:
Target Market

- To construct logistics buildings to form part of a global supply chain linked directly to the expanding manufacturing industry within the West and East Midlands.
- Region's consumer markets – 3 million people live within 30 miles of Hinckley NRFI.
- Synergy with:
 - Midlands Engine Strategy 2017
 - Midlands Connect Strategy 2017
 - Leicester and Leicestershire 2050 Vision for Growth (Consultation Draft) 2017.



- Site Location:
DCO Boundary

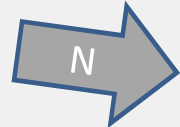
- Site extends to 225.11 Ha (final boundary to be confirmed with Scoping Submission)
- North:
 - Nuneaton to Felixstowe Railway line forms NW boundary
 - Elmesthorpe; Barwell; Earl Shilton
- West:
 - Burbage Common
 - Hinckley
- South:
 - Burbage Wood; Aston Firs; Freeholt Wood
 - Gypsy and Traveller Community sites
 - Burbage; Aston Flamville; Sharnford
- East:
 - M69 motorway and Junction 2
 - Stoney Stanton; Sapcote
- DCO boundary to be drawn on 'worst case' parameter assumptions



- Site Location:
Aerial Image

Junction 2 M69

M69



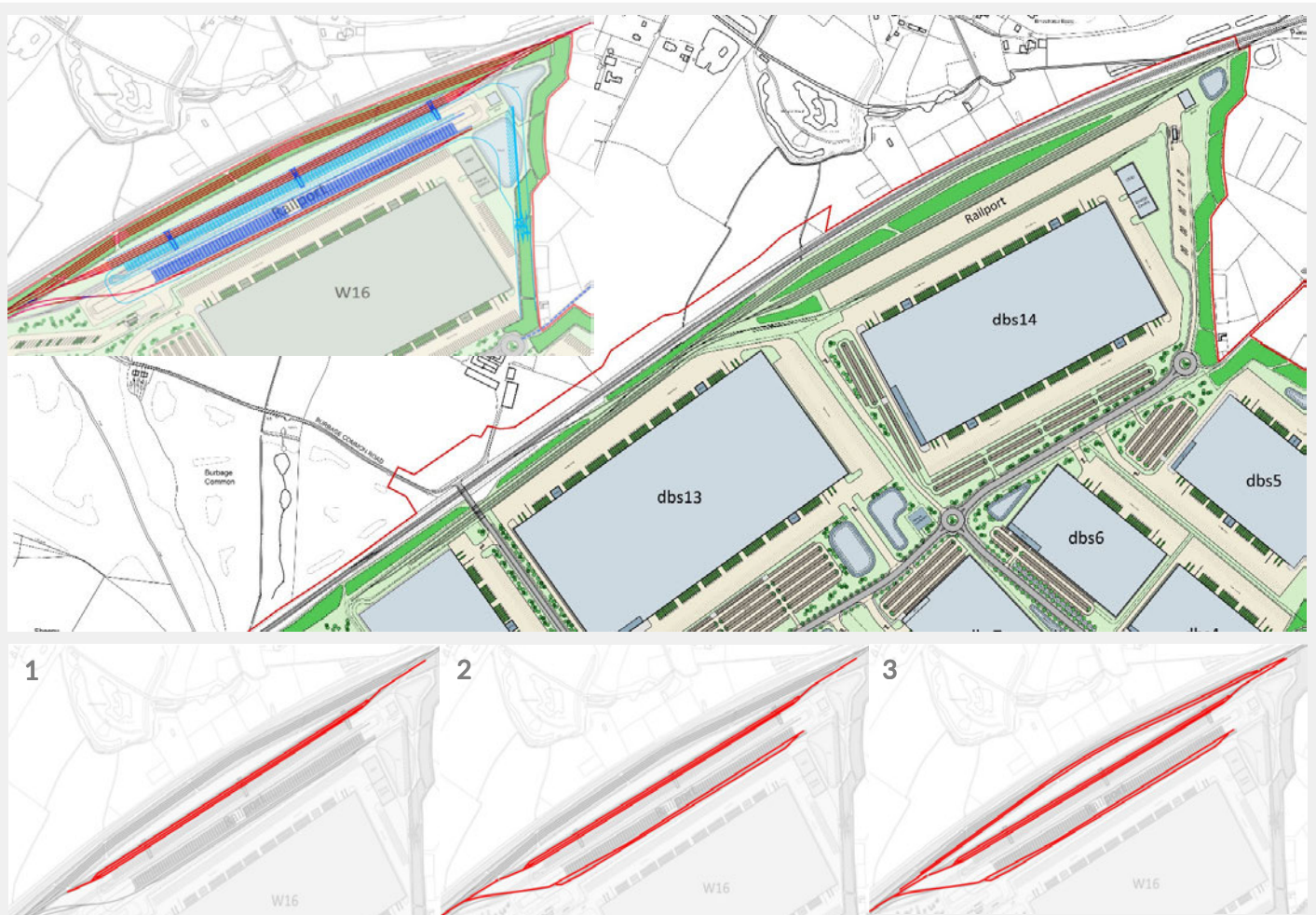
- DCO Proposals:
Introduction

- Up to 850,000 m² of logistics floorspace
 - 650,000 m² 'footprint'
 - 200,000 m² mezzanine
- Proposal designed to be consistent with National Policy Statement for National Networks December 2014
- 24/7 hours operation
- Highways Access
 - From Junction 2 of M69
 - Junction 2 made into 'all-ways' junction
 - Dualled entrance into site
 - Burbage Common Road
 - stopped up within site
 - existing 'access' points retained for emergency access
 - routes through site retained for walkers, cyclists, horse riders
- Provision of appropriate landscape buffers and offsets from sensitive boundaries



- DCO Proposals:
Rail Terminal

- Phased provision of Rail Terminal facilities as scheme is developed
- Potential to provide rail connections in either direction – eastbound or westbound
- Reception sidings adjacent to the main line, with provision for future electrification
- Includes an intermodal terminal for rail handling and storage
- Future-proofed for reach stacker or gantry crane operation
- Provision safeguarded for direct access to buildings from a railway sidings
- Capable of handling over four trains per day, increasing to twelve trains per day in response to demand
- Able to accommodate 775m long trains that can be handled with minimal shunting



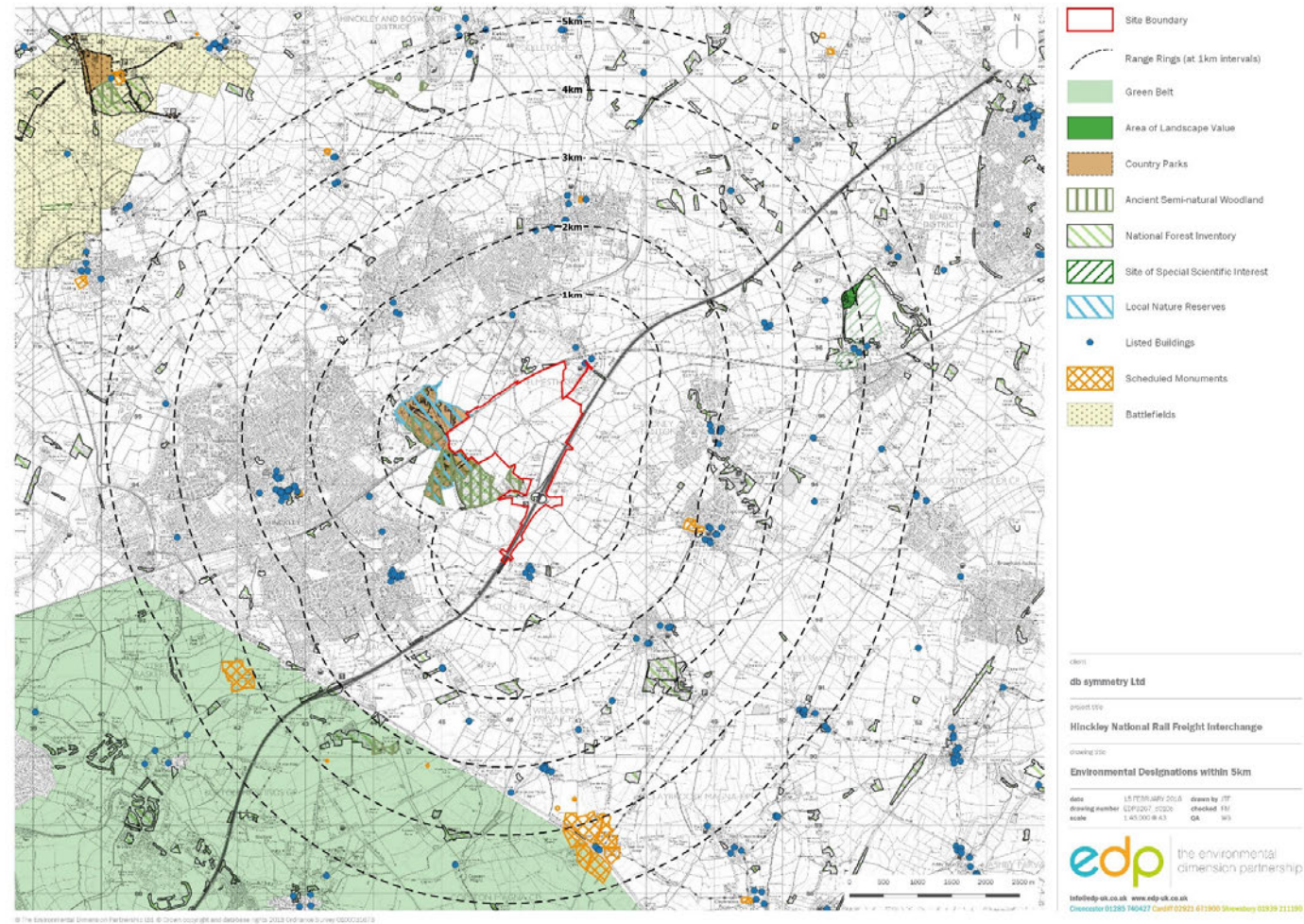
- DCO Proposals:
Illustrative Masterplan

| Unit | Sq ft Logistics (Footprint) |
|--------------|-----------------------------|
| DBS1 | 138,000 |
| DBS2 | 502,000 |
| DBS3 | 400,000 |
| DBS4 | 312,500 |
| DBS5 | 485,000 |
| DBS6 | 367,500 |
| DBS7 | 420,000 |
| DBS8 | 515,000 |
| DBS9 | 225,000 |
| DBS10 | 202,500 |
| DBS11 | 112,500 |
| DBS12 | 635,000 |
| DBS13 | 1,470,000 |
| DBS14 | 1,157,500 |
| TOTAL | 6,942,500 |



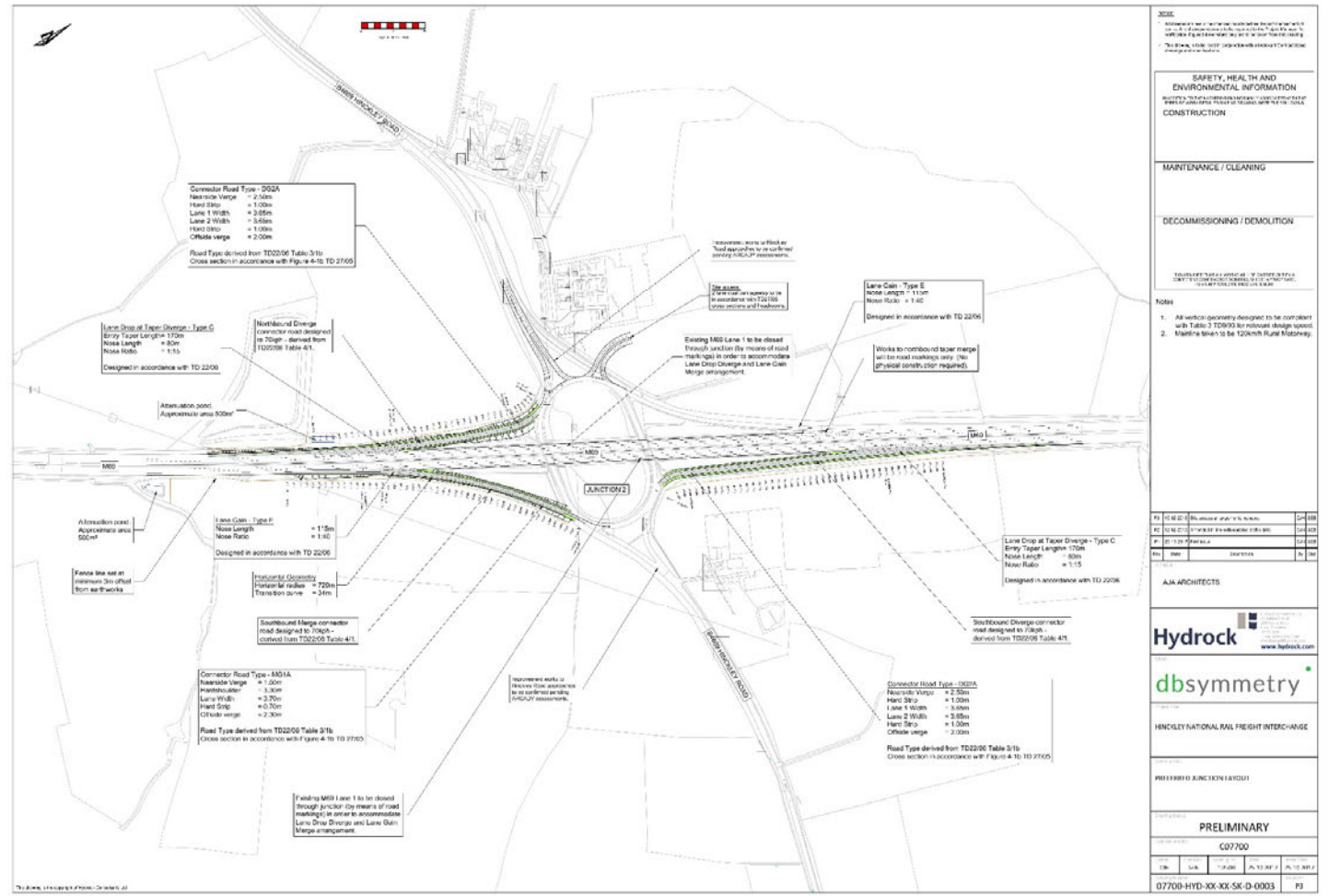
Key Environmental Constraints

- No specific development plan designations on the site
- No designated heritage assets on site
- Low intrinsic ecological value of on-site habitats
- No ancient woodland or TPOs on site
- Number of PROWs would be affected by the development
- Significant landscape and visual impacts contained within a localised area - recognising inevitability of impact of large scale buildings.



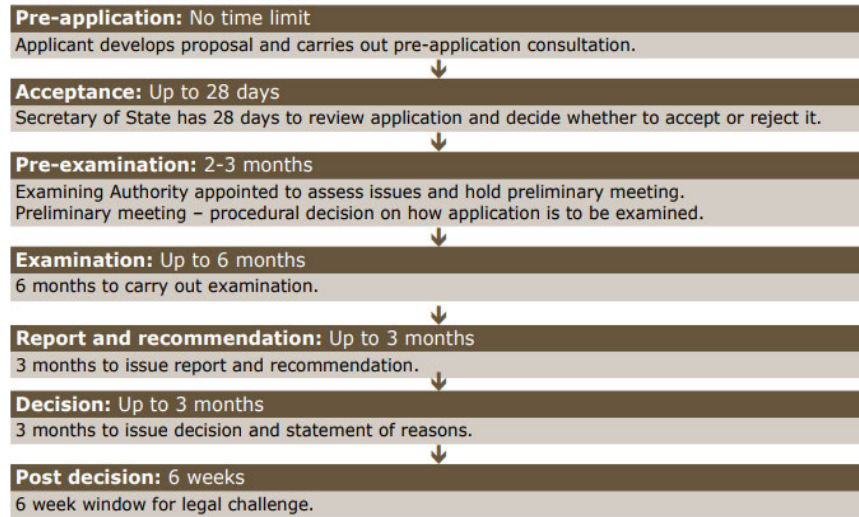
Highways Proposals

- M69 J2
 - N-bound off-slip
 - S-bound on-slip
 - Improvements to existing S-bound off-slip
- Burbage Common Road
 - Stopped up within site itself
 - Rail bridge crossing retained as emergency access
 - Entrance from Elmesthorpe retained as emergency access
 - Routes through site retained for walkers, cyclists, horse riders
- Existing PRoW
 - Some diversions / closures likely
 - New / alternative provision to be made
 - Likely closure of 2 crossings of railway



DCO Procedure: Role of Local Authorities

Figure 1 The 2008 Act Process



Local Impact Reports

Figure 2 How the local authority fits in

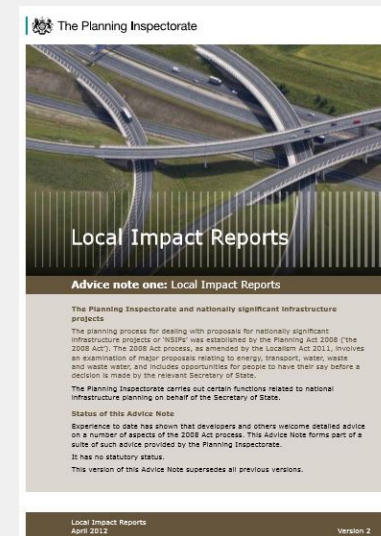


• DCO Procedure: Local Impact Reports

Content of the Local Impact Report (S60) 'a report in writing giving details of the likely impact of the proposed development on the authority's area or any part of that area'.

Topics (not exhaustive or prescriptive):

- Site description and surroundings / location
- Details of the proposal
- Relevant planning history and any issues arising
- Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved masterplans and an appraisal of their relationship and relevance to the proposals
- Relevant development proposals under consideration or granted permission but not commenced or completed
- Local area characteristics such as urban and landscape qualities and nature conservation sites
- Local transport patterns and issues
- Site and area constraints
- Designated sites
- Socio-economic and community matters
- Consideration of the impact of the proposed articles and requirements within the draft order (such as the scheme) in respect of all of the above
- DCO obligations and their impact on the local authority's area.
- No need to replicate EIA – should draw on existing local knowledge and experience – no need for local consultation



- DCO Procedure:
Community Consultation

Pre application consultation is crucial to the effectiveness of the consent regime.

Consultation should be:

- based on accurate information that gives consultees a clear view of what is proposed including any options;
- shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed;
- engaging and accessible in style, encouraging consultees to react and offer their views.



Department for
Communities and
Local Government

Planning Act 2008:
Guidance on the pre-application process

March 2015
Department for Communities and Local Government

The Intended Programme

Next Steps:

- Submission of EIA Scoping Opinion Request to PINS
- Settling the Statement of Community Consultation
- Consultee engagement on preparation of EIA

| Activity | Date |
|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
| EIA scoping opinion request | February 2018 |
| Draft Statement of Community Consultation (SoCC) | March 2018 |
| Publication of the SoCC | April 2018 |
| Secretary of State's EIA scoping opinion | April 2018 |
| Environmental surveys, outline scheme design, stakeholder dialogue | Ongoing |
| Informal (non-statutory) public consultation | June-July 2018 |
| Review of consultation feedback; further surveys and design iteration; preparation of a Preliminary Environmental Information Report (PEIR) | July-October 2018 |
| Statutory consultations | October-November 2018 |
| Review of consultation feedback; design refinement and mitigation | November 2018-March 2019 |
| Preparation of DCO application documents including the ES, an ES non-technical summary and a Consultation Report | January-April 2019 |
| Submission of the DCO application | May 2019 |

Questions and Discussion



Appendix 3.1

Compliance with the Planning Act 2008 and guidance and advice– summary tables
Statutory requirements

| Planning Act 2008 (as amended) | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Section | Response |
| <p>42. Duty to consult; including 42(1)(a) prescribed consultees, 42(1)(b) local authorities and 42(1)(d) persons with an interest in the land.</p> | <p>S42(1)(a): The Applicant consulted with the relevant prescribed persons as set out in Schedule 1 of the Infrastructure Planning: Applications (Prescribed Forms and Procedure) Regulations 2009 as part of the Stage 2 Consultation. The list of prescribed bodies consulted is set out in Appendix 9.6 of this Consultation Report.</p> <p>S42(1)(b): The Applicant consulted with the local authorities within Section 43 (S43) as part of the Stage 2 Consultation. The list of S43 local authorities is set out in Table 9.1 of the Consultation Report</p> <p>S43(2) "A" Authority</p> <p>Charnwood Borough Council Melton Borough Council North Warwickshire Borough Council North West Leicestershire District Council Nuneaton and Bedworth Borough Council Oadby and Wigston Borough Council Startford-on-Avon District Council Tamworth Borough Council Warwick District Council</p> <p>S43(2) "B" Authority</p> <p>Blaby District Council Harborough District Council Hinckley and Bosworth Borough Council Rugby Borough Council</p> <p>S43(2A) "C" Authority</p> <p>Leicestershire County Council Warwickshire County Council</p> |

S43(2A) "D" Authority

Birmingham City Council (borders
Warwickshire County)
Coventry City Council
Derbyshire County Council
Gloucestershire County Council (borders
Warwickshire County)
Leicester City Council
Lincolnshire County Council (borders
Leicestershire County)
North Northamptonshire Council
Nottinghamshire County Council (borders
Leicestershire County)
Oxfordshire County Council (borders
Warwickshire County)
Rutland District Council
Solihull Council (borders Warwickshire
County)
Staffordshire County Council (borders
Leicestershire and Warwickshire
Counties)
West Midlands Combined Authority
West Northamptonshire Council
Worcestershire County Council

S42(1)(d): The Applicant consulted with each person within the categories set out in Section 44 (S44) as part of the Stage 2 Consultation (see paragraphs 9.3.11 to 9.3.17 of this report). Following a data refresh carried out by the Applicant's land referencing team, 52 additional parties were identified, further details on these parties is set out in Section 12 of the consultation report.

An explanation of the "diligent inquiry" undertaken by the Applicant to identify persons within each category in S44 is set out in section 9 (paragraphs 9.3.11 to 9.3.17) of this Consultation Report.

This included parties who have an interest in land underneath adopted highways within the Order limits, known

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| | <p>as 'subsoil interests'. Details on the engagement and further explanatory letters issued to these parties with subsoil interests is contained in section 9 of this Consultation Report.</p> <p>S42(1)(aa) and 42(1)(c) are not applicable to the proposed development.</p> <p>Further details of statutory consultation under S42 of Act with prescribed consultees, local authorities and persons with an interest in the land can be found in Section 9 of this Consultation Report.</p> |
| <p>46. Duty to notify the Secretary of State of the proposed application under Section 46 of the Act</p> | <p>The Applicant notified PINS of its intention to commence the S42 consultation for Stage 2 on 4 January 2022 and included copies of the information sent to all parties to be consulted pursuant to S42 of the Act. A copy of the Section 48 (S48) press notice was also attached. A copy of the Applicant's Section 46 Notification is provided at Appendix 9.9.</p> <p>PINS issued a formal acknowledgement of receipt of the Applicant's S46 notification by letter dated 7 January 2022. A copy of the PINS acknowledgment is provided at Appendix 9.10.</p> |
| <p>47. Duty to consult the local community under Section 47 of the Act</p> | <p>This consultation was carried out in accordance with the published statutory SoCC.</p> <p>The following LPAs were consulted 26 August 2021 on the SoCC as required by S47(2) and under S43(1) for a period of 28 days:</p> <p>Blaby District Council Hinckley and Bosworth Borough Council Leicestershire County Council</p> |

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| | <p>Harborough District Council Rugby Borough Council Nuneaton and Bedworth Borough Council Coventry City Council Tamworth Borough Council North Warwickshire Borough Council Leicester County Council Warwickshire County Council Staffordshire County Council</p> <p>The Applicant had regard to responses under S47(5) and these can be found at Appendix 7.2 of this consultation report.</p> <p>The SoCC was published in accordance with S47(6) of the PA2008 this is covered in section 7 of the consultation report.</p> <p>The Stage 2 consultation was originally intended to run from the 12th of January 2022 to the 8th of March 2022. However as the S42 consultation period required extension (as explained in Section 9 of this Consultation report), it was determined that the S47 response period should also be extended until 8 April 2022.</p> <p>Further details of consultation with the local community under section 47 of the Act can be found in Section 8 of this Consultation Report.</p> |
| <p>48. Duty to publicise under Section 48 of the Act</p> | <p>The Applicant publicised a notice of the proposed application in accordance with regulation 4 of the (Applications: Prescribed Forms and Procedure) Regulations 2009.</p> <p>The s48 notice was published for two consecutive weeks 15 December and 22 December 2021 in the Leicester Mercury and the Hinckley Times. The S48 notice was published once in The Telegraph and once in the London Gazette.</p> |

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| | Further details of publicity under section 48 of the Act can be found in Section 10 of this Consultation Report. |
| 49. Duty to take account of responses to consultation and publicity under Section 49 of the Act | <p>Section 49 of the PA 2008 requires applicants to have regard to any relevant responses received to the consultation carried out in accordance with Sections 42, 47 and 48 of the PA 2008.</p> <p>The Applicant's regard to consultation responses is set out in sections 8, 9 and 11 (and associated Appendices) of this consultation report.</p> |

DCLG - Planning Act 2008: Guidance on the pre-application process (March 2015)

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| Department for Communities and Local Government Planning Act 2008 – Guidance on the pre-application process (March 2015) | |
| Relevant paragraph | Adherence to guidance |
| The pre-application consultation process | |
| Para 15. "...Effective pre-application consultation will lead to applications which are better developed and better understood by the public, and in which the important issues have been articulated and considered as far as possible in advance of submission..." | The Applicant has sought to achieve these goals through the provision of accessible information to the public throughout the pre-application process. The process of analysing and considering feedback during all stages of consultation has enabled the Applicant to consider in depth, issues that are important to the local community before finalising its submission. |

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| <p>Para 16. “The Planning Act regime provides the ability to anyone interested in or affected by a major infrastructure proposal to both object in-principle to a proposed scheme and at the same time suggest amendments to design out unwelcome features of a proposal. Engaging in a developer’s pre-application consultation including for example offering constructive mitigations to reduce a scheme’s impact on the local community, does not per se undermine any submission on the principle of whether or not development consent should be granted.”</p> | <p>The Applicant has made it clear in consultation materials that comments in response to the Informal Consultation 2018 (Stage 1), Informal Highways Consultation 2019 (Stage 1a) and Statutory Consultation 2022 (Stage 2) do not preclude a person’s ability to later engage in the Examination process and submit further representations.</p> |
| <p>Para 17. “When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.”</p> | <p>Documents made available for the three consultation stages were clearly identified as being documents for consultation purposes.</p> |
| <p>Para 18. “Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties, by:</p> | <p>The Applicant carried out early engagement following inception of the project, this engagement is set out in Section 13 of this consultation report. Following this early engagement the Applicant chose to carry out two informal stages of pre-application consultation prior to Statutory consultation to ensure that the benefits listed in the guidance were achieved.</p> |
| <p>· helping the applicant identify and resolve issues at the earliest stage, which can reduce the overall risk to the project further down the line as it becomes more difficult to make changes once an application has been submitted;</p> | <p>With regard to resolving identifying and resolving issues at the earliest stage the applicant carried out engagement prior to the Stage 1 consultation with key stakeholders and amended the scheme following the earlier informal consultations as well as the statutory consultation.</p> |

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| <p>· enabling members of the public to influence proposed projects, feedback on potential options, and encouraging the community to help shape the proposal to maximise local benefits and minimise any downsides;</p> | <p>With regard to public influence, the Proposed Development has evolved after each stage of public consultation based on the feedback received. This is explained in greater detail in Chapter 4 of the Environmental Statement as well as at Sections 5, 6, 8, 9 and 11 of this consultation report, where the regard to consultation responses at each stage is set out.</p> |
| <p>· helping local people understand the potential nature and local impact of the proposed project, with the potential to dispel misapprehensions at an early stage;</p> | <p>With regard to helping local people understand the Proposed Development, in addition to the non-technical summary documents produced a Community Explanation Document (CED) was prepared for the stage one and stage two consultation. In addition, the Applicant maintained a community contact centre with a helpline and email address and held public exhibitions where members of the project team were available to answer questions. This enabled members of the community to contact the team directly with questions.</p> |
| <p>· enabling applicants to obtain important information about the economic, social and environmental impacts of a scheme from consultees, which can help rule out unsuitable options; enabling potential mitigating measures to be considered and, if appropriate, built into the project before an application is submitted;</p> | <p>With regard to this information, this was specifically sought (and received) from feedback during all stages of consultation.</p> <p>Detailed mitigation measures dealing with the environmental effects of the development were set out in the PEIR which was presented for the Stage 2 consultation.</p> |
| <p>· and identifying ways in which the project could, without significant costs to promoters, support wider strategic or local objectives.</p> | <p>Wider strategic objectives are outlined in this consultation responses from Network Rail and Chartered Institute of Logistics and Transport attached at Appendix 9.8.</p> |
| <p>Para 19. "...A thorough process can give the Secretary of State confidence that issues that will arise during the six months examination period have been identified, considered, and – as far as</p> | <p>The Applicant has sought to identify and address as many issues as possible before the submission of the DCO application.</p> |

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| <p>possible – that applicants have sought to reach agreement on those issues. Without adequate consultation, the subsequent application will not be accepted when it is submitted...”</p> | <p>The Applicant has worked closely with statutory consultees to reach agreement on as many areas as possible. Draft Statements of Common Ground have been submitted with the application that reflect progress with the issues raised.</p> <p>All issues raised have been considered and, where appropriate, addressed or explained. These are detailed in Sections 5, 6, 8, 9 and 11 of this Consultation Report.</p> |
| <p>Para 20. “Experience suggests that, to be of most value, consultation should be:</p> <ul style="list-style-type: none"> · based on accurate information that gives consultees a clear view of what is proposed including any options; · shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and · engaging and accessible in style, encouraging consultees to react and offer their views.” | <p>The Applicant’s consultation materials have included non-technical summaries and newsletters in addition to detailed technical information, ensuring that a clear understanding of the proposals can be gained.</p> <p>The Stage 1 Informal Consultation 2018 was held while the proposal was still in the early stages of development. The Stage 1 proposals were sufficiently developed by way of early engagement with stakeholders prior to the Stage 1 consultation, which assisted in the development of topic papers and plans for the Stage 1 consultation in order to allow feedback to influence the detailed proposal that was consulted on during the statutory Consultation.</p> <p>Feedback from Informal Consultation 2018 led to a topic based consultation, Informal Highways Consultation 2019 (Stage 1a).</p> <p>The consultation materials were prepared to be accessible, clear and relevant.</p> <p>In addition, a Transport Working Group (TWG) was established comprising</p> |

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| | <p>representatives from National Highways (NH) (Formerly known as Highways England), AECOM (National Highways term consultant), Leicestershire County Council (LCC), Warwickshire County Council (WCC), Leicester City Council (LCiC), Coventry City Council (CCC), Blaby District Council (BDC) and Hinckley & Bosworth District Council with TSH and BWB Consulting Ltd as the applicant's Transport and Highway consultants.</p> <p>The objectives of the TWG were:</p> <p>to provide a forum for consultation with the regulatory stakeholders; and to allow agreement, in a phased and methodical process, of the key components of the transport works that are required to support the DCO submission and ES Chapter.</p> <p>Comments made at consultation that consultation was too early due to the absence of signed off highway modelling are detailed in section 8 of this consultation report.</p> |
| <p>Para 21. "Applicants should satisfy themselves that they have complied with all statutory requirements and applicable guidance (including this guidance) so they can reasonably expect that their application will not be rejected on the grounds of inadequate consultation. Where an applicant has not been able to follow this guidance, they should provide comments setting out why this is the case, in the consultation report."</p> | <p>The Applicant has adhered to all relevant guidance and statutory requirements. The tables in this Appendix (3.1) are provided to demonstrate compliance with those statutory requirements and all applicable guidance as well as the SoCC adherence tracker attached as Appendix 7.7.</p> |
| <p>Para 23. In brief, during the pre-application stage applicants are required to:</p> | |
| <p>· notify the Secretary of State of the proposed application;</p> | <p>A copy of the notification to the Secretary of State pursuant to section 46 of the Act is detailed in Section 9 of the report.</p> |

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| <p>· identify whether the project requires an environmental impact assessment; where it does, confirm that they will be submitting an environmental statement along with the application, or that they will be seeking a screening opinion ahead of submitting the application;</p> | <p>The HNRFI project requires an Environmental Impact Assessment and as such an Environmental Statement has been submitted as part of the application (Document 6.2).</p> |
| <p>· produce a Statement of Community Consultation, in consultation with the relevant local authority or authorities, which describes how the applicant proposes to consult the local community about their project and then carry out consultation in accordance with that Statement;</p> | <p>Details of the statutory SoCC, including consultation with the relevant local authorities, can be found in Section 7 of this report. A copy of the published SoCC is contained at Appendix 7.1 of this Report.</p> <p>The Applicant then carried out consultation in accordance with that agreed SoCC. Section 8 of this Consultation Report explains how that consultation was carried out.</p> |
| <p>· make the Statement of Community Consultation available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land where the development is proposed, as required by section 47 of the Planning Act and Regulations;</p> | <p>The way in which the SoCC was made available to the community for inspection is set out in Section 5 of the published SoCC. Further details of the availability of the SoCC is included within the SoCC adherence tracker attached at Appendix 7.7.</p> |
| <p>· identify and consult statutory consultees as required by section 42 of the Planning Act and Regulations;</p> | <p>Statutory consultees were identified and consulted as part of the statutory Consultations.</p> <p>The S42 2022, however following audit of the S42 list against those who had been sent consultation materials which was completed by 20 January 2022, it became apparent that a number of parties had not been notified as required due to an administrative error with a mail merge list. Therefore the consultation was extended to 8 April 2022 (16 weeks).</p> <p>Details of the identification of and consultation with statutory consultees, including extension to the consultation</p> |

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| | can be found in Section 9 of this Consultation Report |
| · publicise the proposed application in accordance with Regulations; | The proposed application was publicised in accordance with regulation 4 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 as amended. |
| · set a deadline for consultation responses of not less than 28 days from the day after receipt/last publication; | Consultation (S42) ran from 12 January 2022 and ended on 8 April 2022 (16 weeks). |
| · have regard to relevant responses to publicity and consultation; and | All responses were considered and are responded to in this report in accordance with Section 49 of the PA 2008. The responses are considered in Sections 8, 9 and 11 of this report. |
| · prepare a consultation report and submit it to the Secretary of State. | This consultation report is submitted to the Planning Inspectorate as part of the Application. |
| Para 24. "... The aim should be to ensure that consultation is appropriate to the scale and nature of the project and where its impacts will be experienced." | <p>Consultation has included the main villages near the Proposed Development who are most likely to experience potential impacts.</p> <p>In addition, other methods of promotion were used to make communities in the wider area aware of the Proposed Development. More details of how the consultations were promoted can be found in Sections 5, 6, 8 and 9 of this report.</p> |
| Para 25. "Consultation should be thorough, effective and proportionate... Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible." | <p>Information was made available through a range of different channels during the consultations, more details of which can be found in Sections 5, 6, 8 and 9 of this report.</p> <p>No specific requests were made by consultees regarding how they received information about the Proposed Development.</p> |
| Who should be consulted? | |

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| <p>Para 26. "...In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project."</p> | <p>Details of the identification of additional consultees can be found in 9. Section 9 of the report specifically defines and sets out the 'unprescribed persons' consulted and their engagement with the proposals.</p> |
| <p>Statutory bodies and other relevant groups</p> | |
| <p>Para 27. "...In addition, there will be a range of national and other interest groups who could make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals."</p> | <p>Details of the identification of consultees can be found in Section 9.</p> |
| <p>Para 28. "From time to time a body may cease to exist but, for legislative timetabling reasons, may still be listed as a statutory consultee. In such situations the Secretary of State will not expect strict compliance with the statutory requirements. ..."</p> | <p>Details of the identification of statutory consultees can be found in Section 9. There are a number of statutory consultees that have ceased to exist or been renamed/reconstituted (in which case the new relevant body was consulted).</p> |
| <p>Para 29. "...Technical expert input will often be needed in advance of formal compliance with the pre-application requirements."</p> | <p>The Applicant's project team has liaised with the key relevant technical stakeholders throughout the development of the scheme. This has included, but not exclusive to:</p> <ul style="list-style-type: none"> Network Rail, Transport Working Group (led by Leicestershire County Council (LCC) Highways and National Highways) Environment Agency LCC County Ecologist LCC Lead Local Flood Authority WCC Lead Local Flood Authority LCC Landscape LCC Public Rights of Way Blaby District Council (BDC) Environmental Health Hinckley and Bosworth Borough Council (HBBC) Environmental Health Local Authority Working Group comprising BDC, HBBC, LCC LCC County Archaeologist |

| Consultation with Local Authorities on the Statement of Community Consultation | |
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| <p>Para 35. "...the applicant must consult on their Statement of Community Consultation with each local authority in whose area the proposed development is situated..."</p> | <p>Extensive consultation on the preparation of the initial SoCC took place with BDC, HBBC and LCC in 2018.</p> <p>Extensive consultation took place in 2021 on the statutory SoCC. Amendments were made following suggestions made by the Local Authorities after all rounds of engagement.</p> <p>More details on the consultation on the published SoCC can be found in Section 7 of this report.</p> |
| <p>Para 36. "Even where it is intended that a development would take place within a single local authority area, it is possible that its impacts could be significantly wider than just that local authority's area - for example if the development was located close to a neighbouring authority. Where an applicant decides to consult people living in a wider area who could be affected by the project (e.g. through visual or environmental impacts, or through increased traffic flow), that intention should be reflected in the Statement of Community Consultation."</p> | <p>The HNRFI is situated within Blaby District close to Hinckley and Bosworth District and has limited potential impact outside of these local authority areas. Small areas of land within the Order Limits relating to highway works are located within HBBC, RBC and HDC administrative areas.</p> <p>Adjacent local authorities, as set out in section 43 of the Act, were consulted on under section 42.</p> <p>In addition to the consultation zone identified in the SoCC, other methods of promotion were used to make communities in the wider area aware of the Proposed Development. More details of how consultations were promoted can be found in Section 5, 6, 8, 9 and 10 of this report.</p> |
| <p>Para 41. "Where a local authority raises an issue or concern on the Statement of Community Consultation which the applicant feels unable to address, the applicant is advised to explain in their consultation report their course of action to the Secretary of State when they submit their application."</p> | <p>These are explained in Section 4 and 7 of this report, including how the Applicant considered and responded to the local authorities' comments.</p> |
| <p>Para 42. "Where a local authority decides that it does not wish to respond to a consultation</p> | <p>Responses were received from relevant local authorities and those responses are</p> |

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| <p>request in the Statement of Community Consultation, the applicant should make reasonable efforts to ensure that all affected communities are consulted. If the applicant is unsure how to proceed, they are encouraged to seek advice from the Inspectorate...”</p> | <p>contained in Sections 4 and 7 of this report.</p> |
| <p>Local authorities as statutory consultees</p> | |
| <p>Para 43. “Local authorities are also themselves statutory consultees for any proposed major infrastructure project which is in or adjacent to their area. Applicants should engage with them as early as possible to ensure that the impacts of the development on the local area are understood and considered prior to the application being submitted to the Secretary of State.”</p> | <p>The Applicant’s project team have been in regular contact with representatives of the local authorities within whose boundaries the proposals lie to discuss progress and request additional information as required. For more details on Statutory Consultation under Section 42, refer to Section 9 and 12 of this report.</p> |
| <p>Para 44. “Local authorities will be able to provide an informed opinion on a wide number of matters, including how the project relates to Local Plans ... It will be important that any concerns local authorities have on the practicality of enforcing a proposed Development Consent Order are raised at the earliest opportunity.”</p> | <p>The Draft Development Consent Order was included as part of Statutory Consultation in order for the local authorities to consider these matters.</p> <p>The local authorities were issued draft DCO requirements prior to submission of the application and LCC were issued draft highway protective provisions.</p> |
| <p>Statements of Common Ground</p> | |
| <p>Para 47. “A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. A statement of common ground is useful to ensure that the evidence at the examination focuses on the material differences between the main parties.”</p> | <p>Statements of Common Ground have been submitted with the application that reflect progress with the issues raised.</p> <p>We have sought SoCGs from the following parties.</p> <ul style="list-style-type: none"> Transport (LCC) Transport (National Highways) Transport (WCC) Transport (LCityC) Ecology (BDC and HBBC) Natural England Landscape (BDC, HBBC) Utilities (Severn Trent Water Limited) Utilities (Western Power) Utilities (National Grid) Utilities (Cadent Gas) |

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| | <p>Planning BDC, HBBC and LCC Rail (Network Rail) Air Quality (BDC and HBBC EHO) Acoustics (BDC and HBBC EHO) Flood Risk (Environment Agency) Drainage (LCC LLFA) Drainage (WCC LLFA) Geology, Soils and Groundwater (EA) Geology, Soils and Groundwater (BDC and HBBC EHO) Lighting (BDC and HBBC) Heritage (Historic England) Heritage (LCC Archaeology) PROW (LCC)</p> |
| <p>Persons with an interest in land</p> | |
| <p>Para 49. “Applicants will also need to identify and consult people who own, occupy or have another interest in the land in question, or who could be affected by a project in such a way that they may be able to make a claim for compensation. This will give such parties early notice of projects, and an opportunity to express their views regarding them.”</p> | <p>The process for identifying PILs has been set out in Section 9 of this report.</p> <p>PILs were identified during this process and consulted with as part of the Statutory Consultation under Section 42. In addition to consultation under Section 42, discussions are on-going with a number of land owners affected by the proposals.</p> <p>An overview of these discussions can be found in Sections 9 and 12. Further details on the status of land negotiations is contained in the Statement of Reasons (Document reference 4.1).</p> |
| <p>Para 50. “It is the applicant’s responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categorises those land interests) is up to date at the time of submission.”</p> | <p>The Applicant has made every reasonable effort to ensure that the Book of Reference is fully up to date at the time of submission.</p> |
| <p>Para 51. “However, it is understood that land interests change over time and that new or additional interests may emerge after an applicant has concluded statutory consultation but just before an application is submitted. In such a situation, the applicant should provide a</p> | <p>Section 9 of this Consultation Report provides a summary of the engagement with Persons with an Interest in the Land during the Stage 2 Consultation. Section 12 references the new parties identified</p> |

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| <p>proportionate opportunity to any new person identified with a land interest to make their views known on the application...”</p> | <p>as a result of land referencing data refresh.</p> |
| <p>Para 52. “Applicants should explain in the consultation report how they have dealt with any new interests in land emerging after conclusion of their statutory consultation having regard to their duties to consult and take account of any responses.”</p> | <p>Section 12 of this Consultation Report provides a summary of the engagement with Persons with an Interest in the Land following the Stage 2 Consultation.</p> |
| <p>Local communities</p> | |
| <p>Para 53. “Local people have a vital role to play at the pre application stage. People should have as much influence as is realistic and possible over decisions which shape their lives and communities. It is therefore critical that they are engaged with project proposals at an early stage. Because they live, work and socialise in the affected area, local people are particularly well placed to comment on what the impact of proposals on their local community might be; or what mitigating measures might be appropriate; or what other opportunities might exist for meeting the project’s objectives.”</p> | <p>The Applicant has sought to engage with the local community in a way in which feedback and input can have meaningful impacts on the proposals, while retaining the key principles of the HNRFI project.</p> <p>Potential benefits and impacts of the proposals were set out during each stage of consultation.</p> <p>Mitigation measures in particular have been a key theme at Stage 2 Consultation. Design changes following consultations are reported in sections 5, 6, 8, 9 and 11 of this report.</p> <p>Section 8 of this report provides more detail on the statutory section 47 consultation undertaken.</p> |
| <p>Para 54. “In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process.</p> <p>Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given their experience of carrying out consultations in their area.”</p> | <p>The consultation materials have been prepared to be accessible, clear and relevant.</p> <p>Consultation materials were made available online, at a number of ‘information points’ and at public exhibitions during all stages of consultation.</p> <p>The gypsy and traveller community were identified as a hard to reach group and appropriate means of consultation were agreed with LCCs multi agency traveller unit and consultation was carried out</p> |

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| | <p>with the assistance of LCCs Gypsy and Traveller Liaison Officer at the Stage 1, Stage 1A and Stage 2 consultations.</p> <p>BDC and HBBC also identified interested groups ahead of the Stage 1, these lists were refreshed for the Stage 2 consultation. The identified groups were written to advising of each of the consultations. The groups are identified in both the draft SoCC and the statutory SoCC.</p> |
| <p>Para 55. “Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.”</p> | <p>A non-technical Community Explanation Document was produced for the Stage 1 consultation made available again for the Stage 1A consultation. A link to this document can be found at Appendix 5.11. An updated Community Explanation Document was prepared for the Stage 2 consultation. A link to this document can be found within Appendix 8.13.</p> <p>A newsletter was published as part of the Stage 2 consultation and can be found within Appendix 8.1. A follow up newsletter was prepared following the Stage 2 consultation and can be found at Appendix 12.4.</p> <p>No requests for additional formats were received.</p> |

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| <p>Para 56. "Applicants are required to set out in their Statement of Community Consultation how they propose to consult those living in the vicinity of the land. They are encouraged to consider consulting beyond this where they think doing so may provide more information on the impacts of their proposals (e.g. through visual impacts or increased traffic flow)."</p> | <p>Details of the development and publication of the SoCC can be found in Sections 4 and 7 of this report.</p> <p>In addition to sending information directly to addresses within 3 km of the proposed development, the consultation was promoted more widely using newspaper advertisements, press releases and writing to community representatives within a wider catchment than the 3 km boundary.</p> |
| <p>Para 57. "The Statement of Community Consultation should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The Statement of Community Consultation should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate."</p> | <p>A copy of the statutory published SoCC can be found in Appendix 7.1 of this report; it included details of the public exhibitions and other consultation dates.</p> <p>The SoCC was published on the HNRFI website. Local authorities and libraries were asked to display the SoCC on their websites.</p> <p>Copies of the SoCC were also available during the Stage 2 public exhibitions.</p> <p>Details of when and where the SoCC could be inspected were published pursuant to S47 of the Act.</p> |
| <p>Para 58. "Applicants are required to publicise their proposed application under section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the two required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities..."</p> | <p>Details of publicity pursuant to S48 can be found in Section 10 of this report.</p> <p>Notices were placed in the following publications:</p> <p>Daily Telegraph Hinckley Times Leicester Mercury London Gazette</p> <p>As per the requirements of regulation 4 of the APFP Regulations, the s48 notice was published for one week in The Telegraph, a National Newspaper and</p> |

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| | <p>The London Gazette, this occurred 15 December 2021. The S48 Notice was published for two consecutive weeks from 15 December 2021 in the Hinckley Times and the Leicester Mercury. The S48 Notice was also placed in other publications for one week and in the case of Big Red Magazine one month, these are detailed at table 11.1 of the report.</p> |
| <p>When should consultation take place and how much is enough?</p> | |
| <p>Para 68. “To realise the benefit of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time, consultees will need sufficient information on a project to be able to recognise and understand the impacts.”</p> | <p>The Applicant has carried out three stages of consultation. The first stage of consultation was carried out while the Proposed Development was at an early stage in its development (Stage 1). This consultation was carried out between 22 October 2018 and 7 December 2018.</p> <p>The second stage of consultation was carried out in respect of highway matters (Stage 1a). This was carried out between 8 July 2019 and 6 September 2019.</p> <p>More details on these stages are provided in Sections 5 and 6 of this report.</p> |
| <p>Para 69. “Applicants will often also require detailed technical advice from consultees and it is likely that their input will be of the greatest value if they are consulted when project proposals are fluid, followed up by confirmation of the approach as proposals become firmer. In principle, therefore, applicants should undertake initial consultation as soon as there is sufficient detail to allow consultees to understand the nature of the project properly.”</p> | <p>Informal Consultation 2018 was carried out when enough information was available to make the scope and nature of the development clear to members of the community and other consultees. Stakeholders were engaged ahead of the Stage 1 consultation to inform the proposals and baseline information as early as possible. Details of these early consultations are contained in section 13 of the report.</p> |
| <p>Para 70. “To manage the tension between consulting early, but also having project proposals that are firm enough to enable consultees to comment, applicants are encouraged to consider</p> | <p>The Applicant has carried out three stages of consultation. The first stage of consultation was carried out while the Proposed Development was at an early</p> |

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| <p>an iterative, phased consultation consisting of two (or more) stages, especially for large projects with long development periods...”</p> | <p>stage in its development (Stage 1). The second stage of consultation was carried out in respect of highway matters (Stage 1a). The third stage (Stage 2) comprised the statutory consultation undertaken for the scheme.</p> <p>More details on these stages are provided in Sections 5, 6, 8 and 9 of this report.</p> |
| <p>Para 71. “Where an iterative consultation is intended, it may be advisable for applicants to carry out the final stage of consultation with persons who have an interest in the land once they have worked up their project proposals in sufficient detail to identify affected land interests.”</p> | <p>PILs have been consulted and are detailed further in sections 9 and 12 of the report.</p> |
| <p>Para 72. “...Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project...”</p> | <p>Stage 1 consultation was carried out between 22 October 2018 and 7 December 2018 inclusive, a period of 46 days.</p> <p>Stage 1a consultation was carried out between 8 July 2019 to 6 September 2019, inclusive, a period of 60 days.</p> <p>Stage 2 Consultation took place between 12 January 2022 and 08 April 2022 a period of 86 days.</p> <p>The Applicant believes this was a sufficient period for respondents to consider the available material and provide relevant responses.</p> |
| <p>Para 73. “Applicants are not expected to repeat consultation rounds set out in their Statement of Community Consultation unless the project proposals have changed very substantially.”</p> | <p>The Proposed Development has not changed substantially from those details consulted on during Stage 2.</p> <p>However, targeted consultation and engagement was carried out with landowners where areas of land were added to the order limits and relevant stakeholders were informed of these changes.</p> |

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| | <p>Details of engagement following Stage 2 consultation is provided in Section 12 of this report.</p> |
| <p>Para 74. “Where a proposed application changes to such a large degree that the proposals could be considered a new application, the legitimacy of the consultation already carried out could be questioned. In such cases, applicants should undertake further re-consultation on the new proposals, and should supply consultees with sufficient information to enable them to understand the nature of the change and any likely significant impacts (but not necessarily the full suite of consultation documents), and allow at least 28 days for consultees to respond.”</p> | <p>The Proposed Development has not changed substantially from those consulted on during Stage 2.</p> <p>Details of engagement following Stage 2 consultation is provided in Section 12 of this report.</p> |
| <p>Para 75. “If the application only changes to a small degree, or if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation.</p> <p>Where a proposed application is amended in light of consultation responses then, unless those amendments materially change the application or materially changes its impacts, the amendments themselves should not trigger a need for further consultation. Instead, the applicant should ensure that all affected statutory consultees and local communities are informed of the changes.”</p> | <p>The Proposed Development has not changed substantially from the proposals presented for the Stage 2 consultation.</p> |
| <p>Para 76. “In circumstances where a particular issue has arisen during the pre-application consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation...”</p> | <p>The Proposed Development has not changed substantially from those consulted on during Stage 2.</p> <p>However, targeted consultation and engagement was carried out with landowners where areas of land were added to the order limits and relevant stakeholders were informed of these changes.</p> |
| <p>Para 77. “Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultation is fair to all parties, applicants should be able to demonstrate that the</p> | <p>For Stage 2 the consultation zone extended approximately 3 km / 1.9 miles from the site boundary, with extensions to ensure villages or groups of houses</p> |

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| <p>consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the views of the relevant local authorities.”</p> | <p>are wholly included. This boundary included the settlements communities who are most likely to experience any impact of the proposals.</p> <p>Details of the Stage 2 Statutory Consultation with the community including the input by local authorities as to how consultation should be carried out is provided in Section 7 of this report.</p> |
| <p>The consultation report and responding to consultees</p> | |
| <p>Para 78. “Applicants are required under section 37 of the Planning Act to produce a consultation report alongside their application, which details how they have complied with the consultation requirements set out in the Act.”</p> | <p>This Consultation Report fulfils the requirements under section 37 (S37) of the Act.</p> |
| <p>Para 80. “... the consultation report should:</p> | |
| <ul style="list-style-type: none"> · provide a general description of the consultation process undertaken, which can helpfully include a timeline; | <p>A timeline is included in the introduction to this Consultation Report (Section 2) and a description of consultation undertaken is included in Sections 5, 6, 7, 8, 9, 10 and 12.</p> |
| <ul style="list-style-type: none"> · set out specifically what the applicant has done in compliance with the requirements of the Planning Act, relevant secondary legislation, this guidance, and any relevant policies, guidance or advice published by Government or the Inspectorate; | <p>The tables in this Appendix set out how the Applicant has complied with statutory requirements, the DCLG guidance and additional advice from the Planning Inspectorate.</p> |
| <ul style="list-style-type: none"> · set out how the applicant has taken account of any response to consultation with local authorities on what should be in the applicant’s statement of community consultation; | <p>Details of the consultation with local authorities on the SoCC and subsequent consideration of their feedback is detailed in Sections 4 and 7 of this report.</p> |

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| <p>· set out a summary of relevant responses to consultation (but not a complete list of responses);</p> | <p>A summary of relevant responses received under S47 of the Act can be found in at Appendix 8.15 of the report alongside the applicants replies. A summary of responses under S42 of the Act appear at Appendix 9.8 alongside the applicants replies.</p> |
| <p>· provide a description of how the application was informed and influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed;</p> | <p>Sections 5, 6, 8, 9 and 11 include details of how the Proposed Development has been influenced by the responses and those issues addressed where possible.</p> |
| <p>· provide an explanation as to why responses advising on major changes to a project were not followed, including advice from statutory consultees on impacts;</p> | <p>Sections 5, 6 and 11 include details of why responses advising on major changes have not been followed.</p> |
| <p>· where the applicant has not followed the advice of the local authority or not complied with this guidance or any relevant Advice Note published by the Inspectorate, provide an explanation for the action taken or not taken; and</p> | <p>Extensive engagement was carried out with the local authorities on the drafting of the initial SoCC in 2018 and the compilation of the statutory SoCC in 2021, details of this engagement is included in section 4 and 7 and where comments were not followed these are explained.</p> |
| <p>· be expressed in terms sufficient to enable the Secretary of State to understand fully how the consultation process has been undertaken and significant effects addressed. However, it need not include full technical explanations of these matters.”</p> | <p>A summary of how the Applicant has addressed any significant feedback is included in sections 5, 6, 8, 9 and 11 of this report.</p> |
| <p>Para 81. “It is good practice that those who have contributed to the consultation are informed of the results of the consultation exercise; how the information received by applicants has been used to shape and influence the project; and how any outstanding issues will be addressed before an application is submitted to the Inspectorate.”</p> | <p>The project website was updated with news of the project after rounds of consultation.</p> <p>A community newsletter was issued as part of the core consultation zone mail out ahead of the Stage 2 consultation.</p> <p>A community newsletter was issued to those who left details for where follow</p> |

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| | <p>up contact could be sent following Stage 2 consultation.</p> <p>This Consultation Report summarises how feedback has influenced the final proposals.</p> <p>Details of the DCO submission were posted on the project website, directing members of the public to where it could be downloaded.</p> |
| <p>Para 82. “As with the consultation itself, it is likely that different audiences will require different levels of information. The local community may be particularly interested in what the collective view of the community is and how this has been taken into account. Consultees with highly technical interests may seek more detailed information on what impacts and risks have been identified, and how they are proposed to be mitigated or managed.”</p> | <p>The Executive Summary of this report sets out an outline of the key findings of the consultation and should serve as a useful summary for the local community.</p> <p>Liaison with consultees with a technical interest has continued following the completion of Stage 2 consultation. This is outlined in Section 12 of the report.</p> |
| <p>Para 83. “The consultation report may not be the most appropriate format in which to respond to the points raised by various consultee groups and bodies. Applicants should therefore consider producing a summary note in plain English for the local community setting out headline findings and how they have been addressed, together with a link to the full consultation report for those interested. If helpful, this could be supplemented by events in the local area.”</p> | <p>The Executive Summary of this report sets out an outline of the key findings of the consultation and should serve as a useful summary for the local community.</p> |
| <p>Para 84. “A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue</p> | <p>The consideration of some responses detailed in this report refer to more detailed sections of other technical documents submitted as part of this DCO.</p> <p>Where this document refers to other documents, reference has been included to help stakeholders find the relevant information.</p> |

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| engagement with these bodies on an individual basis.” | |
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The Planning Inspectorate – Advice

Advice Note fourteen: Compiling the consultation report

| Home | Requirement | Response |
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| Introduction | <p>The Consultation Report should include information and evidence about:</p> <ul style="list-style-type: none">• Who was consulted• How the consultation was carried out• How the project was publicised• When the project was publicised; and• How the responses were taken into account | <p>This report includes:</p> <p>(a) details of the statutory consultation, publicity and community consultation activities undertaken under sections 42, 47 and 48 of the Act - please see Sections 8, 9 and 10.</p> <p>The deadline for responses was 08 April 2022 for the statutory consultation.</p> <p>(b) A summary of the relevant responses received to section 42, 47 and 48 consultations are included in Sections 8, 9 and 11.</p> <p>(c) The account taken of responses, as required by section 49(2) of the Act, are included in Section 11.</p> <p>The reporting and consideration of relevant responses to the statutory consultation form the bulk of this report and demonstrate that the Applicant has given consideration to the feedback received before the submission of its DCO application.</p> <p>The Applicant has adhered to all relevant statutory requirements, guidance and advice.</p> |

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| Purpose of a Consultation Report | <p>The Consultation Report must explain how the Applicant has complied with the pre-application consultation requirements set down in the PA2008; in particular:</p> <ul style="list-style-type: none"> • The requirement to consult with prescribed consultees (section 42); • the requirement to consult with the community (section 47); • the requirement to publicise the proposed application (section 48); and • the requirement to have regard to consultation responses (section 49). | <p>This report includes:</p> <p>(a) details of the statutory consultation, publicity and community consultation activities undertaken under sections 42, 47 and 48 of the Act - please see Sections 8, 9 and 10.</p> |
| | <p>The report should also explain non-statutory consultation that takes place outside the requirements of the PA2008 so that the Secretary of State is given an understanding of all the consultation activity relevant to a particular project.</p> | <p>Informal Consultation 2018 and Informal Highways Consultation 2019 is described in Sections 5 and 6 of this report. Other engagement is described in Section 13.</p> |
| | <p>Demonstrate compliance with section 50 of the PA2008 (the duty to have regard to any statutory guidance issued by the Secretary of State) by illustrating how relevant statutory guidance has been followed.</p> | <p>Section 3 and this appendix to Section 3 specifically addresses compliance with statutory guidance.</p> |
| Format and content of the report | | |
| <i>Introductory text</i> | <p>Introductory text should provide an overview including:</p> <ul style="list-style-type: none"> • A summary of the consultation activities undertaken; and | <p>The Executive Summary and Introduction, Section 2, sets out the background to the Proposed Development and consultation in a</p> |

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| | <ul style="list-style-type: none"> • a table or timeline summarising both statutory and non-statutory consultation in chronological order. | <p>narrative manner so as set out the context for this document.</p> <p>Table 2.1 in Section 2 provides a timeline of consultation undertaken.</p> |
| Multi-stage consultations | Where the pre-application consultation included more than one stage of statutory consultation then it is usually helpful to reflect this in the structure of the report. In this way, each stage of consultation can be presented and explained chronologically in a separate chapter or section of the report, including any non-statutory consultation that took place. This can also include separate summary schedules of consultation responses | Informal Stage 1 Consultation (Section 5), Informal Stage 1A Consultation 2019 (Section 6) and Statutory Consultation (Sections 7 to 11) are set out chronologically and follow a similar structure in respect of methodology. |
| <i>Duty to consult (s42)</i> | <p>The report should include a list of all persons and bodies that were consulted, and when they were consulted.</p> <p>It is helpful if the list is arranged according to the strand of section 42 consultee set out below, alongside the dates they were consulted. Specific advice about the nature of the information to be provided in respect of each strand is also set out below.</p> | <p>full list of persons and bodies consulted pursuant to section 42 is included in Appendix 9.6 of this Consultation Report. The list of prescribed consultees follows the list in Schedule 1 to the Infrastructure Planning: Applications (Prescribed Forms and Procedure) Regulations 2009 (as amended).</p> <p>Schedule 1 to the APFP Regulations also includes “relevant statutory undertakers”, who must be consulted where the proposed application is likely to affect their functions as statutory undertakers. The term “statutory undertakers” is defined by legislative provisions</p> |

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| | | <p>and PINS Advice Note 3 provides guidance on how PINS approaches the identification of “relevant statutory undertakers” under Schedule 1 to the APFP Regulations when compiling a list of EIA consultation bodies for the purpose of the EIA Regulations. Specifically, Table 2 in the Annex to PINS Advice Note 3 identifies the bodies which PINS interprets to fall within the category of ‘relevant statutory undertakers’. The Applicant had regard to PINS Advice Note 3 when identifying the relevant statutory undertakers to consult for the purpose of its S42 consultation. Those statutory undertakers are listed in Appendix 9.6.</p> <p>Section 9 of the report details the local authorities consulted pursuant to s42(1)(b) of the Act (being those local authorities falling within s43 of the Act) and those parties consulted pursuant to s42(1)(d) of the Act (being those parties falling within the categories listed in s44 of the Act). Where there were unknown persons or unknown interests, The Applicant erected site notices explaining the section 42 consultation. Further information in respect of these notices is contained in section 9 of this Consultation Report.</p> <p>Details of consultation under section 42 can be found in Section 9 including a map</p> |
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| | | <p>identifying the relevant local authorities (pursuant to s43) and the process used to identify PILs. The S44 list is not attached to this report in the interests of data protection.</p> <p>Through internal control systems it was identified on 20 January 2022 that some intended S42 recipients had not been notified due to an administrative error with a mail merge list. The Applicant therefore contacted all parties who had previously been written to informing them that the consultation had been extended and also contacted all parties who had not been written to informing them of the consultation and the new date for its conclusion.</p> |
| <p><i>Prescribed consultees (s42(1)(a), s42(1)(aa) and s42(1)(c)</i></p> | <p>The list of the prescribed organisations should follow the order they are presented in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations). Any variations between the Applicant’s list of prescribed consultees and the list of organisations set out in Schedule 1 of the APFP Regulations should be robustly justified.</p> | <p>The list of prescribed organisations follow the order they are presented in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations).</p> |

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| <p><i>Relevant local authorities – s42(1)(b)</i></p> | <p>A short description of how s43 of the PA2008 has been applied in order to identify the relevant local authorities should be included. This could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.</p> | <p>S43 Authorities are listed in section 9 and a map showing the location of the S43 Authorities is also included at Section 9.</p> |
| <p><i>Persons with an interest in land – s42(1)(d)</i></p> | <p>The Applicant must demonstrate that diligent enquiry was undertaken to identify persons under s44 of the PA2008 and to ensure that an up to date Book of Reference is submitted. In that context, it is useful to set out the methodology for identifying persons in Category 3 (those who may make a relevant claim). The Consultation Report should explain how many persons with an interest in land were consulted, under which category and when. It is not necessary to list the names of all individuals identified in the Book of Reference.</p> <p>If additional persons with an interest in land were added and consulted following changes to the project boundary during the Pre-application stage, it is useful to describe:</p> <ul style="list-style-type: none"> • How many additional persons with an interest in land were consulted; | <p>The process for identifying PILs has been set out in Section 9 of this report.</p> <p>PILs were identified during this process and consulted with as part of the Statutory Consultation under section 42. In addition to consultation under section 42, discussions are on-going with a number of land owners affected by the proposals.</p> <p>An overview of these discussions can be found in Sections 9 and 12. Further details on the status of land negotiations is contained in the Statement of Reasons (Document reference 4.1).</p> <p>An additional 52 PILs were identified, these were not identified as part of boundary changes these were identified as a result of data refresh, the details of these PILS is set out in Section 12 of this report. No new PILS were identified as a result of redline changes</p> |

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| | <ul style="list-style-type: none"> • when they were consulted; • how they were consulted; and • what information they were consulted with. | post Stage 2 consultation. The parties were sent a mailout pack 28 September 2022. |
| Statement of community consultation (SoCC) process (s47) | <p>The Secretary of State needs to be satisfied that the Applicant has complied with the Statement of Community Consultation (SoCC) preparation process. Evidence should be submitted as part of the Consultation Report which shows:</p> <ul style="list-style-type: none"> • Which local authorities were consulted about the content of the draft SoCC; • what the local authorities' comments were; • confirmation that the local authorities were given 28 days to provide their comments; and • a description about how the Applicant had regard to the local authorities' comments. | <p>An overview of the process followed in consulting on and publishing the SoCC can be found in Section 7 of this Consultation Report.</p> <p>A SoCC Tracker was prepared and followed and is attached at Appendix 7.7.</p> |
| Statutory publicity (s48) | A copy of the s48 notice as it appeared in the local and national newspapers and journals, clearly showing the publication's name and date of publication, should be included in the report. If the scan is of poor quality this should be supplemented with a copy of the | A copy of the published section 48 notice has been included in Appendix 9.9 The notice was published in the following publications on the following dates, copies of the press notices are included at Appendix 9.10: |

text. A description of where the notice was published, and confirmation of the time period given for responses should be included in the report.

3.20 Where it was not possible to place the notice in printed newspapers, then screen shots of the notice as it was published in online newspaper publications should be provided (including the full website address and relevant telephone number for enquiries as required by the 2020 Regulations), ensuring the date of publication is visible.

3.21 Applicants should provide confirmation that the s48 notice was sent to the Environmental Impact Assessment (EIA) consultation bodies at the same time as the notice was published. See Regulation 13 of the The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).

| Newspaper | Date Published |
|-------------------|------------------------------------------------------|
| Daily Telegraph | 15th December 2021 |
| London Gazette | 15th December 2021 |
| Hinckley Times | 15th December 2021 22 nd December 2021 |
| Leicester Mercury | 15th December 2021 22 nd December 2021 |

The deadline for responses pursuant to the S48 notices was 9 March 2022.

The notice was sent, along with other consultation materials, to section 42 consultees. A copy of the letters to section 42 consultees is included in Appendix 9.1, 9.2, 9.3 and 9.4..

In accordance with regulation 13 of the EIA Regulations, Section 42 consultees (including EIA consultation bodies) were sent a copy of the section 48 notice.

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| <p>Non-statutory 'informal' consultation</p> | <p>Applicants may have been engaged in non-statutory consultation eg early consultation with statutory bodies may have been undertaken when identifying options and in advance of statutory consultation under the provisions of the PA2008. Applicants may also have been engaged in non-statutory consultation that takes place after the statutory consultation following changes made to the project.</p> <p>In circumstances where statutory consultees were informed of non-material changes to the project, this should also be reported. It would also be helpful to provide a brief rationale about why the changes were considered to be non-material and an explanation of how consultees were informed. Where only some consultees were selected to be informed about a change, please justify the approach taken.</p> <p>Any consultation not carried out under the provisions of the PA2008 should be clearly indicated and identified separately. Applicants should describe the non-statutory consultation that took place to the same level of detail as the statutory consultation. While it is not necessary for an Applicant to demonstrate how it has had regard to the</p> | <p>A full report of the non-statutory Stage 1 Consultation 2018 and the non- statutory Stage 1A Consultation 2019 on the HNRFI project has been included in Sections 5 and 6 of this report. A report on informal consultation was included in the PEIR.</p> <p>Targeted consultation took place in respect of specific meetings with hard to reach groups, elected representatives and statutory undertakers where it was felt to be the most effective way of describing the proposal and receiving feedback.</p> <p>Details of engagement following Stage 2 consultation is provided in Section 12 of this report.</p> |
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| | <p>consultees' comments made in response to non-statutory consultation, it is useful to understand how comments received influenced the project.</p> <p>If targeted consultation takes place, please explain the nature and purpose of the consultation. For example, if it was geographically focused what consultees were included and the rationale for the geographic extent of the consultation. If a reduced number of prescribed consultees were consulted, please explain the rationale for the selection.</p> | |
| <p><i>EIA Regulations consultation</i></p> | <p>Consultation undertaken as part of the EIA process is separate to that required under the PA2008 eg statutory consultation on a Scoping Report following a Scoping Request to the Secretary of State. Applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to that consultation should be addressed separately from the statutory consultation carried out under the provisions of the PA2008.</p> | <p>A scoping report was submitted 14 March 2018 and a scoping opinion was adopted by PINS 24 April 2018. Following scheme changes a revised scoping report was submitted 12 November 2020 and a scoping opinion was issued 22 December 2020.</p> <p>Consultation undertaken as part of the EIA process is addressed briefly this consultation report, and in more detail in the Environmental Statement.</p> |

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| <p><i>Report appendices</i></p> | <p>Appendices should be used to provide evidence that demonstrates compliance with the requirements of the PA2008. Careful consideration should be given to the structure and logic of the appendices so that they can be clearly signposted in the main body of the report. A helpful approach is to have separate appendices for each element of statutory consultation and publicity. Where multiple stages of consultation took place then it may be helpful to have a separate appendix for each stage, subdivided into the different strands of consultation.</p> <p>3.28 Evidence of non-statutory consultation should be assembled chronologically in a separate appendix.</p> <p>3.29 Using a referencing system that corresponds to the chapter or section headings in the report is also helpful.</p> <p>3.30 If a large volume of consultation responses were received and reported on, then it usually makes sense to include the summary response tables in an appendix or appendices. A chronological approach which demonstrates the journey through the consultation is usually easier for the reader to understand and navigate.</p> | <p>Appendices are used to provide evidence of compliance with the requirements of the PA2008.</p> <p>Separate appendices have been provided for the different elements of consultation and engagement.</p> <p>Non-statutory consultation has been assembled chronologically with separate appendices.</p> <p>Appendices have been referenced according to chapter.</p> <p>Summary response tables have been used where appropriate.</p> |
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| <p>Dealing with statutory consultation responses</p> | <p>4.1 It is necessary to demonstrate compliance with section 49 of the PA2008 by providing evidence that consultation responses have been taken into account during the preparation of the application.</p> | <p>A summary of the responses received and the regard to those responses has been undertaken for each stage of consultation and is set out at Sections 5, 6, 8, 9 and 12 of the report.</p> |
| <p><i>Issues-led approach</i></p> | <p>If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the consultee. An explanation of the process by which consultation responses were grouped and organised (coded) is helpful, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately.</p> | <p>Responses from the local community have been grouped under headline issues for the Stage 1, Stage 1A and Stage 2 consultations.</p> <p>Crossing checking was carried out using a keyword tagging system across all responses as well as manual reviews.</p> <p>Responses were grouped under themes and responses set out.</p> |
| <p>Virtual consultation methods</p> | <p>If virtual consultation methods were planned, then this should be reflected in the SoCC. In the usual way, the relevant local authorities will have been consulted about this and their feedback reported in the Consultation Report.</p> <p>Where virtual consultation methods were deployed as a reaction to external circumstances then it is important that the views of the relevant local authorities are captured in the Consultation Report. If no review and update of the SoCC took place</p> | <p>Virtual consultations/events were undertaken with local authorities as well as the local community. These were in addition to and supplemented face to face consultation. The SoCC was prepared before social distancing rules were suspended and accounted for the eventuality of needing both approaches.</p> <p>In order to consult hard to reach groups either due to social distancing rules other methods of consultation were adopted to</p> |

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| | <p>under the provisions of the PA2008, then this should be justified in the Consultation Report with reference to the views of the relevant local authorities about the approach adopted.</p> <p>In general, where virtual consultation methods are planned then the SoCC should explain any mitigation measures put in place for digitally disadvantaged members of the community eg the use of telephone surgeries.</p> | reach digitally disadvantaged groups including a consultation phone line. |
| Request for Applicant to provide consultation responses | <p>If there is uncertainty about whether the duty to have regard to consultation responses has been met, the Applicant may be asked to provide a copy of any, or all, of the statutory consultation responses that were received. Applicants would be wise to prepare for this possibility because of the tight timescale at the Acceptance stage. It is the Applicant's responsibility to ensure that copies of consultation responses can be provided in a timely manner, bearing in mind any obligations the Applicant has under data protection legislation. The Acceptance stage cannot be suspended or extended pending the submission of the consultation responses.</p> | All consultation responses have been retained and referenced should the Applicant be asked to provide a copy of any, or all, of the statutory responses. |
| Data Protection and redaction guidelines | Applicants must ensure that the Consultation Report complies with data protection legislation eg personal data of individuals is | The report and appendices have been checked for GDPR compliance. |

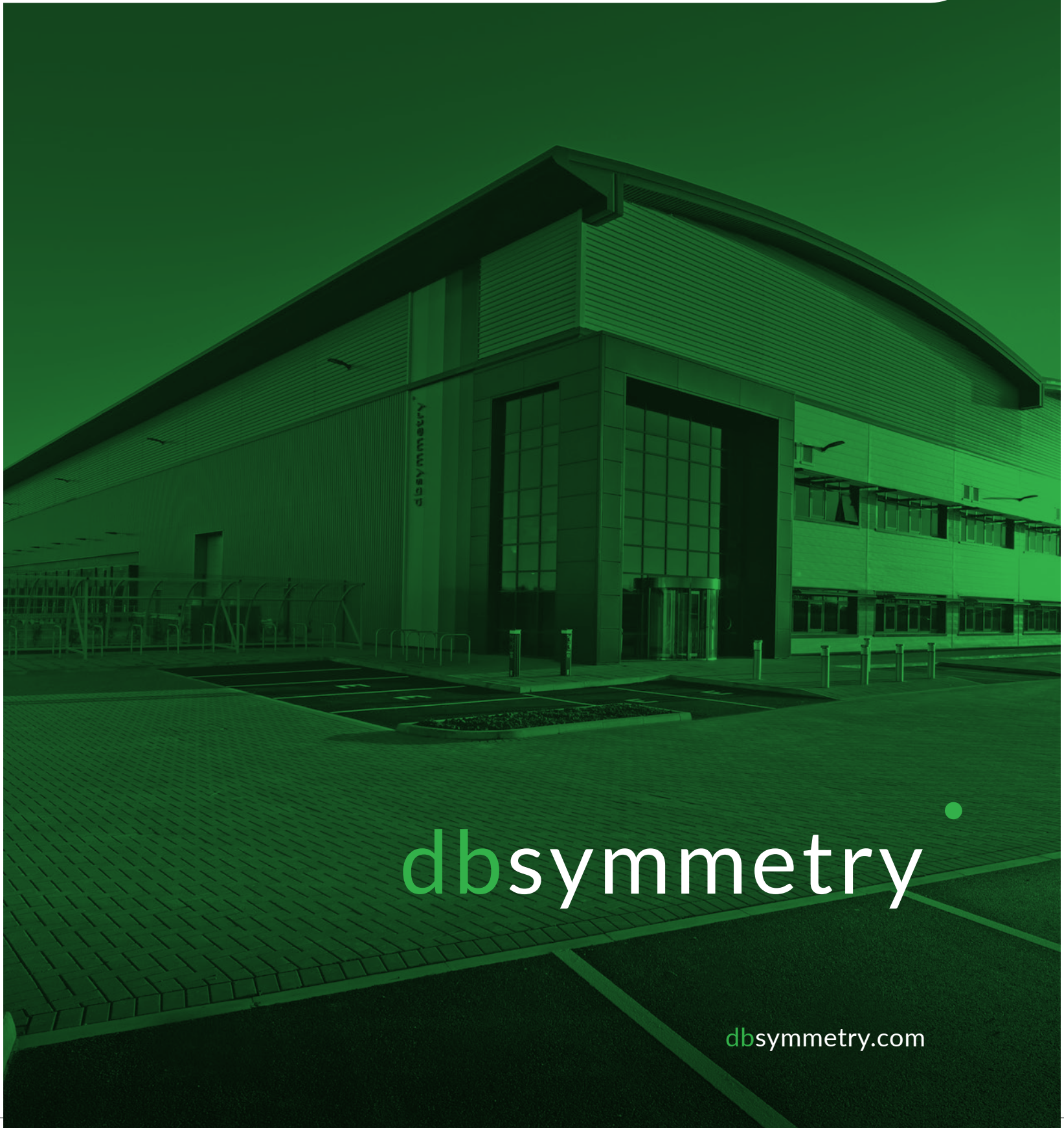
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| | <p>treated appropriately. This may include redaction of personal data, sensitive/special category data and/or obtaining informed consent from the individuals concerned as appropriate.</p> <p>7.2 As a general guideline, applicants should avoid including the following items in a Consultation Report or redact them in advance of submission:</p> <ul style="list-style-type: none">- Private home addresses of individuals or information that could lead to the identification of the location of a private individual.- Private email addresses and telephone numbers of individuals.- Sensitive or special category data within the meaning of the Data Protection Act 2018 and UK General Data Protection Regulation.- Written signatures.- Photographs of the faces of individuals who have not given consent to have their image published, including images taken at consultation events.- Information that could lead to the identification of a specific location of a protected species. | |
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Appendix 4.1

Hinckley National Rail Freight Interchange (HNRFI)

Statement of Community Consultation (SoCC)

October 2018



db symmetry

db symmetry.com

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

on behalf of db symmetry

October 2018

1: PROJECT DESCRIPTION

1.1 The project is known as the **Hinckley National Rail Freight Interchange** (HNRFI) and includes in summary form:

- Strategic Rail Freight Interchange (SRFI) (compliance with National Policy Statement for National Networks)
- On-site facilities including amenities building; lorry park
- Provision for south facing slips M69 J2
- Associated development (off site)

1.2 The description of the development is expanded below:

- i. Railway sidings and freight transfer area alongside the two-track railway between Hinckley and Leicester. This line forms a part of Network Rail's 'F2N' freight route between Felixstowe and Nuneaton, lengths of which have been the subject of upgrades, and is also well-placed in the national rail network to provide direct links to and from major cargo terminals at Southampton, Liverpool and the Humber estuary.
- ii. A dedicated road access directly from Junction 2 of the M69 motorway, which connects the M6 near Coventry to the M1 near Leicester and links to the A5 in between. As a part of the project, a northbound off-slip and a southbound on-slip

would be added to this Junction, which currently caters only for motorway traffic heading to and from the north.

- iii. Up to 225.57 hectares (ha) of level land for the construction of a rail port for the loading and unloading of freight trains, and for a total area of up to 850,000 square metres gross internal area (GIA) (650,000 square metres gross external area (GEA) 'footprint' and 200,000 square metres of mezzanine floorspace) of high-bay storage and logistics buildings in a single land parcel bounded by the railway to the north-west and the M69 to the south-east.
- iv. Land for landscape and planting works, ecological mitigation, drainage balancing ponds and footpath and cycleway links.
- v. An application for a Development Consent Order (DCO) will be accompanied by an Environmental Impact Assessment.
- vi. The Planning Inspectorate has issued a Scoping Opinion (Case Reference TR050097) (April 2018). This may be viewed on the following link to the Inspectorate:

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

2: SITE

- 2.1 The site lies 3 km to the north-east of Hinckley, in Blaby District in Leicestershire, in a level area of mixed farmland to the north-west of M69 Junction 2. The Nuneaton to Felixstowe railway forms the north-western boundary of the site, with the M69 motorway defining the south-eastern boundary. To the south-west of the site are blocks of deciduous woodland, including Burbage Wood, Aston Firs and Freeholt Wood, and two gypsy and traveller community sites. Beyond the north-eastern site boundary lies the village of Elmesthorpe, a linear settlement on the B581 Station Road
- 2.2 The site location is shown edged red on Drawing No 5905-68 (attached as **Appendix 1**).

3: INTRODUCTION

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

and the basis for the examination of the individual schemes by the Examining Authority and decisions by the Secretary of State. The Secretary of State will use the NPS as the primary basis for making decisions on development consent applications for NSIPs.

- 3.3 Under S104 of The Planning Act 2008, the Secretary of State must decide an application for a NSIP in accordance with the NPS unless satisfied that to do so would:
- lead to the UK being in breach of its international obligations
 - be unlawful
 - lead to the Secretary of State being in breach of any duty imposed by or under any legislation
 - result in adverse impacts of the development outweighing its benefits
 - be contrary to legislation about how the decisions are to be taken.
- 3.4 Extracts from the NPS on the need for the development of SRFIs (Section 2) and the Assessment Principles (Section 4) are attached to this document as **Appendix 2**. The full document can be found online at <https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>.
- 3.5 This development proposal is being prepared as potentially two Nationally Significant Infrastructure Projects (NSIPs): a development within the meaning of ‘Rail Freight Interchanges’, as defined in the Planning Act 2008 (Section 26); and a development within the meaning of ‘Highways’ (Section 22) in respect of the alterations to the M69 J2 to create an all-ways grade separated motorway junction. Relevant extracts from the Act can be found at <https://www.legislation.gov.uk/ukpga/2008/29/section/22> (Section 22) and <https://www.legislation.gov.uk/ukpga/2008/29/section/26> (Section 26).
- 3.6 The principal consideration as to whether the proposed works to M69 J2 comprise a NSIP as ‘*highway related development*’ is the area of development. The Act provides a threshold of 15 hectares. If the area of land for the J2 works is determined to be less than 15 hectares, then these will be addressed as Associated Development pursuant S115(2) of the Act.
- 3.7 Where consent is sought for an NSIP, the application is not made to the Local Planning Authority (Blaby District Council), but is submitted for a Development Consent Order (DCO) directly to the Planning Inspectorate. The Secretary of State for Transport is the decision-taker following examination of the application.
- 3.8 Pre-application consultation is a key requirement for applications for a DCO for major infrastructure projects such as Hinckley National. Effective pre-application consultation will lead to an application which is better developed and better understood by the public,

and in which the important issues have been articulated and considered as far as is possible in advance of the submission of the application to the Secretary of State.

- 3.9 Guidance published by the Government on the pre-application process can be found at <https://www.gov.uk/government/publications/guidance-on-the-pre-application-process-for-major-infrastructure-projects>. This Statement of Community Consultation (SoCC) has been prepared in consultation with the relevant authorities, comprising Blaby District Council (the host authority); Hinckley and Bosworth Borough Council and Leicestershire County Council.
- 3.10 Applicants for NSIPs are required (Section 47(1) Planning Act 2008) to produce a Statement of Community Consultation to describe how to consult the local communities about the Project. Before the SoCC is published, applicants are required to consult all local authorities within whose area the project is located (S47(2)). They are then obliged to carry out consultation in accordance with the SoCC (S47(7)).
- 3.11 The site lies wholly within the administrative area of Blaby District. The site is close to the boundary with Hinckley and Bosworth Borough, and the principal town of Hinckley. Some effects of the development, for example transportation and landscape and visual effects, are likely to extend over a wider area than the site area.
- 3.12 The Guidance on the Pre-Application process highlights that, whilst there are statutory timescales setting out minimum requirements for consultation with local authorities on the SoCC, applicants may wish to engage with local authorities over a longer period to resolve any differences about the public consultation exercise. Specifically, paragraph 38 of the Guidance provides advice to local authorities on their role when engaging in such discussions and paragraph 39 sets out appropriate topics for discussion.
- 3.13 Consultation is to be appropriate to the scale and nature of the Project and be geographically related to the location where the main environmental impacts from the development may be experienced. Consultation should be thorough, effective and proportionate.

4: RELEVANT LOCAL AUTHORITIES

- 4.1 This Statement of Community Consultation (SoCC) has been prepared in consultation on an informal basis with Blaby District Council and Leicestershire County Council – the host authorities – and Hinckley and Bosworth Borough Council – a nearby neighbouring local authority. The informal consultation has taken place over a period of several months.

i) Contacts at Blaby District Council are:

- Louise Hryniw, Strategic Growth Manager
- Matt McConville, Major Schemes Officer
- Georgina Isherwood, Major Schemes Officer

ii) Contacts at Hinckley and Bosworth Borough Council are:

- Stephen Meynell, Planning Manager (Major Projects)
- Kirstie Rea, Planning Manager (Policy)
- Rhiannon Hill, Principal Planning Officer (Development Management)

iii) Contacts at Leicestershire County Council are:

- Lonek Wojtulewicz, Head of Planning, Historic and Natural Environment
- John Wright, Team Manager Planning, Planning Historic and Natural Environment
- Jacqui Green, Gypsy and Traveller Liaison Service

Response of the Applicant to comments received on the consultation draft SOCC

- 4.2 The first consultation draft was forwarded to the Local Authorities on 15th March 2018. A travelling draft was provided to the Authorities on the 4th May, 23rd May and 3rd July 2018 in response to the receipt of comments from Blaby District Council dated 22nd March, 8th May, 4th June and 4th July 2018.
- 4.3 The formal draft SoCC was submitted to the Local Authorities on 9th August 2018. Blaby District Council responded on 29th August 2018; Hinckley and Bosworth Borough Council responded on 6th September 2018. No response has been received from Leicestershire County Council.
- 4.4 The SoCC has been amended in response to the formal comments received from BDC and HBBC, namely:
- i. Proposed Saturday venue for Sapcote exhibition at statutory stage (BDC / Sapcote Parish Council)
Applicant's Response is that the SoCC amended to include Saturday venue for the statutory (S47) consultation.
 - ii. Add Parish Chairs to circulation (BDC / Aston Flamville Parish Meeting)
Applicant's Response is that the SoCC amended to include reference to Chairs.

- iii. Add Aston Flamville to Site Notices location Appendix 12
Applicant's Response is that the plan and list at Appendix 12 has been amended to include this location for a site notice.
- iv. Include the Leicestershire Local Access Forum at County Hall (BDC / Councillor Denney)
Applicant's Response is that the SoCC has been amended to include this interest group (Appendix 8).
- v. Preference for the consultation zone to be extended to the A5 (HBBC)
Applicant's Response is that the consultation zone has been extended to beyond the A5 at Hinckley (refer 7.14 postal communication).

4.5 BDC / Aston Flamville Parish Meeting requested that Aston Flamville be included in Area 1 consultation.

Applicant's Response is that the areas are all consulted on the same basis and at the same time. Hence the request makes no difference to the consultation exercise.

5: PUBLICATION OF THE SoCC

5.1 When settled in consultation with the local authorities, dbx is required pursuant to s47(6) Planning Act 2008 to make the statement available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land. Accordingly, dbx will place a copy of the SoCC at the following locations (see overleaf):

District/Borough Council Offices

- The offices of Blaby District Council, Desford Road, Narborough, Leicester, LE19 2EP (Monday, Tuesday, Thursday: 0845 – 1715; Wednesday: 0930 – 1715; Friday: 0845 – 1645; Saturday and Sunday: closed)
- The offices of Hinckley and Bosworth Borough Council, Hinckley Hub, Rugby Road, Hinckley, LE10 0FR (Monday – Thursday: 0830 – 1700; Friday: 0830 – 1630; Saturday and Sunday: closed)
- The offices of Leicestershire County Council, County Hall, Glenfield, Leicestershire, LE3 8RA (Monday – Thursday: 0830 – 1700; Friday: 0830 – 1630; Saturday and Sunday: closed)
- The offices of the LCC Unit at Aston Firs, Hinckley Road, Sapcote, LE9 4LH (Monday, Tuesday, Thursday, Friday: 0900 – 1600)

Parish Councils and Parish Meetings

With the agreement of the Clerks to the Parish Councils and Chairs of Parish Meetings, a copy of the SoCC will be placed at:

- The offices of the Parish Councils and with the Chairs of Parish Meetings within Blaby District, as listed in **Appendix 3**.
- The offices of the Parish Councils within Hinckley and Bosworth Borough, as listed in **Appendix 4**.

Local Services Locations

- The Statement of Community Consultation will also be made available for display at libraries and community buildings, as listed in **Appendix 5**, with the agreement of the management thereof.

6: PROGRAMME

- 6.1. dbs propose a single formal consultation under Section 47. A prior informal consultation will be carried out. As such,
- it is intended that informal consultation with local communities and interested parties will take place October – December 2018, on the basis that sufficient details may then be available following a period of consultation with statutory and non-statutory consultees;
 - formal community and statutory consultation (Section 42/Section 47 PA 2008) would occur a period of time after consideration of the consultation responses to the initial consultation. It is anticipated that this statutory stage of public consultation will commence in March 2019.
 - the method of engagement with the local community will be the same for the informal consultation exercise as the formal consultation exercise, unless otherwise stated in this document. The form of consultation for the exhibitions is set out at Section 7 of this Statement.

6.2. The currently intended programme for the Project is set out below:

Table 1.1: Project Programme

| Activity | Date |
|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| EIA scoping opinion request | February 2018 |
| Draft Statement of Community Consultation (SoCC) | March 2018 |
| Secretary of State's EIA scoping opinion | April 2018 |
| Submission of the SoCC for formal consultation | July 2018 |
| LPAs to respond formally on SoCC | 28 days after submission |
| Environmental surveys, outline scheme design, stakeholder dialogue Ongoing Informal (non-statutory) public consultation | June – September 2018 |
| Informal Statutory Consultation | October – December 2018 |
| Informal Public Consultation | October – December 2018 |
| Draft DCO to PINS for comment | January – February 2019 |
| Review of consultation feedback; further surveys and design iteration; preparation of a Preliminary Environmental Information Report (PEIR) | December 2018 – February 2019 |
| Formal S42 Statutory Consultation | March – April 2019 |
| Formal S47 Public Consultation | March – April 2019 |
| Review of consultation feedback; design refinement and mitigation | April – May 2019 |
| Preparation of DCO application documents including the ES, an ES non-technical summary and a Consultation Report | April – May 2019 |
| Send final draft DCO and other application documents to PINS for comment | July – August 2019 |
| Final ES circulated | July 2019 |
| Submission of the DCO application | September 2019 |

6.3. Contact from members of the public should be made to the Community Information Line on 0844 556 3002. The Community Information Line is operated by Lexington Communications on behalf of db symmetry, the Applicant. The line is staffed Monday to Friday 9:00am to 5.30pm. Members of the public can also email hinckleynrfi@lexcomm.co.uk. The Community Information Line will be available throughout the pre-application and submission stages of the project. The methods available for the public to respond to the statutory stage of the consultation (S47) are set out in Section 7 below.

- 6.4. The informal and statutory public consultation exercises will each take place over a 6 week period.

7: FORM OF CONSULTATION

- 7.1. This Section particularly sets out the consultation process which is to be undertaken pursuant to the statutory requirement for pre-submission consultation under S47 of the Act.
- 7.2. A specific project website [REDACTED] is being hosted by Lexington Communications. The website will provide a facility for:
- i) Comments to be submitted on a response form
 - ii) The receipt of regular updates by way of an 'e-newsletter'
 - iii) Links to documents prepared by the consultant team on behalf of dbs for the Project – an 'e-Library'
 - iv) Links to the PINS Infrastructure Unit
 - v) A page to enable understanding of the Project Programme
- 7.3. The website will be augmented by using social media and regularly updated during the consultation process.
- 7.4. Lexington will establish a social media platform allowing members of the community and interest groups to follow the progress of the project; the response to consultations received from the local communities and local interest groups, and enable comments to be posted. Social media will include Facebook and Instagram advertisements, which will be promoted and act as a window to the consultation website. A range of social media advertisements would be extended to residents throughout the County who are likely to be interested in the proposals.

'Community Explanation' Document

- 7.5. dbs will prepare a short document specifically written for local communities in a clear, accessible and non-technical language. The local authorities will be invited to review the content of this document prior to its release. This document will provide a description of the Project; the relevant national and local planning policy background to the Project and will describe the main environmental effects of the development. The document will explain how local communities may respond to the proposal, and the planning process beyond the consultation.

7.6. For members of the community who wish to review more detailed information on the Project, a series of topic papers will also be made available at the public exhibitions and online. These background topic papers will cover:

- Policy and need
- Site selection and alternatives
- Land use and socioeconomic effects
- Transport and traffic
- Air quality
- Noise and vibration
- Hydrology – surface water and flood risk
- Geology, soils and contaminated land
- Energy, water and climate change
- landscape and visual impact
- Flood risk
- Ecology and biodiversity
- Heritage

7.7. The document for local communities will be used as the basis for displays at local exhibitions which are able to be held at locations which are convenient to local communities. The short 'community explanation document' will be available on the project website, and published via social media. Attached as **Appendix 6** is a plan identifying areas proposed for local exhibitions.

7.8. Subject to venue availability, the exhibitions are to be held 15:00 to 20:00 on a single day (Monday to Friday) with members of the local Parish Councils; District Council/Borough Council and County Council being invited for a preview at 14:00. All venues for the exhibition will be accessible to ensure the local community, including hard to reach groups, are provided with an opportunity to view the proposals and speak with members of the development team. The exhibition is to be held at each of the following venues on a week day (refer to Appendix 7):

- Elmesthorpe Village Hall (Area 1)
- Sapcote Methodist Church Community Hall (Area 1)
- The George Ward Centre, Barwell (Area 2)
- Burbage Millennium Hall (Area 3)
- St Francis Community Centre, Hinckley (Area 4)

- 7.9. In response to comments received on the draft SoCC, the Applicant has agreed that an additional exhibition will be held at Stoney Stanton at both the informal and formal consultation stages.
- 7.10. In addition, subject to venue availability, the exhibition will be held on a Saturday between the hours of 10.00 and 13.00 at the following locations:
- Elmesthorpe village Hall (Area 1)
 - St Francis Community Centre, Hinckley (Area 4)
- 7.11. In response to comments received on the draft SoCC, the Applicant has agreed with the Chairman of Sapcote Parish Council that, at the formal consultation stage, an additional exhibition should be held on a Saturday.
- 7.12. The exhibitions will be held within the first three weeks of the consultation period so that attendees have a reasonable period of time (three weeks) to formulate responses thereto.
- 7.13. dbs propose to display a physical model or a 3D interactive model of the project at the formal stage of consultation (Section 47), enabling ‘fly throughs’ to be experienced so that real images of the built form can be understood, to assist members of the public in understanding the features of the development, particularly the scale of built form; the rail port; access routes; and structural landscaping. It is not intended that such display material will be available at the informal consultation stage.

i) Postal Communications

- 7.14. An invitation will be made to the exhibitions by hand delivery of notices to:
- a ‘core’ consultation zone of 3km from the DCO site boundary as the area in which the main impacts of the development may be focussed. This postal communication will include all properties, by reference to the full postcode unit (LE + 2 digits + number and 2 letters which are allocated to streets and to sides of the street). Where the 3km boundary cuts through a postcode unit (the full postcode) the postal communication will be extended to include all addresses within the postcode sector (other than postcode sector LE17 5 where there is only one property within the 3km boundary). This part of the postcode sector is shown with black cross hatching on the plan attached as **Appendix 7.1**. The core consultation area (3km) is shown on this plan;
 - all residents at Aston Firs and at Woodfield Stables. The liaison with these residents will be undertaken via Jacqui Green, Gypsy and Traveller Liaison Officer at LCC;
 - occupiers of the mobile homes sites at Old Smithy Lane, Hinckley (west of J2);

- all landowners and tenants of land within the area of the DCO;
- the Parish Councils and Parish Meetings within Blaby District – see **Appendix 3**;
- the Parish Councils within Hinckley and Bosworth Borough – see **Appendix 4**;
- interested groups as identified in consultation with Blaby District, as identified at **Appendix 8**, including Sharnford Traffic Action Group and resident associations for the mobile homes sites;
- interested groups as identified in consultation with Hinckley and Bosworth Borough as listed at **Appendix 9**;
- all District Councillors within Blaby District;
- all District Councillors within Hinckley and Bosworth Borough;
- Leicestershire County Councillors, as listed at **Appendix 10**.
- Alberto Costa MP for South Leicestershire
- David Tredinnick MP for Bosworth
- Marcus Jones MP for Nuneaton
- Mark Pawsey MP for Rugby

ii) Public Notices in Newspapers

7.15. Public notices will be placed within the following publications:

- Hinckley Times
- Leicester Mercury
- Lutterworth and District Journal

7.16. The map shown at **Appendix 11** identifies the catchment areas which are referred by individual publishers.

7.17. Local Parish Councils will be invited to include notification of exhibition in parish newsletters.

7.18. The notices for these publications will identify:

- the Project title;
- a brief description of the proposal;
- the locations for public exhibition events;
- the dates and duration of the public exhibitions;
- the attendance of the Applicant and advisors to the Applicant to answer questions from members of the public;
- the Hinckley National website as a source of further information

7.19. These notices and the provision for Site Notices (see below) are relied upon as an effective means of publicising the proposals to visitors within the surrounding area.

iii) Site Notices

7.20. Site Notices will be placed at the positions marked on the plan attached as **Appendix 12**, including:

- 1) Burbage Common Road south of Elmesthorpe
- 2) Burbage Common Road at the railway bridge
- 3) The road junction leading from M 69 J2 (private road)
- 4) Along the PROWs as they cross the site at the point of entry/exit
- 5) The B4669 before J2 of the M69, close to Aston Firs
- 6) Station Road at the junction of Burbage Common Road
- 7) Car park entrance and Visitor Centre at Burbage Common
- 8) Smithy Lane Car Park, Hinckley
- 9) Leicester Road towards Hinckley at the commencement of frontage of housing – on lighting column/telegraph pole/similar
- 10) Sapcote Road – on lighting column/telegraph pole/similar
- 11) Telegraph pole at junction of Lychgate Lane/Hinckley/Sharnford Road

7.21. A draft of the Public Notice and Site Notice will be provided to BDC and HBBC for comment 4 weeks prior to the exhibition. The Notices will be displayed two weeks prior to the series of exhibitions commencing. Such notices will at least provide:

- 1) a description of the development;
- 2) a plan identifying the DCO boundary;
- 3) the status of the consultation – informal/formal
- 4) the date, times and location of public exhibitions;
- 5) the Hinckley National website address as a source of further information.

iv) Display material at exhibitions

7.18 Consultation material at the exhibitions will comprise plans and explanatory text of the Project that address the anticipated key issues, namely:

- matters relating to transportation impacts, including the use of existing PROWs;
- The consequence for the movement of traffic upon the re-formatting of M69 J2 into an ‘all-ways’ movement junction (M69 J2);
- the justification for the development as a matter of principle;
- the Applicant’s selection process for identifying the site;
- the opportunities the Project may provide for place making;
- matters relating to noise and air quality impacts;
- the landscape and visual impact of the development, including the impacts at night (lighting);
- the ecological impacts of urban development of this scale both on-site and offsite (Burbage Common);
- the potential for disturbance to existing communities during construction and operation of the SRFI, including from noise, lighting, vehicular movement, impacts on air quality;
- the socio-economic effects of the development.

7.19 The list above is not intended to be exhaustive, or to place the issues in any form of priority. Rather, the list identifies the most likely significant environmental impacts which

may be identified through the environmental impact process. The Scoping Report to form the basis of the Environmental Statement has been submitted to the Planning Inspectorate (March 2018).

- 7.20 A3 copies of the exhibition material; the short document referred to in Section 7 and the background topic papers will be made available at the locations referred to in Section 5, subject to the agreement of the management of these premises.
- 7.20. A paper response form will be available at the exhibitions for attendees to record their views.
- 7.21. An electronic response form will be available.
- 7.22. Attendees at the exhibition will be invited to record their names and postcodes.
- 7.23. A record will be maintained of the number of people who attend each exhibition.

v) Follow-up engagement

- 7.24. Where the pre-application consultation gives rise to a particular issue or a particular issue is localised in nature, dbx may hold a non-statutory consultation between the dates of the informal consultation and the statutory community consultation (Section 47).
- 7.25. The Applicant will – if requested to do so by Blaby District Council - attend special Parish Liaison events, hosted by Blaby District Council, which may be convened during the pre-application process. These events will provide an opportunity to update the Parish Councils on the pre-application process and to respond to matters of concern. The applicant will - if requested by the contacts (Section 4) of Blaby District Council - attend similar events with District Councillors at Blaby District Council.
- 7.26. The Applicant will attend a similar format of events with Councillors of Hinckley and Bosworth Borough; and Parish Councillors of Hinckley and Bosworth Borough – if so requested by the contacts (Section 4) of Hinckley and Bosworth Borough Council or the Clerks of the Parish Councils.
- 7.27. The Applicant is willing to make similar presentations to County Councillors at Leicestershire County Council – if so requested by the contacts (Section 4) of Leicestershire County Council.

8: DIFFICULT TO REACH GROUPS

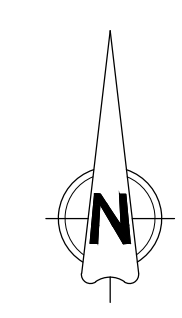
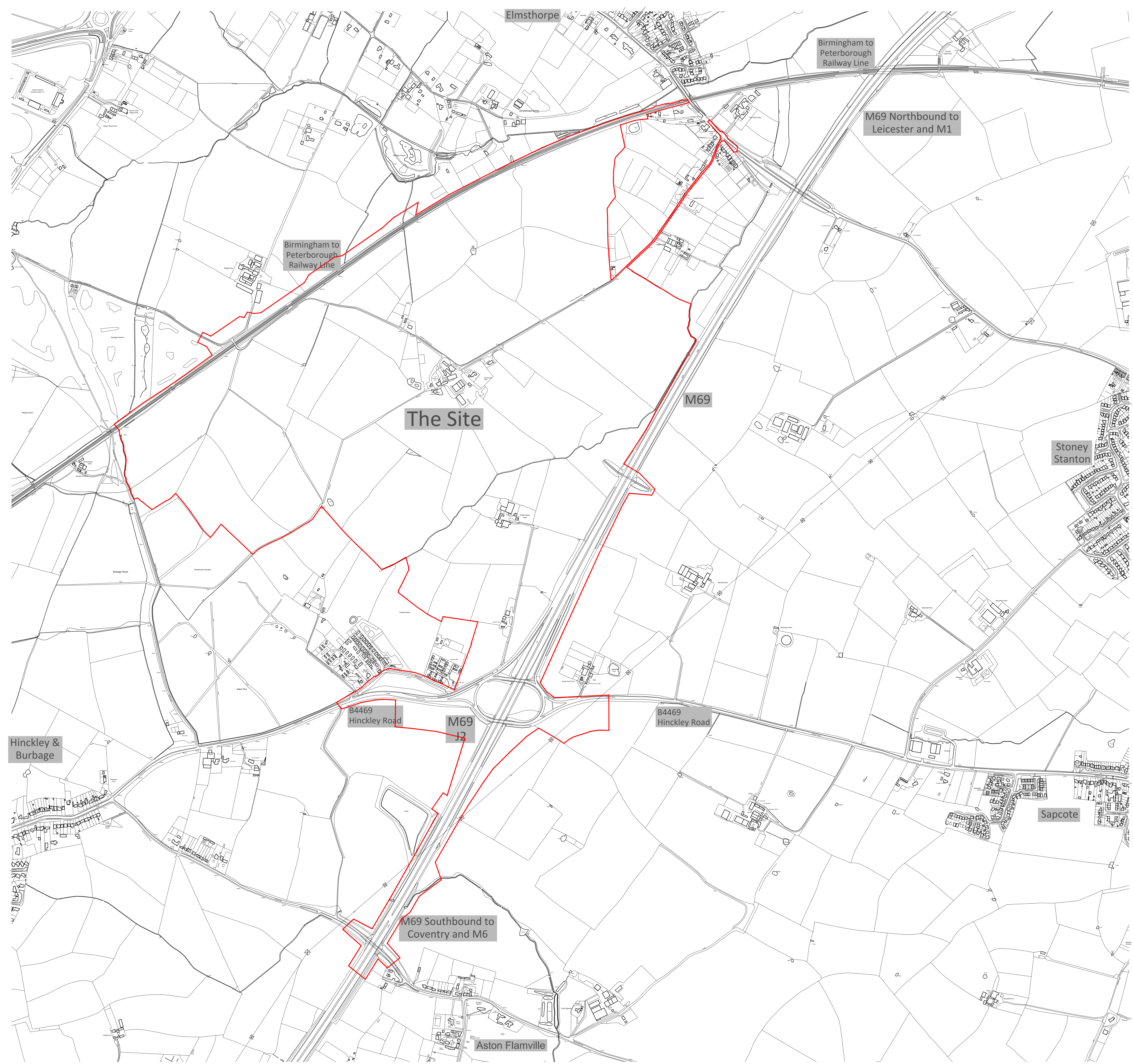
- 8.1. The consultation programme has considered that there will be sections of the community who may be more difficult to engage with, such as: older people; younger people; people with disabilities; travelling communities; economically inactive people; ethnic minorities; religious groups; time poor / busy working people; and socially deprived communities.
- 8.2. Following a meeting between Mr M Bagley of LCC, Manager of the Multi-Agency Travellers Unit at LCC, and Mr P Frampton, of Frampton Town Planning, on the 8th March 2018, the gypsy and traveller community at Aston Firs and adjoining land owners will be kept informed of the progress of the proposal via Jacqui Green, Gypsy and Traveller Liaison Officer, at Aston Firs.
- 8.3. dbx will provide a postal notification to Ms Green of the exhibitions and provide a copy of the short 'Community Explanation' document referred to in Section 7. A copy of the exhibition notification and 'Community Explanation' document will also be sent to Ms Green by email. The Applicant is willing to meet Ms Green and residents of Aston Firs, if so requested, to discuss the proposals.

9: LIST OF APPENDICES

| | |
|--------------------|---------------------------------------------------------------------------------------------------|
| Appendix 1 | Dwg No. 5905-68 Site Location Plan |
| Appendix 2 | Extracts from National Policy Statement for National Networks |
| Appendix 3 | List of Parish Councils and Parish Meetings within Blaby District |
| Appendix 4 | List of Parish Councils within Hinckley and Bosworth Borough |
| Appendix 5 | List of local services locations for display of SoCC |
| Appendix 6 | Schedule and plan identifying proposed catchment areas for public exhibitions |
| Appendix 7 | Schedule and plan identifying area of 'core' consultation |
| Appendix 8 | List of interested groups, as identified in consultation with Blaby District Council |
| Appendix 9 | List of interested groups, as identified in consultation with Hinckley & Bosworth Borough Council |
| Appendix 10 | List of Leicestershire County Councillors to be consulted as identified by LCC |
| Appendix 11 | Plan identifying catchment areas of local publications |
| Appendix 12 | Plan identifying locations for display of site notices |

APPENDIX 1

Dwg. No. 5905 – 068 Site Location Plan



| no. | date | revision | by |
|-----|------|----------|----|
| | | | |



aja architects ltd
 1170 Elliott Court
 Herold Avenue
 Coventry Business Park
 COVENTRY CV5 4UB
 T: 024 7625 3200
 F: 024 7625 3210
 E: aja@aja-architects.com
 W: www.aja-architects.com
 aja architects ltd is a limited liability partnership registered in England No. 06235721
 client



project
Strategic Rail Freight Interchange - Hinckley

drawing
Site Location Plan

| | | | |
|---------|--------|-------|---------|
| scale | 1:5000 | drawn | mjl |
| checked | mjl | date | 22/2/18 |

APPENDIX 2

Extracts from National Policy Statement for National Networks

APPENDIX 3

List of Parish Councils and Parish Meetings in Blaby District

APPENDIX 3***List of Parish Councils and Parish Meetings in Blaby District***

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

- Aston Flamville Parish Meeting (via Chair)
- Blaby Parish Council (Monday – Friday: 1000 – 1500)
- Braunstone Town Council (Monday – Friday: 0900 – 1700)
- Cosby Parish Council (Clerk has flexible opening hours, as no office)
- Countesthorpe Parish Council (Monday – Friday: 0800 – 1730)
- Croft Parish Council (Clerk has flexible opening hours, as no office)
- Elmesthorpe Parish Council (Clerk has flexible opening hours, as no office)
- Enderby Parish Council (Monday – Friday: 0900 – 1200)
- Glen Parva Parish Council (Monday – Friday: 0830 – 1400)
- Glenfield Parish Council (Monday – Friday: 0900 – 1500)
- Huncote Parish Council (Monday – Friday: 0900 – 1600)
- Kilby Parish Council (Clerk has flexible 4 working hours per week)
- Kirby Muxloe Parish Council (Monday – Thursday: 0800 – 1700; Friday: 0800 – 1630)
- Leicester Forest East Parish Council (Monday – Thursday: 0830 – 1330; Friday: 0830 – 1300)
- Leicester Forest West Parish Meeting (via Chair)
- Lubbethorpe Parish Meeting (via Chair)
- Narborough Parish Council (Monday – Sunday: 1500 – 2230)
- Potters Marston Parish Meeting (via Chair)
- Sapcote Parish Council (Clerk has flexible opening hours, as no office)
- Sharnford Parish Council (Clerk has flexible opening hours, as no office)
- Stoney Stanton Parish Council (no opening hours available)
- Thurlaston Parish Council (no opening hours available)
- Whetstone Parish Council (Monday – Thursday: 0900 – 1600; Friday: 0900 – 1300)
- Wigston Parva Parish Meeting (via Chair)

APPENDIX 4

List of Parish Councils in Hinckley and Bosworth Borough

APPENDIX 4***List of Parish Councils in Hinckley Bosworth Borough***

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

- Bagworth & Thornton Parish Council (Monday, Tuesday, Thursday, Friday: 1000 – 1200)
- Barlestone Parish Council (Clerk has flexible working hours, as no office)
- Barwell Parish Council (Monday, Friday: 1030 – 1230. Tuesday, Wednesday, Thursday: 0930 – 1300)
- Burbage Parish Council (Monday – Friday: 0900 – 1200)
- Cadeby Parish Council (no opening hours available)
- Carlton Parish Council (Clerk has flexible working hours, as no office)
- Desford Parish Council (Tuesday, Thursday: 1000 – 1200)
- Earl Shilton Town Council (Monday, Tuesday, Thursday, Friday: 0900 – 1500. Wednesday: 0900 – 1200)
- Groby Parish Council (Monday – Wednesday: 1100 – 1400. Thursday: 1230 – 1530. Friday: 1000 – 1230)
- Higham on the Hill Parish Council (Clerk has flexible working hours, as no office)
- Market Bosworth Parish Council (Thursday: 1000 – 1300 , or by appointment)
- Markfield Parish Council (Monday – Friday: 0900 – 1200)
- Nailstone Parish Council (no opening hours available)
- Newbold Verdon Parish Council (Clerk has flexible working hours, as no office)
- Osbaston Parish Council (no opening hours available)
- Peckleton Parish Council (no opening hours available)
- Ratby Parish Council (no opening hours available)
- Shackerstone Parish Council (no opening hours available)
- Sheepy Parish Council (Clerk has flexible working hours, as no office)
- Stanton Under Bardon Parish Council (flexible office hours for Clerk)
- Stoke Golding Parish Council (no opening hours available)
- Sutton Cheney Parish Council (Clerk has flexible working hours, as no office)
- Twycross Parish Council (Clerk has flexible working hours, as no office)
- Witherley Parish Council (Flexible, 12 hours per week between the hours of 0900 and 1700)

APPENDIX 5

List of Local Services locations for display of Statement of Community Consultation

APPENDIX 5*List of Local Services locations for display of Statement of Community Consultation*

- Blaby Library, Lutterworth Road, Blaby, LE8 4DW (Monday: 1300 – 1800, Tuesday and Thursday: 1000 – 1700, Friday: 1000 – 1700, Saturday: 1000 – 1500)
- Hinckley Library, Lancaster Road, Hinckley, LE10 0AT (Monday – Friday: 1000 – 1800, Saturday: 1000 – 1600)
- Ashby-de-la-Zouch Library, North Street, LE65 1HU (Monday, Thursday, Friday: 1000 – 1700, Tuesday: 1000 – 1500, Saturday: 1000 – 1500)
- Birstall Library, Wanlip Lane, LE4 4JU (Monday, Tuesday, Thursday: 1000 – 1700, Friday: 1300 – 1800, Saturday: 1000 – 1500)
- Bottesford Library, Old Primary School, NG13 0DF (Monday: 1300 – 1700, Wednesday: 1300 – 1900, Thursday: 1000 – 1300, Friday: 1400 – 1700, Saturday: 1000 – 1300)
- Broughton Astley Library, Main Street, LE9 6RD (Monday, Tuesday, Friday: 1000 – 1700, Thursday: 1300 – 1800, Saturday: 1000 – 1500)
- Coalville Library, High Street, LE67 3EA (Monday, Tuesday, Thursday, Friday: 1000 – 1800, Saturday: 1000 – 1600)
- Countesthorpe Village Hall, LE8 5TB (Monday – Thursday: 0800 – 1600, Friday: 0800 – 1300)
□ Earl Shilton Library, Wood Street, LE9 7NE (Monday, Tuesday, Friday: 1000 – 1700, Thursday: 1300 – 1800, Saturday: 1000 – 1500)
- Glenfield Library, Sandown Court, LE3 8BT (Monday, Wednesday, Friday: 1000 – 1700, Tuesday: 1300 – 1800, Saturday: 0900 – 1300)
- Glenhills Library, Glen Parva Parish Hall, LE2 9JD (Monday – Thursday: 0900 – 1230, 1400 – 2000, Saturday: 1000 – 1600)
- The Symington Building, Adam and Eve Street, LE16 7LT (Monday, Tuesday, Thursday, Friday: 0845 – 1700, Wednesday: 0930 – 1700)
- Shepshed Library, Hall Croft, LE12 9AN (Monday: 1300 – 1800, Tuesday, Thursday, Friday: 1000 – 1700, Saturday: 1000 – 1500)
- Anstey Library, LE7 7AU (Monday, Friday: 1400 – 1700, Tuesday, Saturday: 1000 – 1300, Thursday: 1000 – 1700)

Barrow on Soar Library, North Street, LE12 8PZ (Monday: 1400 – 1700, Wednesday: 1000 – 1830, Friday: 1000 – 1700, Saturday: 1000 – 1300)

- Braunstone Town Library, Civic Centre, LE3 2PP (Monday: 1400 – 1700, Tuesday, Thursday: 1400 – 1700, Wednesday: 1000 – 1200, Friday: 1400 – 1700, Saturday: 1000 – 1300)
- Burbage Library, Church Street, LE10 2DA (Monday, Tuesday: 1400 – 1700, Thursday: 1000 – 1200, 1600 – 1900, Saturday: 1000 – 1300)
- Castle Donington Library, Delven Lane, DE74 2LJ (Monday: 1000 – 1800, Wednesday – Friday: 1400 – 1700, Saturday: 1000 – 1300)
- Cosby Library, Park Road, LE9 1RN (Monday: 1700 – 1900, Tuesday, Saturday: 1400 – 1700, Thursday: 1000 – 1200, Saturday: 1000 – 1300)
- Desford Library, Main Street, LE9 9JP (Monday: 1400 – 1700, Tuesday: 1000 – 1200, Thursday: 1000 – 1200, 1400 – 1900, Saturday: 1000 – 1300)
- East Goscote Library, LE7 3XW (Monday: 0900 – 1200, Tuesday: 1400 – 1800, Wednesday: 1000 – 1200, Thursday: 1600 – 1700, Friday: 0900 – 1300, Saturday: 1000 – 1300)
- Enderby Library, Townsend Road, Enderby, LE19 4PG (Monday – Friday: 1400 – 1800, Saturday: 1000 – 1400)
- Fleckney Library, School Street, LE8 8AS (Monday: 1400 – 1900, Thursday: 1400 – 1700, Friday: 0900 – 1300, Saturday: 1000 – 1300)
- Great Glen Library, LE8 9GR (Monday: 1400 – 1700, Tuesday: 1400 – 1900, Thursday: 1000 – 1200, Saturday: 1000 – 1300)
- Groby Library, Leicester Road, LE6 0DQ (Monday – Wednesday: 1400 – 1700, Thursday: 1000 – 1300, Friday 1400 – 1900, Saturday: 1000 – 1300)
- Hathern Library, LE12 5LF (Tuesday: 1400 – 1800, Wednesday: 1000 – 1230, Thursday: 1400 – 1800, Friday: 1000 – 1230, Saturday: 1000 – 1200)
- Ibstock Library – temporary mobile service only at Central Avenue, Ibstock (Friday 1030 – 1300, 1330 – 1600)
- Kegworth Library, High Street, DE74 2DA (Tuesday – Thursday: 1400 – 1630, Friday: 1400 – 1800, Saturday: 1000 – 1230)
- Kibworth Library, Paget Street, LE8 0HW (Monday: 1400 – 1800, Tuesday: 1000 – 1300, Wednesday: 1400 – 1700, Friday: 0900 – 1300, 1400 – 1700, Saturday: 1000 – 1300)
- Kirby Muxloe Library, Station Road, LE9 2EN (Monday: 1000 – 1300, 1400 – 1700, Tuesday, Wednesday: 1400 – 1700, Friday, Saturday: 1000 – 1300)

- Leicester Forest East Library, 76 Rushmere Walk, LE3 3PD (Monday: 1400 – 1700, Wednesday: 1000 – 1200, 1400 – 1900, Thursday: 1000 – 1200, 1400 – 1700, Friday: 1400 – 1700, Saturday: 1000 – 1300)
- Loughborough Library, Granby Street, LE11 3DZ (Monday, Tuesday, Thursday, Friday: 1000 – 1800, Saturday: 1000 – 1600)
- Lutterworth Library, George Street, LE17 4ED (Monday, Thursday, Friday: 0930 – 1700, Tuesday: 0930 – 1900, Saturday: 1000 – 1300)
- Market Bosworth Library, 42-54 Station Road, CV13 0JS (Monday, Tuesday: 1400 – 1700, Wednesday: 1000 – 1200, Thursday: 1400 – 1900, Friday: 1000 – 1200, Saturday: 1000 – 1300)
- Markfield Library, Oakfield Avenue, LE67 9WG (Monday, Tuesday: 0900 – 1000, 1300 – 1500, 1800 – 1900, Thursday: 0900 – 1000, 1200 – 1500, 1800 – 1900, Friday: 0900 – 1030, 1300 – 1500, Saturday: 1000 – 1200)
- Measham Library, Thorpe Road, DE12 7HR (Tuesday: 1000 – 1900, Thursday: 1000 – 1300, Friday: 1000 – 1700, Saturday: 1000 – 1300)
- Melton Mowbray Library, Wilton Road, LE13 0UJ (Monday, Wednesday: 0930 – 1900, Tuesday, Thursday, Friday: 0930 – 1700, Saturday: 1000 – 1600)
- Mountsorrel Library, LE12 7AF (Monday, Thursday: 1400 – 1700, Tuesday: 1000 – 1300, 1400 – 1700, Friday: 1400 – 1900, Saturday: 1000 – 1300)
- Narborough Library, Station Road, LE19 2HR (Monday: 1400 – 1700, Wednesday: 1400 – 1900, Thursday, Saturday: 1000 – 1300)
- Newbold Verdon Library, Sparkenhoe, LE9 9NP (Monday, Wednesday: 1400 – 1800, Tuesday: 1000 – 1200, Friday: 1000 – 1200, 1400 – 1700, Saturday: 1000 – 1300)
- Oadby Library, 10 The Parade, LE2 5BF (Monday, Tuesday: 0930 – 1900, Wednesday – Friday: 0930 – 1700, Saturday: 1000 – 1600, Sunday: 1200 – 1600)
- Quorn Library, Rawlins Academy, LE12 8DY (Monday: 1400 – 1700, Wednesday, Friday: 1400 – 1700, Saturday: 1000 – 1500)
- Ratby Library, LE6 0LN (Monday, Tuesday: 1000 – 1600, Wednesday: 1000 – 1800, Thursday, Friday: 1000 – 1600, Saturday: 1000 – 1300)
- Rothley Library, Mountsorrel Lane, LE7 7PS (Monday: 1400 – 1900, Wednesday: 1400 – 1700, Thursday: 1000 – 1200, 1400 – 1700, Saturday: 1000 – 1300)

- South Wigston Library, Bassett Street, LE18 4PE (Monday: 1500 – 1800, Tuesday: 1000 – 1200, 1400 – 1700, Thursday: 1500 – 1700, Saturday: 1000 – 1300)
- Sapcote Library, 12 Church Street, Sapcote, Leicester, LE9 4FG (Monday: 0930 – 1200, Tuesday: 1000 – 1200, 1700 – 1900, Thursday, Friday: 1400 – 1700, Saturday: 1000 – 1300)
- Sileby Library, Cossington Road, LE12 7RS (Monday, Friday: 1000 – 1700, Wednesday: 1000 – 1500, Thursday: 1600 – 1900, Saturday: 1000 – 1300)
- Stoney Stanton Library, 21 St Michaels Court, Stoney Stanton, Leicester, LE9 4TJ (Tuesday: 1000 – 1200, 1400 – 1800, Thursday: 1400 – 1700, Friday: 1400 – 1600, Saturday: 1000 – 1300)
- Syston Library, Upper Church Street, LE7 1HR (Monday, Thursday, Friday: 1000 – 1700, Tuesday: 1300 – 1800, Saturday: 1000 – 1500)
- Thurmaston Community Centre, Silverdale Drive, LE4 8NJ (Monday: 1000 – 1200, 1500 – 1700, Tuesday: 1400 – 1700, Thursday: 1400 – 1900, Friday: 1500 – 1700, Saturday: 1000 – 1300)
- Wigston Library, Bull Head Street, LE18 1PA (Monday – Thursday: 1000 – 1800, Saturday: 1000 – 1600)

APPENDIX 6

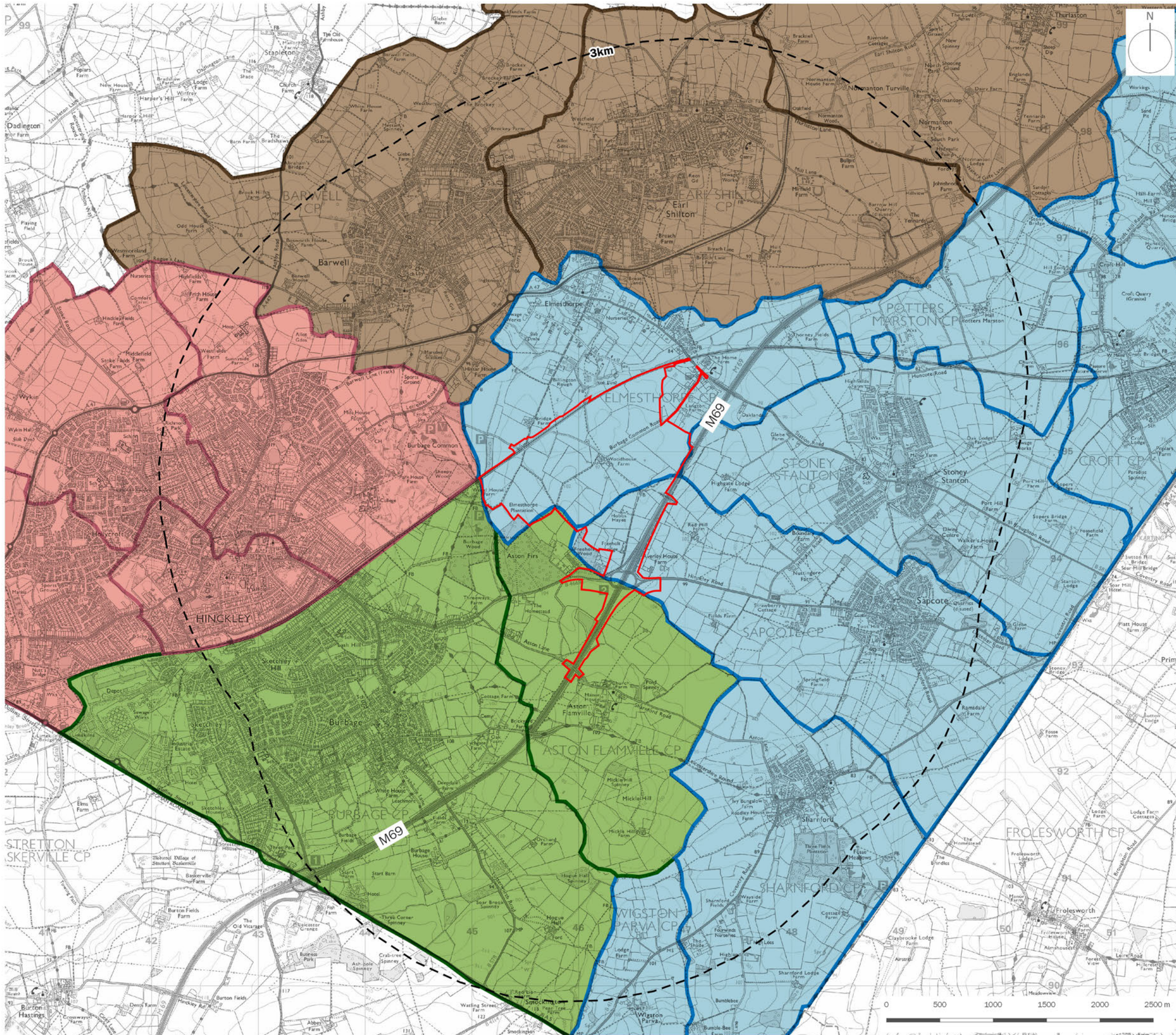
Proposed Catchment Areas for Public Exhibitions

APPENDIX 6***Proposed Catchment Areas for Public Exhibitions******Public Consultation***


All local residents who could have an interest in the plans will be provided with an opportunity to comment on the proposals. As such, the community has been segmented into four catchment areas to allow engagement across the local area. In preparation for consultation, potential venues have been identified to hold public exhibitions within the four catchment areas.

| Area | Geographical Area | Properties |
|-------|-----------------------------------------|------------|
| 1 | Blaby Villages, including Elmsthorpe | 5,593 |
| 2 | Earl Shilton & Barwell | 9,214 |
| 3 | Burbage | 7,223 |
| 4 | Hinckley | 15,300 |
| Total | | 37,330 |

The Plan overleaf shows the identified areas in relation to the Proposal site.



 Site Boundary

 3km Range Ring

Catchment Areas

 Area 1

 Area 2

 Area 3

 Area 4

APPENDIX 7

Area of 'core' consultation and the area for notification of occupiers extended to the full postcode sector

APPENDIX 7***Area of 'core consultation'***

The area of postal communications has been determined in line with the Scoping Report in order to ensure consistency. The area encompasses a 3km radius from the Proposal Site and is identified as the area of 'core consultation'.

The accompanying plan show the Proposal Site (edged red); the 3km radius area of 'core consultation'.

There are 38,500 individual properties (residential, commercial and community) within the postcode area to be notified.

The delivery postcode sectors are: LE10 0, LE10 3, LE10 2, LE10 1, LE9 8, LE9 4, LE9 7, LE9 3

These delivery postcode units (full postcodes) are set out below. The single property within the 3km boundary (postcode sector LE17 5) has the postcode unit of LE17 5EZ.

| Post code unit |
|----------------|
| LE10 0AD |
| LE10 0AE |
| LE10 0AF |
| LE10 0AG |
| LE10 0AH |
| LE10 0AJ |
| LE10 0AL |
| LE10 0AN |
| LE10 0AP |
| LE10 0AQ |
| LE10 0AR |
| LE10 0AS |
| LE10 0AT |
| LE10 0AU |
| LE10 0AW |
| LE10 0AX |
| LE10 0AZ |
| LE10 0BA |
| LE10 0BB |
| LE10 0BD |
| LE10 0BG |
| LE10 0BH |
| LE10 0BJ |
| LE10 0BL |
| LE10 0BP |
| LE10 0BQ |
| LE10 0BS |

| Post code unit |
|----------------|
| LE10 0BT |
| LE10 0BU |
| LE10 0BW |
| LE10 0BX |
| LE10 0BY |
| LE10 0DB |
| LE10 0DH |
| LE10 0DJ |
| LE10 0DL |
| LE10 0DN |
| LE10 0DP |
| LE10 0DR |
| LE10 0DS |
| LE10 0DU |
| LE10 0DW |
| LE10 0DX |
| LE10 0DY |
| LE10 0DZ |
| LE10 0EB |
| LE10 0ED |
| LE10 0EE |
| LE10 0EF |
| LE10 0EG |
| LE10 0EH |
| LE10 0EJ |
| LE10 0EQ |
| LE10 0ER |

| Post code unit |
|----------------|
| LE10 0ET |
| LE10 0EU |
| LE10 0EW |
| LE10 0FR |
| LE10 0GH |
| LE10 0GS |
| LE10 0GT |
| LE10 0HE |
| LE10 0HG |
| LE10 0HH |
| LE10 0HJ |
| LE10 0HL |
| LE10 0HP |
| LE10 0HR |
| LE10 0HS |
| LE10 0HT |
| LE10 0JR |
| LE10 0JT |
| LE10 0JX |
| LE10 0JZ |
| LE10 0LQ |
| LE10 0PJ |
| LE10 0PL |
| LE10 0PR |
| LE10 0PS |
| LE10 0PU |
| LE10 0QA |

| Post code unit |
|----------------|
| LE10 0QD |
| LE10 0QF |
| LE10 0QJ |
| LE10 0QP |
| LE10 0QQ |
| LE10 0QT |
| LE10 0QU |
| LE10 0QX |
| LE10 0QY |
| LE10 0QZ |
| LE10 0RA |
| LE10 0RB |
| LE10 0RD |
| LE10 0RE |
| LE10 0RF |
| LE10 0RG |
| LE10 0RH |
| LE10 0RJ |
| LE10 0RL |
| LE10 0RN |
| LE10 0RQ |
| LE10 0SH |
| LE10 0SJ |
| LE10 0ST |
| LE10 0TE |
| LE10 0ZD |
| LE10 1AA |
| LE10 1AB |
| LE10 1AD |
| LE10 1AE |
| LE10 1AF |
| LE10 1AG |
| LE10 1AH |
| LE10 1AJ |
| LE10 1AL |
| LE10 1AN |
| LE10 1AP |
| LE10 1AQ |
| LE10 1AR |
| LE10 1AT |
| LE10 1AW |
| LE10 1AX |

| Post code unit |
|----------------|
| LE10 1AY |
| LE10 1BA |
| LE10 1BB |
| LE10 1BD |
| LE10 1BE |
| LE10 1BG |
| LE10 1BH |
| LE10 1BL |
| LE10 1BQ |
| LE10 1DA |
| LE10 1DB |
| LE10 1DD |
| LE10 1DG |
| LE10 1DN |
| LE10 1DP |
| LE10 1DR |
| LE10 1DS |
| LE10 1DT |
| LE10 1DW |
| LE10 1DX |
| LE10 1DY |
| LE10 1DZ |
| LE10 1EA |
| LE10 1EB |
| LE10 1ED |
| LE10 1EE |
| LE10 1EF |
| LE10 1EG |
| LE10 1EH |
| LE10 1EJ |
| LE10 1EL |
| LE10 1EN |
| LE10 1EP |
| LE10 1EQ |
| LE10 1ES |
| LE10 1ET |
| LE10 1EW |
| LE10 1EX |
| LE10 1EY |
| LE10 1EZ |
| LE10 1FF |
| LE10 1FG |

| Post code unit |
|----------------|
| LE10 1FH |
| LE10 1FJ |
| LE10 1FL |
| LE10 1FN |
| LE10 1FP |
| LE10 1FZ |
| LE10 1GZ |
| LE10 1HA |
| LE10 1HB |
| LE10 1HD |
| LE10 1HE |
| LE10 1HF |
| LE10 1HG |
| LE10 1HH |
| LE10 1HJ |
| LE10 1HL |
| LE10 1HN |
| LE10 1HP |
| LE10 1HQ |
| LE10 1HR |
| LE10 1HT |
| LE10 1HU |
| LE10 1HW |
| LE10 1HX |
| LE10 1HY |
| LE10 1HZ |
| LE10 1JA |
| LE10 1JB |
| LE10 1JD |
| LE10 1JE |
| LE10 1JF |
| LE10 1JG |
| LE10 1JH |
| LE10 1JJ |
| LE10 1JL |
| LE10 1JN |
| LE10 1JQ |
| LE10 1JR |
| LE10 1JS |
| LE10 1JT |
| LE10 1LA |
| LE10 1LB |

| Post code unit |
|----------------|
| LE10 1LD |
| LE10 1LE |
| LE10 1LF |
| LE10 1LG |
| LE10 1LH |
| LE10 1LJ |
| LE10 1LL |
| LE10 1LN |
| LE10 1LP |
| LE10 1LQ |
| LE10 1LR |
| LE10 1LS |
| LE10 1LT |
| LE10 1LU |
| LE10 1LW |
| LE10 1LY |
| LE10 1NA |
| LE10 1NB |
| LE10 1ND |
| LE10 1NG |
| LE10 1NH |
| LE10 1NL |
| LE10 1NR |
| LE10 1NS |
| LE10 1NT |
| LE10 1NU |
| LE10 1NX |
| LE10 1NY |
| LE10 1PA |
| LE10 1PB |
| LE10 1PD |
| LE10 1PE |
| LE10 1PF |
| LE10 1PG |
| LE10 1PH |
| LE10 1PJ |
| LE10 1PL |
| LE10 1PN |
| LE10 1PP |
| LE10 1PR |
| LE10 1PS |
| LE10 1PT |

| Post code unit |
|----------------|
| LE10 1PU |
| LE10 1PX |
| LE10 1PY |
| LE10 1PZ |
| LE10 1QA |
| LE10 1QB |
| LE10 1QD |
| LE10 1QE |
| LE10 1QF |
| LE10 1QG |
| LE10 1QH |
| LE10 1QJ |
| LE10 1QL |
| LE10 1QQ |
| LE10 1QS |
| LE10 1QT |
| LE10 1QU |
| LE10 1QW |
| LE10 1QY |
| LE10 1QZ |
| LE10 1RB |
| LE10 1RD |
| LE10 1RE |
| LE10 1RF |
| LE10 1RG |
| LE10 1RH |
| LE10 1RJ |
| LE10 1RL |
| LE10 1RN |
| LE10 1RP |
| LE10 1RQ |
| LE10 1RR |
| LE10 1RT |
| LE10 1RU |
| LE10 1RW |
| LE10 1RX |
| LE10 1RY |
| LE10 1RZ |
| LE10 1SA |
| LE10 1SB |
| LE10 1SD |
| LE10 1SE |

| Post code unit |
|----------------|
| LE10 1SF |
| LE10 1SG |
| LE10 1SH |
| LE10 1SJ |
| LE10 1SL |
| LE10 1SN |
| LE10 1SP |
| LE10 1SQ |
| LE10 1SR |
| LE10 1SS |
| LE10 1ST |
| LE10 1SU |
| LE10 1SW |
| LE10 1SX |
| LE10 1SY |
| LE10 1SZ |
| LE10 1TA |
| LE10 1TB |
| LE10 1TD |
| LE10 1TE |
| LE10 1TF |
| LE10 1TG |
| LE10 1TH |
| LE10 1TJ |
| LE10 1TL |
| LE10 1TN |
| LE10 1TP |
| LE10 1TQ |
| LE10 1TR |
| LE10 1TS |
| LE10 1TT |
| LE10 1TU |
| LE10 1TW |
| LE10 1TX |
| LE10 1TY |
| LE10 1TZ |
| LE10 1UA |
| LE10 1UB |
| LE10 1UD |
| LE10 1UE |
| LE10 1UF |
| LE10 1UG |

| Post code unit |
|----------------|
| LE10 1UH |
| LE10 1UJ |
| LE10 1UL |
| LE10 1UN |
| LE10 1UP |
| LE10 1UQ |
| LE10 1UR |
| LE10 1US |
| LE10 1UT |
| LE10 1UU |
| LE10 1UW |
| LE10 1UX |
| LE10 1UY |
| LE10 1UZ |
| LE10 1WA |
| LE10 1WL |
| LE10 1XD |
| LE10 1XH |
| LE10 1XJ |
| LE10 1XL |
| LE10 1XN |
| LE10 1XP |
| LE10 1XQ |
| LE10 1XR |
| LE10 1XT |
| LE10 1YE |
| LE10 1YF |
| LE10 1YG |
| LE10 1YL |
| LE10 1YY |
| LE10 1ZL |
| LE10 2AA |
| LE10 2AB |
| LE10 2AD |
| LE10 2AE |
| LE10 2AF |
| LE10 2AG |
| LE10 2AH |
| LE10 2AJ |
| LE10 2AL |
| LE10 2AN |
| LE10 2AP |

| Post code unit |
|----------------|
| LE10 2AQ |
| LE10 2AR |
| LE10 2AS |
| LE10 2AT |
| LE10 2AU |
| LE10 2AW |
| LE10 2AX |
| LE10 2AY |
| LE10 2BA |
| LE10 2BB |
| LE10 2BD |
| LE10 2BE |
| LE10 2BF |
| LE10 2BG |
| LE10 2BH |
| LE10 2BJ |
| LE10 2BL |
| LE10 2BQ |
| LE10 2BS |
| LE10 2BT |
| LE10 2BU |
| LE10 2BW |
| LE10 2BX |
| LE10 2BY |
| LE10 2DA |
| LE10 2DB |
| LE10 2DD |
| LE10 2DE |
| LE10 2DG |
| LE10 2DH |
| LE10 2DJ |
| LE10 2DL |
| LE10 2DN |
| LE10 2DP |
| LE10 2DQ |
| LE10 2DR |
| LE10 2DS |
| LE10 2DT |
| LE10 2DU |
| LE10 2DW |
| LE10 2DX |
| LE10 2DY |

| Post code unit |
|----------------|
| LE10 2DZ |
| LE10 2EA |
| LE10 2EB |
| LE10 2ED |
| LE10 2EE |
| LE10 2EF |
| LE10 2EG |
| LE10 2EH |
| LE10 2EJ |
| LE10 2EL |
| LE10 2EN |
| LE10 2EP |
| LE10 2EQ |
| LE10 2ER |
| LE10 2ES |
| LE10 2ET |
| LE10 2EU |
| LE10 2EW |
| LE10 2EX |
| LE10 2EY |
| LE10 2FD |
| LE10 2FE |
| LE10 2FF |
| LE10 2FG |
| LE10 2FH |
| LE10 2FJ |
| LE10 2FL |
| LE10 2GA |
| LE10 2GB |
| LE10 2GD |
| LE10 2GE |
| LE10 2GF |
| LE10 2GG |
| LE10 2GH |
| LE10 2GJ |
| LE10 2GZ |
| LE10 2HA |
| LE10 2HB |
| LE10 2HE |
| LE10 2HF |
| LE10 2HJ |
| LE10 2HL |

| Post code unit |
|----------------|
| LE10 2HN |
| LE10 2HP |
| LE10 2HQ |
| LE10 2HR |
| LE10 2HS |
| LE10 2HT |
| LE10 2HU |
| LE10 2HW |
| LE10 2HX |
| LE10 2HY |
| LE10 2HZ |
| LE10 2JD |
| LE10 2JE |
| LE10 2JG |
| LE10 2JP |
| LE10 2JR |
| LE10 2JS |
| LE10 2JT |
| LE10 2JU |
| LE10 2JW |
| LE10 2JX |
| LE10 2JY |
| LE10 2JZ |
| LE10 2LF |
| LE10 2LP |
| LE10 2LW |
| LE10 2LZ |
| LE10 2NA |
| LE10 2ND |
| LE10 2NR |
| LE10 2PA |
| LE10 2PB |
| LE10 2PD |
| LE10 2PH |
| LE10 2PJ |
| LE10 2PL |
| LE10 2PN |
| LE10 2PP |
| LE10 2PQ |
| LE10 2PR |
| LE10 2PS |
| LE10 2PT |

| Post code unit |
|----------------|
| LE10 2PU |
| LE10 2PW |
| LE10 2PX |
| LE10 2PY |
| LE10 2PZ |
| LE10 2QA |
| LE10 2QB |
| LE10 2QD |
| LE10 2QE |
| LE10 2QF |
| LE10 2QG |
| LE10 2QH |
| LE10 2QQ |
| LE10 2QR |
| LE10 2QS |
| LE10 2QT |
| LE10 2QU |
| LE10 2QX |
| LE10 2QY |
| LE10 2QZ |
| LE10 2RA |
| LE10 2RB |
| LE10 2RD |
| LE10 2RE |
| LE10 2RF |
| LE10 2RG |
| LE10 2RH |
| LE10 2RJ |
| LE10 2RL |
| LE10 2RN |
| LE10 2RP |
| LE10 2RQ |
| LE10 2RS |
| LE10 2RT |
| LE10 2RU |
| LE10 2RW |
| LE10 2RX |
| LE10 2RY |
| LE10 2RZ |
| LE10 2SA |
| LE10 2SB |
| LE10 2SD |

| Post code unit |
|----------------|
| LE10 2SE |
| LE10 2SF |
| LE10 2SG |
| LE10 2SH |
| LE10 2SJ |
| LE10 2SL |
| LE10 2SN |
| LE10 2SP |
| LE10 2SQ |
| LE10 2SR |
| LE10 2SS |
| LE10 2ST |
| LE10 2SU |
| LE10 2SW |
| LE10 2SX |
| LE10 2SY |
| LE10 2SZ |
| LE10 2TB |
| LE10 2TD |
| LE10 2TE |
| LE10 2TF |
| LE10 2TG |
| LE10 2TH |
| LE10 2TJ |
| LE10 2TL |
| LE10 2TN |
| LE10 2TP |
| LE10 2TQ |
| LE10 2TR |
| LE10 2TS |
| LE10 2TT |
| LE10 2TU |
| LE10 2TW |
| LE10 2TX |
| LE10 2TY |
| LE10 2TZ |
| LE10 2UA |
| LE10 2UB |
| LE10 2UD |
| LE10 2UE |
| LE10 2UF |
| LE10 2UG |

| Post code unit |
|----------------|
| LE10 2UH |
| LE10 2UJ |
| LE10 2UL |
| LE10 2UQ |
| LE10 3AA |
| LE10 3AD |
| LE10 3AF |
| LE10 3AG |
| LE10 3AH |
| LE10 3AJ |
| LE10 3AP |
| LE10 3AQ |
| LE10 3AS |
| LE10 3AU |
| LE10 3AW |
| LE10 3AX |
| LE10 3BD |
| LE10 3BJ |
| LE10 3DA |
| LE10 3DD |
| LE10 3DR |
| LE10 3DY |
| LE10 3NT |
| LE10 3PA |
| LE10 3PB |
| LE10 3PD |
| LE10 3PE |
| LE10 3PF |
| LE10 3PG |
| LE10 3PH |
| LE10 3PJ |
| LE10 3PL |
| LE10 3PN |
| LE10 3PP |
| LE10 3PQ |
| LE10 3PR |
| LE10 3PS |
| LE10 3PT |
| LE10 3PU |
| LE10 3PW |
| LE10 3PX |
| LE10 3PY |

| Post code unit |
|----------------|
| LE10 3PZ |
| LE10 3QA |
| LE10 3QD |
| LE10 3ZE |
| LE10 3ZT |
| LE10 9AY |
| LE10 9DQ |
| LE10 9DY |
| LE10 9EG |
| LE10 9EJ |
| LE10 9EU |
| LE10 9EW |
| LE10 9EX |
| LE10 9EY |
| LE10 9FB |
| LE10 9FD |
| LE10 9FG |
| LE10 9FH |
| LE10 9FL |
| LE10 9FN |
| LE10 9FP |
| LE10 9SA |
| LE10 9SB |
| LE10 9SD |
| LE10 9SE |
| LE10 9SF |
| LE10 9SG |
| LE10 9SH |
| LE10 9SJ |
| LE10 9SL |
| LE10 9SN |
| LE10 9SP |
| LE10 9SQ |
| LE10 9SR |
| LE10 9SS |
| LE10 9ST |
| LE10 9SU |
| LE10 9SW |
| LE10 9SX |
| LE10 9SZ |
| LE10 9TA |
| LE10 9TB |

| Post code unit |
|----------------|
| LE10 9TD |
| LE10 9TE |
| LE10 9TF |
| LE10 9TG |
| LE10 9TH |
| LE10 9YZ |
| LE10 9ZJ |
| LE10 9ZY |
| LE10 9ZZ |
| LE9 0BJ |
| LE9 0DA |
| LE9 0DB |
| LE9 0DR |
| LE9 3JR |
| LE9 4AA |
| LE9 4AB |
| LE9 4AD |
| LE9 4AE |
| LE9 4AF |
| LE9 4AG |
| LE9 4AH |
| LE9 4AJ |
| LE9 4AL |
| LE9 4AR |
| LE9 4BA |
| LE9 4BB |
| LE9 4BD |
| LE9 4BE |
| LE9 4BF |
| LE9 4BG |
| LE9 4BH |
| LE9 4BJ |
| LE9 4BP |
| LE9 4BQ |
| LE9 4BR |
| LE9 4BT |
| LE9 4BU |
| LE9 4BW |
| LE9 4BX |
| LE9 4BY |
| LE9 4BZ |
| LE9 4DA |

| Post code unit |
|----------------|
| LE9 4DB |
| LE9 4DD |
| LE9 4DE |
| LE9 4DF |
| LE9 4DG |
| LE9 4DH |
| LE9 4DJ |
| LE9 4DL |
| LE9 4DN |
| LE9 4DP |
| LE9 4DQ |
| LE9 4DR |
| LE9 4DS |
| LE9 4DT |
| LE9 4DU |
| LE9 4DW |
| LE9 4DX |
| LE9 4DY |
| LE9 4DZ |
| LE9 4ED |
| LE9 4EU |
| LE9 4EW |
| LE9 4EZ |
| LE9 4FA |
| LE9 4FB |
| LE9 4FD |
| LE9 4FE |
| LE9 4FF |
| LE9 4FG |
| LE9 4FH |
| LE9 4FJ |
| LE9 4FL |
| LE9 4FN |
| LE9 4FP |
| LE9 4FQ |
| LE9 4FR |
| LE9 4FS |
| LE9 4FW |
| LE9 4FX |
| LE9 4FY |
| LE9 4FZ |
| LE9 4GJ |

| Post code unit |
|----------------|
| LE9 4GL |
| LE9 4GN |
| LE9 4GP |
| LE9 4GQ |
| LE9 4HA |
| LE9 4HB |
| LE9 4HD |
| LE9 4HE |
| LE9 4HF |
| LE9 4HG |
| LE9 4HH |
| LE9 4HY |
| LE9 4HZ |
| LE9 4JA |
| LE9 4JB |
| LE9 4JD |
| LE9 4JE |
| LE9 4JF |
| LE9 4JG |
| LE9 4JH |
| LE9 4JJ |
| LE9 4JL |
| LE9 4JN |
| LE9 4JP |
| LE9 4JQ |
| LE9 4JR |
| LE9 4JS |
| LE9 4JT |
| LE9 4JW |
| LE9 4JX |
| LE9 4JY |
| LE9 4JZ |
| LE9 4LA |
| LE9 4LB |
| LE9 4LD |
| LE9 4LE |
| LE9 4LF |
| LE9 4LG |
| LE9 4LH |
| LE9 4LJ |
| LE9 4LL |
| LE9 4LN |

| Post code unit |
|----------------|
| LE9 4LP |
| LE9 4LQ |
| LE9 4LR |
| LE9 4LS |
| LE9 4LT |
| LE9 4LU |
| LE9 4LW |
| LE9 4LX |
| LE9 4LY |
| LE9 4NA |
| LE9 4NB |
| LE9 4ND |
| LE9 4NE |
| LE9 4NF |
| LE9 4NG |
| LE9 4NH |
| LE9 4NJ |
| LE9 4NS |
| LE9 4PT |
| LE9 4TA |
| LE9 4TB |
| LE9 4TD |
| LE9 4TE |
| LE9 4TF |
| LE9 4TG |
| LE9 4TH |
| LE9 4TJ |
| LE9 4TL |
| LE9 4TN |
| LE9 4TP |
| LE9 4TQ |
| LE9 4TR |
| LE9 4TS |
| LE9 4TT |
| LE9 4TY |
| LE9 4TZ |
| LE9 4WB |
| LE9 4WF |
| LE9 4WG |
| LE9 4WH |
| LE9 4WJ |
| LE9 4WP |

| Post code unit |
|----------------|
| LE9 4WQ |
| LE9 4WR |
| LE9 4ZR |
| LE9 7AA |
| LE9 7AB |
| LE9 7AD |
| LE9 7AE |
| LE9 7AF |
| LE9 7AG |
| LE9 7AH |
| LE9 7AJ |
| LE9 7AL |
| LE9 7AP |
| LE9 7AQ |
| LE9 7AR |
| LE9 7AS |
| LE9 7AT |
| LE9 7AU |
| LE9 7AW |
| LE9 7AX |
| LE9 7AY |
| LE9 7AZ |
| LE9 7BA |
| LE9 7BB |
| LE9 7BD |
| LE9 7BE |
| LE9 7BF |
| LE9 7BG |
| LE9 7BH |
| LE9 7BJ |
| LE9 7BL |
| LE9 7BN |
| LE9 7BP |
| LE9 7BQ |
| LE9 7BR |
| LE9 7BS |
| LE9 7BT |
| LE9 7BU |
| LE9 7BW |
| LE9 7BY |
| LE9 7DA |
| LE9 7DB |

| Post code unit |
|----------------|
| LE9 7DD |
| LE9 7DE |
| LE9 7DF |
| LE9 7DG |
| LE9 7DH |
| LE9 7DJ |
| LE9 7DL |
| LE9 7DN |
| LE9 7DP |
| LE9 7DQ |
| LE9 7DR |
| LE9 7DS |
| LE9 7DT |
| LE9 7DU |
| LE9 7DW |
| LE9 7DX |
| LE9 7DY |
| LE9 7DZ |
| LE9 7EA |
| LE9 7EB |
| LE9 7ED |
| LE9 7EE |
| LE9 7EF |
| LE9 7EG |
| LE9 7EH |
| LE9 7EJ |
| LE9 7EL |
| LE9 7EP |
| LE9 7EQ |
| LE9 7ER |
| LE9 7ES |
| LE9 7ET |
| LE9 7EW |
| LE9 7EX |
| LE9 7EY |
| LE9 7EZ |
| LE9 7FA |
| LE9 7FB |
| LE9 7FD |
| LE9 7FE |
| LE9 7FF |
| LE9 7FG |

| Post code unit |
|----------------|
| LE9 7FH |
| LE9 7FJ |
| LE9 7FL |
| LE9 7FN |
| LE9 7FP |
| LE9 7FQ |
| LE9 7FR |
| LE9 7FS |
| LE9 7FT |
| LE9 7FW |
| LE9 7FX |
| LE9 7FY |
| LE9 7FZ |
| LE9 7GA |
| LE9 7GB |
| LE9 7GD |
| LE9 7GE |
| LE9 7GF |
| LE9 7GG |
| LE9 7GH |
| LE9 7GJ |
| LE9 7GL |
| LE9 7GN |
| LE9 7GP |
| LE9 7GQ |
| LE9 7GR |
| LE9 7GS |
| LE9 7GT |
| LE9 7GU |
| LE9 7GW |
| LE9 7GX |
| LE9 7GY |
| LE9 7GZ |
| LE9 7HA |
| LE9 7HB |
| LE9 7HD |
| LE9 7HE |
| LE9 7HF |
| LE9 7HG |
| LE9 7HH |
| LE9 7HJ |
| LE9 7HL |

| Post code unit |
|----------------|
| LE9 7HN |
| LE9 7HP |
| LE9 7HQ |
| LE9 7HR |
| LE9 7HS |
| LE9 7HT |
| LE9 7HU |
| LE9 7HW |
| LE9 7HX |
| LE9 7HY |
| LE9 7HZ |
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| LE9 7JE |
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| LE9 7JH |
| LE9 7JJ |
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| LE9 7JN |
| LE9 7JP |
| LE9 7JQ |
| LE9 7JR |
| LE9 7JS |
| LE9 7JT |
| LE9 7JU |
| LE9 7JW |
| LE9 7JX |
| LE9 7JY |
| LE9 7JZ |
| LE9 7LB |
| LE9 7LD |
| LE9 7LE |
| LE9 7LF |
| LE9 7LG |
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| LE9 7LJ |
| LE9 7LN |
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| LE9 7LQ |
| LE9 7LR |

| Post code unit |
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| LE9 7NG |
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| LE9 7NL |
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| LE9 7PB |
| LE9 7PD |
| LE9 7PE |
| LE9 7PF |
| LE9 7PG |
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| LE9 7PT |
| LE9 7PU |
| LE9 7PW |
| LE9 7RR |
| LE9 7SA |
| LE9 7SB |
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| LE9 7SE |
| LE9 7SF |
| LE9 7SG |
| LE9 7SH |
| LE9 7SJ |

| Post code unit |
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| LE9 7WS |
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| Post code unit |
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| LE9 8DY |
| LE9 8DZ |
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| LE9 8GT |
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| LE9 8GW |

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| LE9 8GZ |
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| LE9 8HS |
| LE9 8HT |
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| LE9 8LL |
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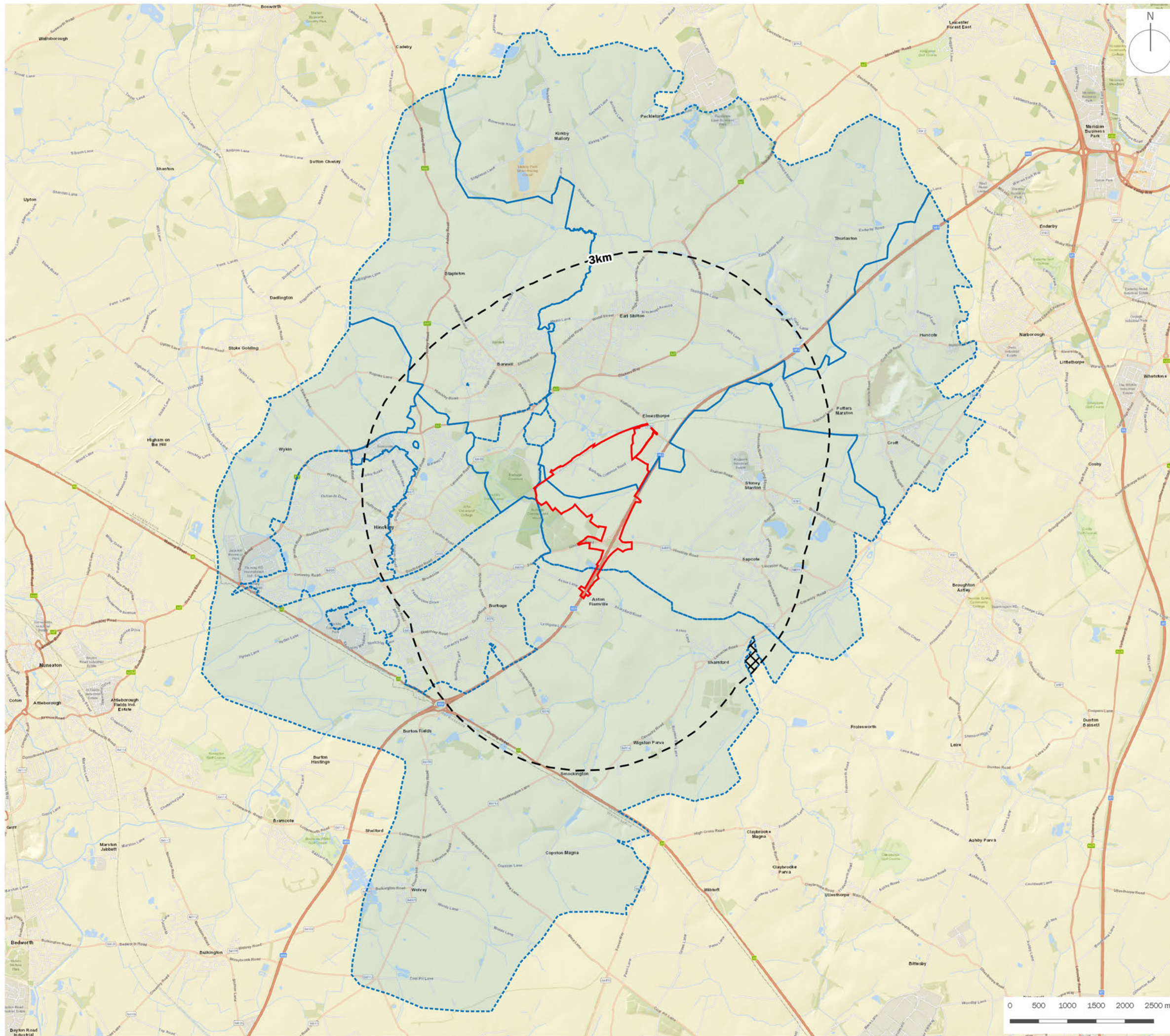
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| LE9 8NE |
| LE9 8NF |
| LE9 8NG |




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|----------------|
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| LE9 8NJ |
| LE9 8NL |
| LE9 8NZ |
| LE9 8PE |

| Post code unit |
|----------------|
| LE9 8WY |
| LE9 8WZ |
| LE9 8ZE |
| LE9 8ZG |

Sourced from Royal Mail data

| | |
|-------------------------------|-----------------------|
| Post code unit: LE17 5 | 1 property (LE17 5EL) |
|-------------------------------|-----------------------|



-  Site Boundary
-  3km Search Radius
-  Postal Consultation Boundary
-  Single Dwelling within 3km Radius Under Postcode LE17 5

APPENDIX 8

List of interested groups, as identified in consultation with Blaby District Council

APPENDIX 8

List of interested groups, as identified in consultation with Blaby District Council

1. A5 Strategy Group
2. Fosse Villages Neighbourhood Plan Group
3. Friends of Fosse Meadows
4. Sharnford Environment Group
5. Leicestershire Local Access Forum
6. Leicestershire Local Access Forum, County Hall Leicester. FAO Councillor Denney Vice Chairman

APPENDIX 9

List of interested groups, as identified in consultation with Hinckley and Bosworth Borough Council

APPENDIX 9

List of interested groups, as identified in consultation with Hinckley and Bosworth Borough Council

1. Hinckley Area Committee
c/o Councillor Jan Kirby, Mayor of Hinckley and Bosworth Borough
[REDACTED]
2. Leicester Road Residents Association
c/o Khalid Ansari, Chair [REDACTED] and Stuart Pemberton
[REDACTED]
3. Burbage Neighbourhood Plan Forum
c/o Group Chairman Councillor Richard Flemming
[REDACTED]
4. Burbage Common Volunteers Group
c/o Paul Scragg [REDACTED] and Ian Pinfold
[REDACTED]
5. Burbage Common Walking Group
c/o Trevor Martin [REDACTED]

APPENDIX 10

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

APPENDIX 10*List of Leicestershire County Councillors to be consulted, as identified by LCC*

| Councillor | Political Party | Division |
|-----------------------------|------------------------|----------------------------------------------|
| David Bill MBE, CC | Liberal Democrat | Hollycroft |
| Richard Blunt CC | Conservative | Glenfields, Kirby Muxloe & Leicester Forests |
| Stuart Bray CC | Liberal Democrat | St Marys |
| Lee Breckon JP CC | Conservative | Glenfields, Kirby Muxloe & Leicester Forests |
| Bill Crooks CC | Liberal Democrat | Mallory |
| David Jennings CC | Conservative | Cosby & Countesthorpe |
| Michael Mullaney CC | Liberal Democrat | De Montfort |
| Blake Pain CC | Conservative | Bruntingthorpe |
| Byron Rhodes CC | Conservative | Belvoir |
| Janice Richards CC | Conservative | Earl Shilton |
| Louise Richardson CC | Conservative | Enderby & Lubbethorpe |
| Terry Richardson CC | Conservative | Narborough & Whetstone |
| Nicholas Rushton CC | Conservative | Valley |
| Amanda Wright CC | Conservative | Burbage |
| Maggie Wright CC | Conservative | Stoney Stanton & Croft |

APPENDIX 11

Catchment areas of local publications

APPENDIX 11

Catchment Areas of Local Publications

The local publications identified in Section 7 of the Statement are listed below with circulation numbers and areas.

| Publication | Approximate circulation | Settlements within catchment area (A – Z) |
|--------------------------------------------------------------------|--------------------------------|--------------------------------------------------|
| Hinckley Times | 7,221 | Atherstone |
| | | Coalville |
| | | Hinckley |
| | | Leicester |
| | | Lutterworth |
| | | Market Bosworth |
| | | Nuneaton |
| Leicester Mercury | 22,794 | Leicestershire |
| Lutterworth and District Journal (Door to door delivery) | 15,000 | Ashby Magna |
| | | Ashby Parva |
| | | Bitteswell |
| | | Broughton Astley |
| | | Bruntingthorpe |
| | | Claybrooke Magna |
| | | Claybrooke Parva |
| | | Cotesbach |
| | | Dunton Bassett |
| | | Frolesworth |
| | | Gilmorton |
| | | Kimcote |
| | | Leire |
| | | Lutterworth |
| | | Peatling Magna |
| | | Peatling Parva |
| | | Shawell Willey |
| | | South Kilworth |
| | | Ullesthorpe |
| | | Upper Bruntingthorpe |
| Walcote | | |
| Walton | | |

The accompanying plan is provided for reference purposes. Some settlements within the catchment areas of the local publications can be seen on the plan in relation to the Proposal site.

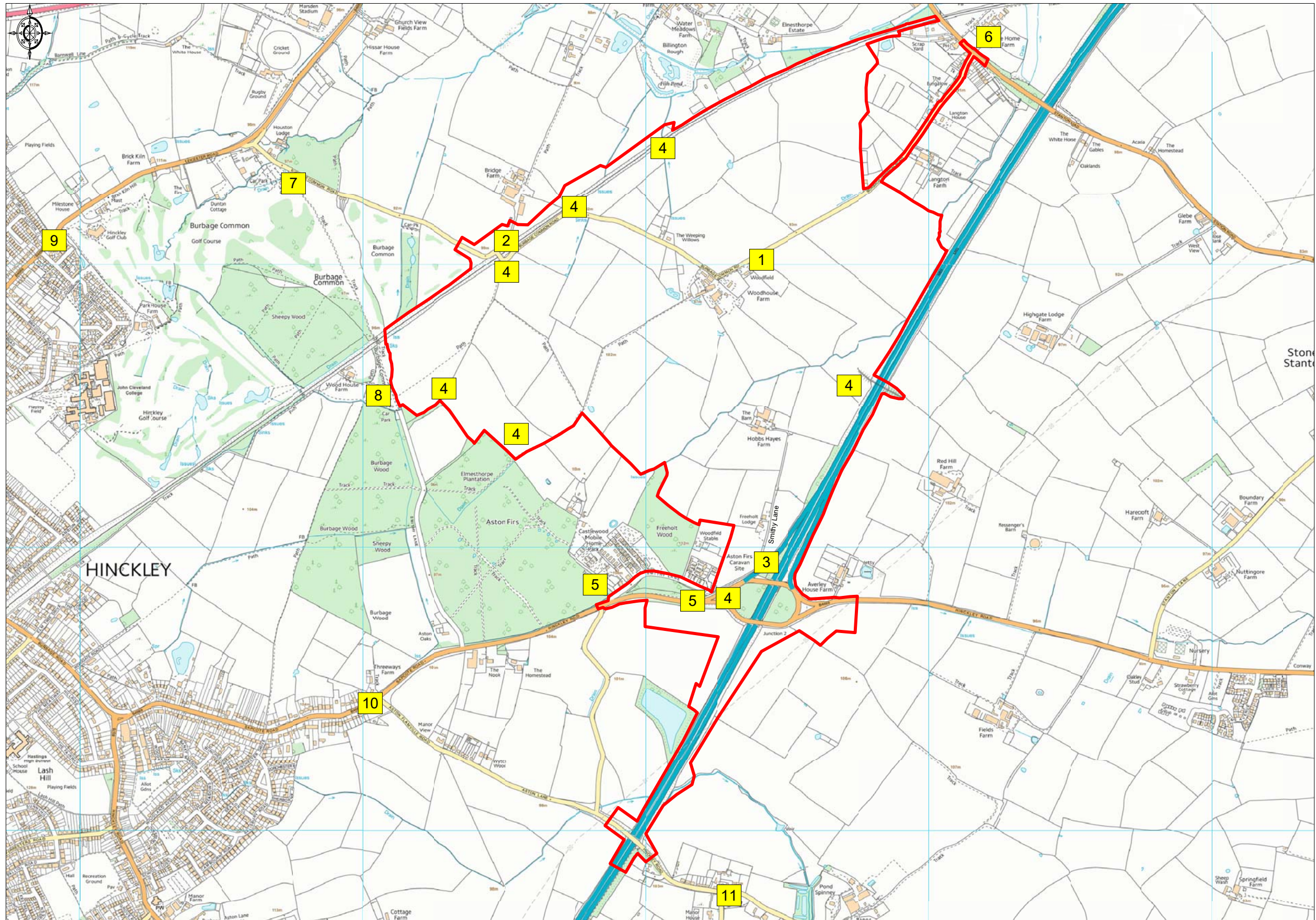


- Site Boundary
- 3km Range Ring

APPENDIX 12

Dwg No. PF/9575.12 Rev A Plan identifying locations of Site Notices

Locations for Site Notices



Appendix 4.2



Department
for Transport

National Policy Statement for National Networks

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

December 2014

The need for development of strategic rail freight interchanges

Importance of strategic rail freight interchanges⁴²

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

Drivers of need for strategic rail freight interchanges

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

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

⁴³ Great Britain figures – Skills for Logistics

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

The changing needs of the logistics sector

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

Rail freight growth

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

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

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

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

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

Environmental

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

UK economy, national and local benefits – jobs and growth

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

Government's policy for addressing need for SRFIs

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

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

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

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

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

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

4. Assessment principles

General principles of assessment

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

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

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

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

⁴⁹ As defined in section 120 of the Planning Act 2008

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

Linear infrastructure

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

Environmental Impact Assessment

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

⁵¹ See also paragraphs 4.26 to 4.27 on alternatives.

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

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

⁵⁴ The effects on human beings includes effects on health.

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

- 4.16** When considering significant cumulative effects, any environmental statement should provide information on how the effects of the applicant's proposal would combine and interact with the effects of other development (including projects for which consent has been granted, as well as those already in existence). The Examining Authority may also have other evidence before it, for example from a Transport Business Case, appraisals of sustainability of relevant NPSs or development plans, on such effects and potential interactions. Any such information may assist the Secretary of State in reaching decisions on proposals and on mitigation measures that may be required.
- 4.17** The Examining Authority should consider how significant cumulative effects and the interrelationship between effects might as a whole affect the environment, even though they may be acceptable when considered on an individual basis with mitigation measures in place.
- 4.18** In some instances it may not be possible at the time of the application for development consent for all aspects of the proposal to have been settled in precise detail. Where this is the case, the applicant should explain in its application which elements of the proposal have yet to be finalised, and the reasons why this is the case.
- 4.19** Where some details are still to be finalised, applicants are advised to set out in the environmental statement, to the best of their knowledge, what the maximum extent of the proposed development may be (for example in terms of site area) and assess the potential adverse effects which the project could have to ensure that the impacts of the project as it may be constructed have been properly assessed.
- 4.20** Should the Secretary of State decide to grant development consent for an application where details are still to be finalised, this will need to be reflected in appropriate development consent requirements in the development consent order. If development consent is granted for a proposal and at a later stage the applicant wishes for technical or commercial reasons to construct it in such a way that it is outside the terms of what has been consented, for example because its extent will be greater than has been provided for in terms of the consent, it will be necessary to apply for a change to be made to the development consent.

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

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

Habitats Regulations Assessment

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

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

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

⁵⁵ See also paragraphs 4.2 to 4.4 above.

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

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

⁵⁸ Para 118 of the *National Planning Policy Framework*

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

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

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

Alternatives

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

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

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

Criteria for “good design” for national network infrastructure

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

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

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

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

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

Climate change adaptation

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

⁶⁴ s.58 of the Climate Change Act 2008.

⁶⁵ s.62 of the Climate Change Act 2008.

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

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

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

Pollution control and other environmental protection regimes

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

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

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

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

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

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

Common law nuisance and statutory nuisance

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

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

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

Safety

Road safety

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

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

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

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

Safety on the railways

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

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

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

Security considerations

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

⁶⁷ Guidance on ROGS can be found on the ORR website

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

Health

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

Strategic rail freight interchanges

Rail freight interchange function

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

Transport links and location requirements

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

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

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

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

Scale and design

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

Appendix 4.3

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



9th August 2018

By email

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

Dear Louise

**THE PLANNING ACT 2008
SECTION 47(i)
STATEMENT OF COMMUNITY CONSULTATION
NSIP HINCKLEY NATIONAL SRFI AND HIGHWAY WORKS TO J2 M69**

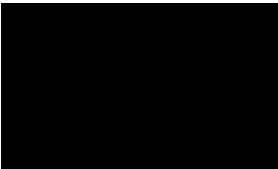
I formally submit for consultation the Statement of Community Consultation for the two NSIP proposals, for which an application for a Development Consent Order is being prepared by db symmetry.

For the purposes of Section 47(3), I ask you to confirm the date upon which this Consultation has been received.

I attach copies of the submission of the Consultation Draft which I have also sent directly to the Lead Contacts at Hinckley and Bosworth Borough Council and Leicestershire County Council.

I welcome your considerations.

Yours faithfully



Peter J Frampton

Enc: 090818 9575 Hinckley National - SoCC Final Consultation Draft
090818 9575 Hinckley National - SoCC Final Consultation Draft Appendices

enquiries@framptons-planning.com



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Aylesford House, 72 Clarendon Street,
Leamington Spa, Warwickshire, CV32 4PE

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

CC: Lonek Wojtulewicz, Leicestershire County Council
Rhiannon Hill, Hinckley and Bosworth Borough Council
Jonathan Dawes, db symmetry
Harry Sadleir, db symmetry

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



9th August 2018

By email

Ms R Hill
Team Leader (Development Management)
Hinckley & Bosworth Borough Council
Hinckley Hub
Rugby Road
Hinckley
LE10 0FR

Dear Rhiannon

**THE PLANNING ACT 2008
SECTION 47(i)
STATEMENT OF COMMUNITY CONSULTATION
NSIP HINCKLEY NATIONAL SRFI AND HIGHWAY WORKS TO J2 M69**

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Peter J Frampton

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CC: Lonek Wojtulewicz, Leicestershire County Council
Louise Hryniw, Blaby District Council
Jonathan Dawes, db symmetry
Harry Sadleir, db symmetry

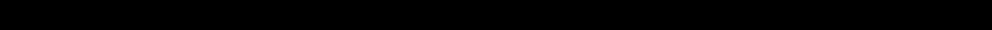
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Our Ref: PJF/gp/PF/9575
(Please reply to Banbury office)



9th August 2018

By email

Mr L Wojtulewicz
Head of Planning, Historic & Natural Environment
Leicestershire County Council
County Hall
Glenfield
LE3 8RA

Dear Lonek

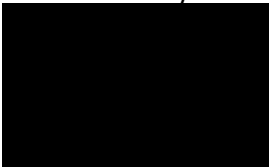
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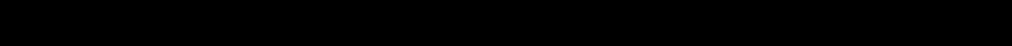
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Appendix 4.4

Appendix 4.4 Amendments made to the initial SoCC in 2018

| Amended as required | Amended as required | Amended as required |
|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Correct typographical errors | 22 March 2018 8 May 2018 4 June 2018 | Amended as required |
| The project description should make reference to the location of the site and include reference to nearby roads. Include a location plan | 22 March 2018 | Site Location Plan appended to the draft SoCC as Appendix1 |
| Set out the project is 2 NSIPs | 22 March 2018 | Change not made – Peter Frampton emailed BDC on 18 April 2018 to advise only 1 NSIP is involved, which includes the rail port, logistics buildings and the J2 alterations |
| Add Georgina Isherwood as a Major Schemes officer in the contacts at BDC section | 22 March 2018 | Added details for Georgina Isherwood |
| Include the opening hours for the Council offices/libraries etc | 22 March 2018 | Draft SoCC Amended |
| might be useful to include a new section 8 to include a summary of timescales for consultation | 22 March 2018 | Not added as it was considered that this was adequately covered by the project programme in section 6. |
| Can the document be placed in parish Council offices as well as libraries (where they exist?) | 22 March 2018 | Draft SoCC amended to include this |
| Under impacts there is no mention of air quality, this is rising up the national agenda | 22 March 2018 | Added to draft SoCC |

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| so we think it should be referenced in Section 7.1 | | |
| Can you please be more specific with regards to social media in paragraph 5.3, 5.5 etc... ie twitter/facebook | 22 March 2018 | Amended to specify social media channels that will be used |
| Exhibitions: Will there only be 4 exhibitions? This is not clear. An indication of the likely number would be helpful. | 22 March 2018 | Amended to list sequence of Exhibitions |
| Postal Communications advertising the exhibitions; the letters should also clearly advertise the website, social media and outline the way of leaving representations | 22 March 2018 | Details of the website and ways of leaving feedback were outlined in the letter. Social media was not specifically referenced however the project website had links through to the projects social media pages. |
| It mentions District Journal... do you mean BDC Contact magazine | 22 March 2018 | Amended to state BDC Contact Magazine |
| The project description is now very wordy in Section 1 – previously included summary bullet points which was helpful and much more reader friendly when considering this document is produced for the general public. It may be useful to include the previous short bullet points, i.e rail freight terminal/on site facilities/ provision of south facing slips etc – these could be in addition to the additional wording that now appears | 8 May 2018 | Amended to be more ‘user friendly’ with bullet points for project summary. |

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| In Section 3.1 should there be reference to the National Policy Statement too, and extracts relating to rail freight as an appendix? | 8 May 2018 | Correct – this was appended to draft SoCC as Appendix2 (refer to para 3.4 of Draft SoCC v.22) |
| Time scales in table Page 8 needs updating | 8 May 2018 | Timescales updated on Page 8/9 |
| In paragraph 6.5, should you confirm the information line is being run by the developer/promoter, so the public know it isn't a Council run line? | 8 May 2018 | Amended to state it would be managed by Lexington Communications of behalf of TSH (the Applicant) |
| In paragraph9, it may be advisable to move the traffic issue up the list given this will be important to local people | 8 May 2018 | Amended to show traffic issues as top of the list |
| There appears to be an error with Appendix 7 which only shows postal consultation areas in BDC and none in Hinckley / Harborough. The size of the consultation shown in Appendix 6 seems more reasonable although the use of the District boundaries to determine cut off (in Appendix 6 and 7) seems a bit simplistic and may not realistically relate to properties which may need to be consulted. The proposal has a theoretical visual impact (shown in the Scoping request) over twice the size of the area shown in Appendix6 table (not that this should be used as the area as it may be too | 8 May 2018 | <p>At paragraph 7.12 ('Postal Communications') we have identified two areas of concern, namely:</p> <ol style="list-style-type: none"> 1) The polygons bounded by Watling Street and Fosseway would create anomalies in the geographical extent of consultation from the site – e.g. Broughton Astley is a newer community than the parish of Thurlaston. 2) It has been calculated that there are circa 32,000 addresses within these polygons. <p>The Guidance on the Pre-Application Process states (25) that consultation should</p> |

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| <p>big). A summary of how the consultation area has been determined would be helpful</p> | | <p>be thorough, effective and proportionate. In this context, it appears to us that a core consultation area of 3km from the site, which has an evidential base from the Scoping Opinion, would be appropriate for receipt of written notification to each property, residential and non-residential.</p> <p>Reliance is placed upon reaching a wider community consultation via Press Notices. I am producing a separate Appendix(new Appendix12) to identify the catchment areas of these publications. The press announcements are in addition to the Site Notices.</p> |
| <p>We also think Appendix7 should have the location of the site denoted on it</p> | <p>8 May 2018</p> | <p>Location of site denoted on Plan (Appendix7 changed to Appendix8)</p> |
| <p>No detail as to whether there will only be one exhibition in each of the 5 locations identified or whether each will have a single work day and a Saturday half day</p> | <p>8 May 2018</p> | <p>It was considered it would be most effective to hold all exhibitions within the first three weeks of the six week consultation period. exhibitions to be held on a Saturday at each of the following locations:</p> <ul style="list-style-type: none"> - Elmesthorpe Village Hall (Area 1) - Burbage Millenium Hall (Area 3) |

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| In terms of interested groups beyond those you have listed, I suggest the A5 Strategy Group and the Fosse Villages Neighbourhood Plan | 8 May 2018 | Added to Appendix9 – Interested Groups identified by BDC |
| Paragraph 6.1 – we understand informal consultation will be September (not June/July) with formal consultation now in January/February | 4 July 2018 | Correct – amended within paragraph 6.1 |
| note at paragraph 3.5 it now states the project is 2 NSIPs – I know we had corresponded on this point previously because the early information I had seen suggested that was the case, then the first versions of the SOCC referred to one NSIP, and then I queried this and you said it would be one, with the highways/M69 works being ancillary to the railfreight project. Is it two? | 4 July 2018 | We have received legal advice that, on account of the area covered by the highway works (J2), these works now amount to a NSIP in their own right |
| Paragraph 7.13 mentions Contact Magazine – I spoke to Cat Hartley after our meeting in October about Contact Magazine – Cat’s view is that is isn’t the right type of publication for this notice. In addition, it is produced 3 times a year, with a long lead in time for material, and so the timings are unlikely to work | 4 July 2018 | Reference to Contact Magazine has been deleted |
| Agree that the NPS statements can be dealt with by e-links | 4 July 2018 | Amended to reflect this within SoCC |

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| the area to which the Leicester Mercury circulation/coverage area states Leicester, and we think this should be Leicestershire | 11 July 2018 | Amended |
| HBBC requested amendment | | |
| Para 4.1 ii) can I be added to the list of contact; Rhiannon Hill, Principal Planning Officer (Development Management) | 8 June 2018 | Added to Para 4.1 ii) |
| HBBC seek clarification relating to para.7.9 and Appendix8; it is not clear whether residents within the Borough of Hinckley and Bosworth are to receive consultation by post? HBBC would not be satisfied with only site and press notices relating to this proposal. Paragraph 7.9 refers to letters to be sent to all properties with the areas covered by the parishes presumably as identified in Polygon 1a & 1b? However, this does not appear to be reflected in the numbers in each area as in the table provided within Appendix 8? It is unclear whether paragraph 7.9 only relates to the 6 communities as identified- Elmesthorpe, Sapcote, Stoney Stanton, Sharnford, Aston Flamville and Croft? | 8 June 2018 | Appendix8 was updated to provide greater clarity regarding the areas – and to show clearly the boundary between BDC and HBBC. There will be 17 polygons of individual areas and two showing the whole area (one showing parishes, the other wards). We are awaiting two updated drawings from Savills and will then email the revised Appendix8 round for approval |
| Appendix10- not yet seen. However, could the following be added to it; | 8 June 2018 | Information for Interested groups updated with new additions from Rhiannon Hill |

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| <ul style="list-style-type: none"> ○ Hinckley (town) does not have a Parish Council, therefore could Hinckley Area Committee be added as an interested group for consultation (previous e-mail I gave Jan Kirby as the contact for this) ○ Burbage Neighbourhood Plan Forum ○ Burbage Common Volunteers Group (Ian Pinfold is the contact as per previous e-mail) <p>Leicester Road Residents Association</p> | | |
| <p>Para 7.11 HBBC would like to see additional site notices along Sapcote Road, Burbage (where the residential properties start) and within the Burbage Common Visitor Centre and on the Burbage Common Notice Boards</p> | <p>8 June 2018</p> | <p>Additional site notice locations have been added to the main document and reflected in Appendix12</p> |
| <p>It is appreciated that the 3km radius from the site covers a large proportion of the surrounding urban areas and encompasses the zone of theoretical visibility. However, there is some concern that the radius segments Burbage and Hinckley in to those who will and will not be consulted. The impacts from this development are</p> | <p>17 July 2018</p> | <p>The consultant team has produced the attached plan, which shows the consultation area extended to the post code units. This extends the consultation to Junction 1 M69. The consultation area now includes:</p> <ul style="list-style-type: none"> - 27,410 residential addresses |

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| <p>obviously much wider than its visual impact and considering the major vehicular routes and railway run through Hinckley and Leicestershire on all sides the consultation radius should be skewed to the west and include these areas. I am unable to determine how far the post code areas extend beyond the 3km line and some of these properties may well be included, however this cannot be determined from the information available to me. It is my suggestion that inclusion of properties down to the A5 is warranted. This is properties within the LE10 postcode (although I am not suggesting that all properties within LE10 should be consulted).</p> | | <ul style="list-style-type: none"> - 1,209 business addresses <p>Appendix7 amended accordingly</p> |
| <p>HBBC would prefer to see the consultation zone extended to the A5 especially with regard to the comments made about the major transport routes that enclose Leicestershire and the potential impact upon these routes and therefore the enclosed residents.</p> <p>If the applicants are not willing to further extend the consultation zone it is unlikely that HBBC would formally object to this,</p> | <p>2 August 2018</p> | <p>We ask for your reconsideration of the extent to which correspondence is sent to individual homes and other properties. In doing so I have had regard to other NSIP highway schemes to consider the approach that has been taken. dbc has agreed that individual correspondences should be sent to all properties within a defined core consultation area of 3km from DCO boundary. In order to rationalise this consultation boundary, the actual</p> |

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| <p>however I strongly advise consideration of this. HBBC would like to see this project get off to a positive start and it is Officers opinion that including the wider area of Burbage would aid with this.</p> | | <p>boundary is extended to the full post code unit. Some 28,619 correspondences will be issued.</p> <p>The SoCC explains other methods of consultation which are proposed to inform the wider community.</p> <p>The provision in the Act is for the local community to be consulted '<i>living in the vicinity of the land</i>'. I appreciate that '<i>vicinity</i>' is not defined in the Act, however I have not identified any other scheme where notification to individual properties is of the order proposed by dbs.</p> |
| <p>Proposed Saturday venue for Sapcote exhibition at statutory stage (BDC / Sapcote Parish Council)</p> | <p>2 August 2018</p> | <p>A Saturday exhibition was not held in Sapcote as it was considered that a reasonable spread of venues, days of the week and times was available for attendees. The map at figure 9.1 demonstrates the proximity of exhibition venues such that if someone could not attend their closest exhibition on that day another exhibition was available in closer proximity on another day.</p> |
| <p>Add Parish Chairs to circulation (BDC / Aston Flamville Parish Meeting)</p> | <p>2 August 2018</p> | <p>The draft SoCC amended to include reference to Chairs</p> |

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| Add Aston Flamville to Site Notices location | | The plan and list at Appendix12 was amended to include this location for a site notice. |
| Include the Leicestershire Local Access Forum at County Hall (BDC / Councillor Denney) | 2 August 2018 | The draft SoCC was amended to include this interest group (Appendix8). |