

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Guide to the Application

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Planning Act 2008

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(a)**

**The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Regulation 14**

Executive Summary

- 1.1. Given the complexity and numerous application documents submitted in respect of the application by Tritax Symmetry (Hinckley) Limited (TSH) for the Hinckley National Rail Freight Interchange (HNRFI) Development Consent Order (DCO), this document looks to provide an accessible guide to the application.
- 1.2. The document serves as a sign-posting document to those wanting to know more about the Proposed Development and its effects by providing a brief overview of the nature of each of the application documents.
- 1.3. The guide also identifies the document and drawing referencing conventions deployed, helping the reader navigate the application documentation.

Contents

PROJECT INTRODUCTION AND VISION	4
THE APPLICANT	5
PURPOSE AND STRUCTURE OF THIS DOCUMENT	5
STATEMENT STRUCTURE	5
LIMITATIONS.....	5
OVERVIEW	6
DOCUMENT/DRAWING REFERENCE NUMBERING.....	7
FORMAT OF DOCUMENTS	8
PART 1 (APPLICATION INFORMATION).....	10
PART 2 (PLANS/DRAWINGS/SECTIONS)	11
PART 3 (DRAFT DEVELOPMENT CONSENT ORDER AND RELATED DOCUMENTS).....	14
PART 4 (COMPULSORY ACQUISITION INFORMATION).....	15
PART 5 (REPORTS/STATEMENTS)	16
PART 6 (ENVIRONMENTAL IMPACT ASSESSMENT AND HABITATS REGULATION INFORMATION	16
OTHER DOCUMENTS	17

Chapter One ◆ Introduction

PROJECT INTRODUCTION AND VISION

- 1.4. Tritax Symmetry is bringing forward proposals for the Hinckley National Rail Freight Interchange (HNRFI) at Junction 2 of the M69. The scheme is considered to be a Nationally Significant Infrastructure Project (NSIP).
- 1.5. The site will include delivery of:
- An intermodal rail freight terminal on the Felixstowe to Nuneaton railway line with a daily capacity to accommodate 16 trains up to 775 m in length;
 - A container storage yard with administrative and welfare facilities;
 - 850,000 m² of warehouse floorspace (650,000 m² ground floor and a further 200,000 m² of mezzanine floorspace);
 - A dedicated site access directly from Junction 2 of the M69 motorway. As part of the proposals, a northbound off-slip and a southbound on-slip would be added to this junction, which only currently caters for motorway traffic heading to and from the north;
 - A new highway link from Junction 2, which would run north-westwards across the southern end of the HNRFI and over the railway, connecting to the B4669 Leicester Road and referred to as the 'A47 Link Road';
 - Demolition of existing structures and earthworks to create development plots and landscape zones; and
 - Strategic landscaping and open space, including alterations to public rights of way and the creation of new ecological enhancement areas and publicly accessible open areas, notably in the form of new open public space adjacent to BFblabyurbage Common.
- 1.6. The HNRFI will deliver warehousing floorspace built to net-zero carbon, with 8,400 jobs created and training and apprenticeship opportunities provided. The Proposed Development will generate £316 million Gross Value Added annually, with £25.65 million generated in business rates annually and £550 million in private investment. The site is located in the 'Golden Triangle' where 80% of rail freight in the UK passes through, with strong rail connections to freeports and major deep sea ports such as Liverpool and London Gateway.

THE APPLICANT

- 1.7. Tritax Symmetry Limited was formed following the acquisition of DB Symmetry, who originally proposed the development, by Tritax Big Box REIT plc, a FTSE 250 company, in February 2019. Tritax Big Box REIT plc is a real estate investment trust (REIT) dedicated to investing in and funding the pre-let development of very large logistics facilities in the UK.
- 1.8. Tritax Symmetry Limited has a land portfolio of 1,680 hectares (ha) 4,150 acres), capable of accommodating 3.7 million sq. metres (40 million sq. ft) of logistics space. The portfolio is concentrated around the main motorway arteries of the UK and primarily along the M1 and M40 motorways in the Midlands and in the north-west's M6 and M62 motorway corridors.
- 1.9. TSH is a TSL group company and was established for the purpose of promoting the HNRFI.

PURPOSE AND STRUCTURE OF THIS DOCUMENT

- 1.10. The Guide to the Application, this document, provides an accessible guide to the application by Tritax Symmetry (Hinckley) Ltd (TSH) for the Hinckley National Rail Freight Interchange (HNRFI) DCO.
- 1.11. This document serves as a sign-posting document to those wanting to know more about the Proposed Development and its effects by providing a brief overview of the nature of each of the application documents.

STATEMENT STRUCTURE

- 1.12. The remaining chapters of this document are structured as follows:
 - Chapter 2 provides an overview of each of the applications documents; and
 - Chapter 3 sets out a brief description of each application document.

LIMITATIONS

- 1.13. This document is intended as an overview guide only and does not seek to explain or explore detailed aspects or contents of the application documents. The reader should not rely on this document for a detailed understanding of the contents of application documents supporting the DCO and should cross-refer to the original application documents themselves.

Chapter Two ◆ Overview of application documentation

OVERVIEW

- 1.14. The reports, drawings and plans that make up the DCO application have been organised into seven parts as listed in Table 2.1 below. The seven parts are explained in more detail in subsequent chapters of this document.
- 1.15. The documents have been provided in accordance with the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ('the 2009 Regulations').

Table 2.1: Parts of DCO application documents

Part	Topic	Details
1	Application information	The completed procedural documents, including application form, Electronic Application Index.
2	Plans/drawings/sections	Plans that illustrate the location of the Proposed Development, the proposed works and the land required for the Proposed Development as well as engineering and other details.
3	Draft development consent order and related documents	The legal powers TSH is seeking within its Development Consent Order (DCO) to enable it to construct, operate and maintain the HNRFI, accompanied by a separate document explaining the provisions of the DCO.
4	Compulsory Acquisition information	Evidence as to why TSH requires legal powers to compulsorily acquire land to deliver the HNRFI, how the Proposed Development would be funded and details of the land interests that are required for the construction and operation of the Proposed Development.
5	Reports/statements	Various reports and statements required under the 2009 Regulations.
6	Environmental impact assessment and habitat regulations information	Reported through an Environmental Statement (ES), an assessment of the likely significant environmental effects of the Proposed Development on the environment and a description of mitigation measures proposed to reduce any negative impacts and the documents provided to

Part	Topic	Details
		secure that mitigation. Information on compliance with the habitat regulations.
	Other documents	Additional documents that support the DCO application; these are generally not legally required but are intended to provide useful overarching information in relation to the Proposed Development and aid understanding of its justification. These include further technical reports and justification for the NSIP.

DOCUMENT AND DRAWING REFERENCING

Document reference numbering

1.16. Documents are listed in sequence within the respective Parts (as given in Table 2.2 below). Primarily the listing consists of consecutive numbering, for example, documents within Part 1 relating to Application information are numbered 1.1, 1.2, 1.3 etc. A number of the DCO plans where there are multiple sheets are listed with consecutive letters under the headline number, for example the Works Plans are numbered 2.2, Sheet 1 is referenced as 2.2A, Sheet 2 as 2.2B etc. The approaches to referencing and the documents that the difference applies to is set out in Table 2.2.

Table 2.2: Document reference convention

Part number	Referencing convention
1 – Application information	Sequential number
2 – Plans / drawings / sections	2.1 / 2.8-2.19 / 2.21-2.25 / 2.27: Sequential number 2.2 – 2.7 / 2.20 / 2.26: Sequential letter
3 - Draft development consent order and related documents	Sequential number
4 – Compulsory Acquisition information	Sequential number
5 – Reports/statements	Sequential number
6 – Environmental impact assessment	Sequential number
7-17 – Other documents	Sequential number

1.17. Due to large file sizes, some documents have been required to be ‘split’ into parts to accord to the maximum file size limit of 50 MB. Where this is the case, part numbers have clearly been identified using the convention of the part number followed by ‘of’ and the total number of parts, all in brackets. For example, if a document was split into three parts

included at the end of the electronic file name of the first part would be '[part 1 of 3]', at the end of the second part '[part 2 of 3]' and at the end of the third part '[part 3 of 3]'.

Environmental Statement reference numbering

1.18. Given its length and complexity, further details on the document referencing system deployed for the Environmental Statement (ES) is provided below.

Volume 1: Main Statement

1.19. The ES is a technical document comprising many technical chapters. As such, they are numbered sequentially. For example, chapter 1 has a document reference of 6.1.1 representing the part, volume number and chapter number.

Table 2.3 Environmental Statement chapter referencing numbering example

Part	Volume number	Chapter number
6.	1.	1

Volume 2: Appendices

1.20. There are a large number of appendices, contained in volume 2 to support the information contained in volume 1 of the ES. As such, they are separated by chapter and numbered sequentially. For example, the first appendix in chapter 1 would be called Appendix 1.1. Its document reference will then be 6.2.1.1 representing the part, volume number, chapter number and appendix number.

Table 2.4 Environmental Statement technical appendix referencing numbering example

Part	Volume number	Chapter number	Appendix number
6.	2.	1.	1

Volume 3: Figures

1.21. There are a large number of figures contained in volume 3 and so they are separated by chapter and numbered sequentially. For example, the first figure in chapter 1 would be called Figure 1.1. Its document reference will then be 6.3.1.1 representing the part, volume number, chapter number and figure number.

Table 2.5 Environmental Statement figure referencing numbering example

Part	Volume number	Chapter number	Figure number
6.	3.	1.	1

FORMAT OF DOCUMENTS

1.22. In accordance with published guidance, wherever possible electronic application documents have been provided in PDF format. In some cases to assist accessibility and user-friendliness for the reader, this includes the Electronic Application Index (document

reference 1.5).

Chapter Three ◆ Parts and documents

PART 1 (APPLICATION INFORMATION)

Application Letter (document reference 1.1)

- 1.23. The Application Letter, addressed to PINS, introduces the application and encloses the application documentation. It provides an overview of the application and the submission under the Planning Act 2008, including identifying pertinent points for PINS to consider in the acceptance of the application. It notes that the submission undergoes a period of acceptance, whereby PINS has 28 days to decide whether to accept the application or not, based upon the statutory requirements.

Application Form (document reference 1.2)

- 1.24. The Application Form is a standard, prescribed form and provides details of the application, summary of the Proposed Development, sets out why it should be considered under the Planning Act 2008 and identifies that nature and document reference numbers of key information submitted under the application. The Application Form assists PINS in deciding whether to accept the application or not.

Section 55 Checklist (document reference 1.3)

- 1.25. The Section 55 Checklist evidences how the application fulfils the conditions for acceptance required by the PINS under Section 55 of the Planning Act 2008. It provides a detailed breakdown of the statutory requirements and how TSH, as the Applicant, considers such criteria and obligations are met.

Guide to the Application (this document) (document reference 1.4)

- 1.26. The Guide to the Application provides a brief non-technical summary of all the application documents provided for within the DCO application. This document serves as a signposting document to those wanting to know more about the Proposed Development and their effects by providing a brief overview of the nature of each of the supporting documents submitted with the application and comprising the application. It also contains an appendix which acts as a 'live document' that will be updated as revised information is submitted in respect of the DCO application during examination.

Electronic Application Index (document reference 1.5)

- 1.27. The Electronic Application Index lists the electronic file names for all of the DCO application documents, categorises the documents and identifies under which part of the legislation they are being provided for. It is set out within an Excel file template provided by PINS. The document assists PINS in the administrative aspects of accepting an application and uploading documents to its website.

Signposting for Resubmission (document reference 1.6)

- 1.28. Following receipt of section 51 advice from PINS on 8 March 2023, the signposting document sets out the Applicant’s response to the comments raised and signposts to those areas of the application that have been updated in response to the advice.

PART 2 (PLANS/DRAWINGS/SECTIONS)

Development Consent Order plans overview

- 1.29. The DCO plans for the application set out the land and development proposals. Given the scale of the site and the nature of the Proposed Development some plans are split into sheets with a key plan, such as Works Plans Sheet 1-8. For the purposes of the document index numbering system, where plans have multiple sheets the format for referencing is set out in the table below.

Table 3.1 DCO Plans referencing

Plan	Electronic Application Index number	Sheet number referencing
Site Location Plan	2.1	n/a
Works Plans	2.2	2.2A – 2.2H
Access and Rights of Way Plans	2.3	2.3A – 2.3D
Highways Plans	2.4	2.4A – 2.4K
Highways Classification Plans	2.5	2.5A – 2.5C
Traffic Regulation Plans	2.6	2.6A – 2.6B
Speed Limit Plans	2.7	2.7A – 2.7C
Illustrative Masterplan	2.8	n/a
Illustrative Context Masterplan	2.9	n/a
Demolition Plan	2.10	n/a
Existing Utilities – Features and Areas of Influence	2.11	n/a
Parameters Plan	2.12	n/a*
Illustrative Site Sections through Railway Head Shunt	2.15	n/a
Illustrative Site Sections Sheet 1 of 2	2.16	n/a
Illustrative Site Sections Sheet 2 of 2	2.17	n/a
Indicative Phasing and Works Plans	2.18	2.18.1 – 2.18.6
Bridge Plans	2.19	n/a
Land Plan	2.20	2.20A – 2.20H
Illustrative Sections through railport	2.21	n/a
Railport plans	2.22	n/a
Rail Sections Plans	2.23	n/a
Development Rail Connection Options	2.24	n/a
Railport GA Plans	2.25	n/a
Crown Land Plan	2.26	2.26A – 2.26H
Order Limits Plan	2.27	n/a

**Note that 2.13 and 2.14 are index numbers not in use*

Site Location Plan (document reference 2.1)

1.30. The Location Plan identifies the geographical extent for which powers are sought under the Development Consent Order. The Order Limits define the area within which the authorised development may be constructed, operated and maintained.

Works Plans (document reference 2.2)

1.31. These plans identify the proposed location and/or route and alignment of the which specific buildings, structures and works packages are to be located and the limits within which the development and works may be carried out (the 'Limits of Deviation') as identified in the draft DCO (document reference 3.1).

Access and Rights of Way Plans (document reference 2.3)

1.32. These plans identify any new or altered means of access, stopping up of streets or roads or any diversions, extinguishments or creation of rights of way or public rights of navigation, either during construction or operation.

Highways Plans (document reference 2.4)

1.33. These plans identify the proposed layouts for new highways works associated with the HNRFI.

Highways Classification Plans (document reference 2.5)

1.34. These plans show the proposed classification of new highways in relation to the HNRFI.

Traffic Regulation Plans (document reference 2.6)

1.35. These plans illustrate Traffic Regulation Orders to be made under the DCO for HNRFI.

Speed Limit Plans (document reference 2.7)

1.36. These plans identify the location and speed limit being proposed with highways works.

Illustrative Masterplan (document reference 2.8)

1.37. The Illustrative Masterplan is a depiction of how the Proposed Development could appear. It is important to note the illustrative nature of this document in light of the parameters approach being sought within the application.

Illustrative Context Masterplan (document reference 2.9)

1.38. The Illustrative Context Masterplan shows how the HNRFI relates to the surrounding area.

Demolition Plan (document reference 2.10)

1.39. This plan identifies the buildings that will require demolition prior to the commencement

of the construction phase.

Existing Utilities – Features and Areas of Influence (document reference 2.11)

1.40. This plan identifies the features of the utility network in the area surrounding the DCO Site.

Parameters Plan (document reference 2.12)

1.41. This plan identifies the specific envelope within which the Proposed Development will be constructed, including the proposed height envelope in which specific buildings, structures and works packages must be located.

Illustrative Sections through railway Head Shunt (document reference 2.15)

1.42. These plans show a number of cross sections through the railway Head Shunt.

Illustrative Site Sections (document reference 2.16)

1.43. These plans show a number of sections across the Proposed Development.

Indicative Phasing and Works Plans (document reference 2.18)

1.44. These plans identify the different construction phases for the Proposed Development.

Bridge Plan (document reference 2.19)

1.45. This plan shows the layout of the proposed bridge.

Land Plans (document reference 2.20)

1.46. These plans identify limits of the land to be acquired and used and the individual plots over which TSH may be required to exercise its compulsory acquisition powers.

Illustrative Sections Through Railport (document reference 2.21)

1.47. This plan shows an illustrative cross-section view of the proposed railport.

Railport Plans (document reference 2.22)

1.48. These plans show the layouts for the proposed railport.

Rail Sections Plan (document reference 2.23)

1.49. This plan shows cross-sections through the proposed railport.

Development Rail Connection Options (document reference 2.24)

1.50. This plan shows illustrative options for connections between rail and the remainder of the Proposed HNRFI.

Railport GA Plans (document reference 2.25)

1.51. These plans provide the detail on the general arrangement of the proposed railport.

Crown Land Plans (document reference 2.28)

1.52. These plans identify where the land includes special category land and replacement land, that special category and replacement land and identify Crown Land.

Order Limits Plan (document reference 2.29)

1.53. This plan shows the spatial extent of the Order Limits for the DCO.

PART 3 (DRAFT DEVELOPMENT CONSENT ORDER AND RELATED DOCUMENTS)**Draft Development Consent Order (document reference 3.1)**

1.54. The draft DCO sets out the powers that TSH is seeking for its delivery of the HNRFI (including Principal Powers (Part 2), Powers Relating to Streets and Highways (Part 3), Powers of Acquisition (Part 5), . It sets out the parameters for what development would be permitted and is accompanied by relevant Schedules which include the following:

- Schedule 1 – Authorised Development – details the works being authorised under the draft DCO.
- Schedule 2 – Requirements – these are the conditions which TSH would need to comply with when constructing the Proposed Development.
- Schedule 13 – Protective Provisions – this schedule contains wording which remains the subject of ongoing discussions with various entities and is included to protect assets which will need to operate alongside the Proposed Development. The separate provisions relating to the highway works (with National Highways and the local highway authority) set out the way in which those highway works will be brought forward and maintained and are similar in nature to a highways agreement under section 278 of the Highways Act 1980. They are included to remove the need for separate highways agreement outside of the DCO.

Draft Explanatory Memorandum (document reference 3.2)

1.55. The draft Explanatory Memorandum to the draft DCO explains the purpose and effect of each provision in the draft DCO, including why it is considered necessary for the Applicant to obtain such powers.

Development Consent Order Validation Report (document reference 3.3)

1.56. The Development Consent Order Validation Report demonstrates how and why the draft DCO is in the correct format as required under the Planning Act 2008.

PART 4 (COMPULSORY ACQUISITION INFORMATION)

Statement of Reasons (document reference 4.1)

1.57. The Statement of Reasons identifies the background, requirement and justification for seeking powers for compulsory acquisition over land in order to acquire land and rights permanently and to use land temporarily to enable it to construct, operate and maintain the HNRFI.

Funding Statement (document reference 4.2)

1.58. The Funding Statement identifies how compulsory acquisition sought under the DCO is proposed to be funded. The document identifies how TSH has sufficient means to acquire land under compulsory acquisition powers to deliver the HNRFI. The Funding Statement also sets out the funding for the Proposed Development.

Book of Reference (document reference 4.3)

1.59. The Book of Reference is a detailed document identifying all parties who own or occupy land and/or have an interest in or right over the land affected by the Proposed Development. It is structured in five parts in accordance with Regulation 7 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, being:

- Part 1: Names and addresses for service of each person/organisation within Categories 1 and 2 as defined within the Planning 2008 Act in respect of any land which it is proposed shall be subject to:
 - powers of compulsory acquisition;
 - rights to use land, including the right to attach brackets or other equipment to buildings; or
 - rights to carry out protective works to buildings;
- Part 2: Names and addresses for service of each person within Category 3 as defined by section 57 of the Planning Act 2008;
- Part 3: Names of those persons entitled to enjoy easements or other private rights over land which it is proposed shall be extinguished, suspended or interfered with by the Proposed Development;
- Part 4: Owner of any Crown interest in the land which is proposed to be used for the purposes of the order for which application is being made; and
- Part 5: Land the acquisition of which could be subject to special parliamentary procedure, is special category land, or is replacement land.

PART 5 (REPORTS/STATEMENTS)

Consultation Report (document reference 5.1)

1.60. The Consultation Report is an important document detailing the extent and nature of statutory and non-statutory consultation undertaken with regards the Proposed Development. This covers all consultation events since the inception of the project. Importantly, the Consultation Report identifies responses to the statutory consultation exercise and how the project has taken account of responses received and where amendments have been made to the scheme as a result. Appended to the Consultation Report is the Statement of Community Consultation which details how statutory and non-statutory consultation was undertaken in accordance with the statutory requirements and taking into account the feedback of relevant Local Authorities.

Details of other Consents and Licences (document reference 5.2)

1.61. The Details of other Consents and Licences provides a brief description of other consents, licences, permits etc. that the project requires to enable it to be constructed operate (including those already applied for).

PART 6 ENVIRONMENTAL IMPACT ASSESSMENT

Environmental Statement

1.62. The Environmental Statement (ES) provides environmental information about the scheme, including a description of the Proposed Development, its predicted environmental impacts (including cumulative impacts) and the measures proposed to mitigate or reduce any significant adverse effects. The ES is the outcome of the Environmental Impact Assessment (EIA) process that aims to improve the environmental design of a development proposal and provide decision-makers with sufficient information about the significant environmental effects of implementing a project.

1.63. In this case, given its size and complexity, the ES is separated into four volumes comprising the Main Statement (Volume 1), Appendices (Volume 2), Figures (Volume 3) and a Non-technical Summary (Volume 4).

Environmental Statement Volume 1: Main Statement (document reference 6.1)

1.64. Volume 1 of the ES comprises 21 chapters, plus the contents and glossary chapter. The list of chapters forming the ES structure is identified in the table below.

Table 3.4 List of chapters in the Environmental Statement

Chapter	Topic	Document reference
	Contents and glossary	6.1.0
Chapter 1	Introduction	6.1.1
Chapter 2	Site description	6.1.2

Chapter	Topic	Document reference
Chapter 3	Project description	6.1.3
Chapter 4	Site selection and project evolution	6.1.4
Chapter 5	Relevant legislation and policy	6.1.5
Chapter 6	EIA scope and general methodology	6.1.6
Chapter 7	Land use and socio-economic effects	6.1.7
Chapter 8	Transport and traffic	6.1.8
Chapter 9	Air quality	6.1.9
Chapter 10	Noise and vibration	6.1.10
Chapter 11	Landscape and visual effects	6.1.11
Chapter 12	Ecology and biodiversity	6.1.12
Chapter 13	Cultural heritage	6.1.13
Chapter 14	Surface water and flood risk	6.1.14
Chapter 15	Hydrogeology	6.1.15
Chapter 16	Geology, soils and contaminated land	6.1.16
Chapter 17	Materials and waste	6.1.17
Chapter 18	Energy and climate change	6.1.18
Chapter 19	Major accidents and disasters	6.1.19
Chapter 20	Cumulative and in-combination effects	6.1.20
Chapter 21	Conclusion	6.1.21

Environmental Statement Volume 2: Appendices

1.65. Volume 2 of the ES comprises all the appendices referred to from within Volume 1.

Environmental Statement Volume 3: Figures

1.66. Volume 3 of the ES comprises all the figures referred to from within Volume 1.

Environmental Statement Volume 4: Non-technical Summary:

1.67. Volume 4 acts as a non-technical summary to the ES, providing a simplified account of the findings of the full assessment. The document provides a concise description of the EIA process and its findings under the ES in a manner that seeks to be easily understood by the general public without specialist technical knowledge.

PARTS 7 – 17 OTHER DOCUMENTS

Planning Statement (document reference 7.1)

1.68. The Planning Statement outlines the site and Proposed Development, planning policy context and provides an explanation as to the key issues behind the Proposed Development, weighing the effects and benefits of the Proposed Development. The document sets out the compelling reasons for the NSIP and why the DCO should be granted in accordance with the policy requirements of the National Policy Statement (NPS) for National Networks.

Response to Draft National Policy Statement National Networks (document reference 7.2)

1.69. Following publication of the draft National Networks National policy Statement, this document outlines the Applicant's response in relation to the Proposed Development.

Design and access statement (document reference 8.1)

1.70. The Design and Access Statement is a supporting document explaining the design principles and concepts that have been applied to the Proposed Development. It also demonstrates how the Proposed Development's context has influenced the design. The Design and Access Statement includes many illustrative images depicting how the scheme could look.

DCO obligation (document reference 9.1)

1.71. This document contains legally binding planning obligations from TSH to Blaby District Council and Leicestershire County Council which are required to support the Proposed Development. The agreement is currently in draft form and will be the subject of further discussions with Blaby and Leicestershire following submission.

The Leicestershire County Council (B4668 Leicester Road, Hinckley) (Imposition of 30mph, 40mph and 50mph Speed Limits) Order 2008 (document reference 11.1)

1.72. This order imposes speed restrictions on the B4668 Leicester Road, Hinckley. The draft DCO proposes amendments to the speed restrictions imposed through this Order as set out in Schedule 8 and shown on the Speed Limit plans (document reference 2.7).

Preliminary Water Framework Directive Assessment (document reference 12.1)

1.73. The Preliminary Water Framework Directive Assessment assesses the Proposed Development against the water quality targets set out in the European Union Water Framework Directive.

Design code (document reference 13.1)

1.74. The Design Code is an important document that sets out the mechanisms to which the rules for the design of the Proposed Development will relate.

Statutory nuisance statement (document reference 14.1)

1.75. The Statutory Nuisance Statement identifies how statutory nuisances are engaged and how they will be mitigated or limited.

Statement of Common Ground Intent Schedule (document reference 15.1)

1.76. The Statement of Common Ground Intent Schedule summarises the intended parties with which the Applicant intends to submit Statements of Common Ground and the topics and areas within which agreement is to be sought.

Market Needs Assessment (document reference 16.1)

- 1.77. The purpose of the Market Needs Assessment is to assess the demand for the HNRFI in terms of rail freight needs.

HNRFI Logistics Demand and Supply Assessment

- 1.78. The Logistics Demand and Supply Assessment assess market demand for logistics uses in relation to the HNRFI.

Construction Environmental Management Plan (CEMP) (document reference 17.1)

- 1.79. The purpose of the CEMP is to specify the overarching principles and detailed measures to minimise and mitigate the effects of the activities associated with the construction of the Proposed Development. It will also ensure that construction activities cause minimum disruption to the local residents and members of the public by achieving a safe and secure working environment.

Landscape Ecological Management Plan (LEMP) (document reference 17.2)

- 1.80. This LEMP describes a scheme of habitat creation/enhancement and subsequent maintenance and management, which is required to ensure that the ecological and landscape framework is sustained.

Site Waste and Materials Management Plan (SWMMP) (document reference 17.3)

- 1.81. The principal objective of the SWMMP is to use material resources more efficiently and to reduce the amount of waste requiring final disposal by landfill during the construction process.

HGV Route Management Plan and Strategy (document reference 17.4)

- 1.82. The HGV Route Management Plan and Strategy promotes desirable routes and identifies and manages the undesirable routes for HGVs associated with the Proposed Development during operation.

Ecological Mitigation and Management Plan (EMMP) (document reference 17.5)

- 1.83. The EMMP contains measures to ensure that the statutory and non-statutory designated sites and all valued habitats retained within and adjacent to the Proposed Development are fully protected during construction activities.

Construction Traffic Management Plan (document reference 17.6)

- 1.84. The purpose of the CTMP is to ensure that the impacts of construction traffic movements associated with the Proposed Development are managed in a manner that minimises negative impacts on existing highway users, highway infrastructure and the wider environment.

