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SUMMARY KEYWORDS

rail, hinkley, rail freight, applicant, trains, market, leicestershire, terminal, goods, area, site, terms, question, proposal, study, road, evidence, plan, demand, logistics

00:07

Good afternoon, everybody. It's now two o'clock and it's time for this hearing. To begin, I would like to welcome you all to the issue of civic hearing on need and socio economics for the hinky national rail freight Interchange project. Can I just confirm for everybody can hear me and that both room and our online

00:27

good and confirm with the case team that this livestream recording the event has also commenced on video, thumbs up at the back. Thank you very much. My name is Robert Jackson. And I've been appointed by the Secretary of State to be the lead, but of the panel to examine this application. I'm going to now ask my fellow panel members to introduce themselves.

00:46

When they miss Graham sword, I've been appointed by the Secretary of State to be a member of the panel to examine application.

00:54

Good afternoon, my name is Matthew heron, I have been appointed by the Secretary of State to be a member of this panel to examine this application. I'm also going to be keeping a list of action points and we can run through these at the end of the hearing. Thank you. Together we represent a constitute the examining authority for this application. For those who've been here all week, I'm afraid that some of the following is going to be a bit repetitive and I'm afraid we've got three, run two and a half or so she has to go. When we're afraid you're going to have to hear it again because it needs to be made for the record. I'll do particularly as there are people who haven't been here before.

01:28

I'll do a few housekeeping matters for those attending in person. Please could you make sure that all your mobile phones watches and other devices are set to Silent The toilets are out on that side of the room along the corridor. And we no plan to fall room drills today. So if the alarm goes off, please treaters and real emergency and follow the green emergency exit signs the muster point outside.

01:52

This meeting will follow the agenda published on the national infrastructure planning website on the 23rd of October 2003. Because I'm a life coach and Library Reference EV seven double O one, we help you grab a copy in front of you. The agenda is for guidance only. And we may add other considerations or issues as we progress. We will conclude the hearing assumes all relevant contributions have been made and all questions asked and responded to. But if the mat mat discussions can't be concluded, and it may be necessary for us to prioritize matters and defer our method other matters to written questions. Likewise, if you can't answer the questions, being asked or require time to get the information requested, then please indicate you need it and respond in writing. This is one preliminary point on this agenda item eight I think it was raising with public rights of way we dealt with that yesterday, so we won't be dealing with that again today. Today's hearing is being undertaken in a blended way, meaning some of you are present with us at the hearing venue and some are joining us virtually using Microsoft Teams. We will make sure that whoever you decide to attend, you will be given a fair opportunity to anticipate

03:12

a recording of today's hearing will be made available the Hinkley national rail freight interchange section of the national infrastructure planning website as soon as practicable after this hearing is finished, and transcript will also made available which will utilize AI technology. With this in mind, please make sure that you speak clearly into a microphone, stating your name and whom you are representing each time before you speak. For those with the microphone, you'll need to press the button for me to make it work. The red light indicates the microphone is live. If you're also disabled with a microphone, there is a roving microphone so please wait for one of those to be brought to you before you speak.

03:53

A link to the planning Inspectorate privacy notice was provided in the notification for this hearing. We assume that everyone here is familiar has familiarized themselves with it, which establishes how a personal data of our customers is handled in accordance with the principles set out and data protection laws. Please speak to either Mrs. Davis or Mr. Parker. If you have any questions about this and at the back of the room.

04:16

I'm now going to ask those who are participating today. Today's meeting to introduce yourselves. When I state your organization's name could you please introduce yourself stating your name who you represent and which agenda items you'd like to speak on? If you're not representing an organization? Please confirm your name. Summarize your interest in the application and confirm the agenda item upon which you wish to speak. Please, good everybody also Please state the title by which they wish to be addressed either Mr. Mrs miscellaneous or whatever.

04:46

So can we please start with the applicant?

04:50

Thanks so Good afternoon, Mr. Poole, male, solicitor and partner eversheds Sutherland LLP, instructed by tritec symmetry include limited 11

05:00

sitting to my left introduce herself in a second and then we'll go down the table of potential speakers this afternoon thank you

05:08

Good afternoon Mrs. Laura Beth Hutton, solicitor and partner and eversheds to them and NLP representing the applicant.

05:17

Good afternoon my name is Jonathan Wallace from Triton trisect symmetry I'll be specifically answering questions number six and key

05:30

pan a from Sophos economics representing the applicant, and Tom here to speak on agenda items four, five and six.

05:42

Stefan is amiss director, Southern economics as well. And I'm here to speak on Item seven for the applicant.

05:53

Mr. Peter Frampton from Hampton town planning, representing the applicant contributing to items three and seven.

06:07

David Baker, Baker rose, for the applicant to speak on and support on four and six

06:19

is that as everybody feels like? Well, that's fine.

06:23

So I'm going to now go ask the local authorities. We're going to start getting work our way round round. So we'll start with inclusion bazpur, please. I've known Mr. Mike Parker and the planning consultant. Here to represent Hinckley impossible Borough Council. I may wish to contribute to any of the items on the agenda of a colleague to my left.

06:43

Thank you, Mr. Matthew King, economist director, ICT projects consultants representing including Bosworth's counsel laby counsel and Leicestershire county council, contributing petition all items but notably items four to seven.

07:03

Good afternoon to mr. Duncan O'Connor, a solicitor and partner at bbb Pitmans on behalf of labor District Council.

07:11

I'm here today with Mr. Ed Stacy and Gemma Yardley, also from Blaby we don't have anyone online for this for this session.

07:22

Good afternoon, sir Mr. Mark Westerlund Smith, barrister appearing for Leicestershire county council. So we anticipate you've already heard Mr. Cunningham is instructed jointly by Leicestershire county council and we anticipate Mr. King and will be speaking for us for the majority of the time, that's fine. Thank you.

07:43

I don't believe we have any statutory

07:47

parties here we do have I believe have

07:51

from Hancock parish handcuffed parish council, come at the microphones but he's working his way around

08:04

I am Stuart biking from Concord parish council potentially on items three through seven. Thank you. Is there somebody here from Burbidge parish council

08:20

thank you, David Benioff, Chairman Burbidge parish council,

08:24

else thought parish council

08:27

not not

08:31

some other interest groups CPR Sorry, sorry, they

08:37

sorry, Mr. Jonathan weeks he and Rafferty on behalf of Stoney Stanton parish council. Thank you.

08:45

Then CPRE Leicestershire for Mr. Jarrell Kells, assisting CPRE left to share the consultant and I may speak on 345 or seven essentially, thank you

09:05

now other names I've got down here are

09:09

Mr. Bill

09:11

Dunn we've dealt with you so it's fine. Just run the wrong better than the list. Councillor Paul Williams

09:21

is Paul Williams borough councillor for Hinckley and Bosworth and also verbage parish councillor.

09:28

Thank you.

09:30

Mrs. Carrot. Catherine bass. She's here today.

09:37

Yeah. Catherine bass sound soft sounds together on my wish to comment on any of the items on the agenda this afternoon. Thank you.

09:45

Mr. Chairman. Scott, is she here today? Yes.

09:50

Sorry, hiding behind her line of sight.

09:54

And HR Scott, resident of succow. I'd like to comment particularly on

10:00

item for possibly also on three and five.

10:06

Mr. Timber source

10:11

I'm behind you at the moment.

10:14

Struggling with teams. Yeah, Mr. Timber was all residents of Barwell, I may wish to make comments on items three through seven. Thank you.

10:24

Well, I think

10:30

there's all the names I've got on my list is anybody else who wishes to speak? Thank you, sir, going over this as well.

10:40

Counsel, the Terry Richardson, leader of labor District Council home, it must be third time lucky.

10:46

And there's some jet out over this side.

10:57

Good afternoon, Don Bailey from maritime transport. I'm the managing director for the company. And we will be the operator the rail terminal. I'll probably add commentary to Item four and six. Thank you,

11:09

anybody, anybody else who wishes to address the hearing?

11:21

Thank Thank you. So that concludes the first item on the agenda. So I'm now going to pass on to Mr. Saud, who's going to take us through the second item at the end.

11:31

Thank you, Mr. Jackson.

11:33

So let me briefly explain the purpose of this issue specific hearing. Firstly, we want to have a discussion about the nature and scope of the application. Insofar as it relates to its need and socio economic impacts. Need in particular is an important aspect of consideration of the application before us. This is because the government policy advocates the need for more goods to be transported by rail freight rather than road.

11:59

Further details are provided within the National Policy Statement on national networks, which this application will be assessed against. We will also look at differing socio economic impacts that the proposal may introduce to the local area and the community and whether any potential mitigation will be required to offset the possible impacts of the proposal.

12:23

Does anyone have any questions about the purpose of today's hearing?

12:30

In which case, I'll move on to item three. So this is conformity with national, regional and local policy.

12:41

We now come to deal with how the proposal fits with adopted policy in force to cover such proposals. As you will see from the agenda, there are different forms of policy and hierarchy starting with national and regional and finally local policy.

12:57

regional policy as such does not form part of that statutory system of planning as we know it in England and Wales. However, it can be a consideration, particularly in regard to the need across the Midlands economic area.

13:12

The national policy statement for national networks as the National Policy Statement currently in force, or strategic railfreight interchanges, a new draft was consulted upon earlier this year. But the existing national policy statement is still a national statement, which we will assess the proposal against.

13:32

Paragraph 1.7 sets out the government's policy for development of the road and rail networks and strategic rail freight interchanges, taking into account the capacity and connectivity that will be delivered through your chest to as we discussed in yesterday's issue specific hearing on transport and traffic, the government recently announced changes to the chest to program with the North northern sections been canceled.

14:00

The applicant indicated that the impacts of the cancellation of the northern sections of HS two would have negligible impact on the capacity and connectivity of this proposal from a transport consideration.

14:15

However, we would like the applicate applicant comment on what the ramifications. I think the from a market needs assessment would be

14:27

and if this could be produced in a short summary, no more than 1500 words for deadline three.

14:36

Does the applicant wish to respond at this point in terms of national?

14:42

Thank you. So pull mail for the applicant? No we understand the question will respond.

14:46

We understand the question will produce the written response to a customer Thank you.

14:52

Do any of the interested parties wish to speak on this particular issue?

15:03

The applicants response to the draft National Policy Statement references section 2.4 provides a real connection to the

15:15

Hinkley national rate rail interchange will be brought forward in a timely manner.

15:20

The examining authority would like the applicant to provide an indicative timetable for such delivery and link to this highlight what when the carbon savings will be achieved from the transport

15:34

rate from road to rail.

15:40

With the applicant be able to submit this for deadline 309 for the applicant. Yes, sir. I think that should be possible. There. Thank you.

15:54

The national policy statement at paragraph 4.26 also remains up against that this should comply with all legal requirements and any policy requirements set out in the policy statement on the assessment of alternatives.

16:11

In particular, it then goes on to say that the Directive requires projects with significant environmental effects to include an outline of the main alternative studied by the applicant and indication of the main reasons for the applicants choice, taking into account the environmental effects.

16:34

Paragraph 4.27 then proceeds to set out that all projects should be subject to an options appraisal.

16:41

The appraisal should consider viable modal alternatives. And we also consider other options and light of paragraph 3.23 to 3.27 of the policy statement

16:56

that the applicant common in this place, and how it believes it complies with paragraphs 4.26 and 4.27.

17:18

We could do so but again, this one I think we'd like to actually take away and respond in writing on clearly there is the alternatives assessment that was within the the environmental statement that link linking that to those specific paragraphs that that you've requested. We'd like to take that away and respond in writing, if we can by deadline three.

17:36

In

17:39

terms of their environmental statement,

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does that provide the whole of the options that were considered in a detailed way?

17:51

So the genesis of the site searches, in terms of the alternatives considered by the applicant was the council's of joint authorities evidence base on rail related need, which was published in November 2014. And that's when I myself, David Baker, and I think it's the only two of us here. Were involved with trite acts in looking at sites for a strategic railfreight interchange in Leicestershire. So it was that study that was the the genesis of the site search. And then chapter four of the ES identifies the different locations which were considered and the reasoning why Hinkley is the preferred location for confidence from this promoter in terms of the planning process, in terms of meeting the locational demands, the rail access and the major road access. Also the land considerations, the lack of environmental considerations, constraints on this side. And one of the key considerations is our Victorian railway network has been built in floodplains so that to avoid differences in gradients and of course, a it's clearly not practical nor desirable for

19:20

a railfreight ought with warehouse buildings to be located in the floodplains. So that was one of the primary reasons why other sites were discounted and they can be discounted quite quickly because of that consideration. And the other factors are the reasoning why we consider this is an appropriate site satisfying the policy guidance on the generic impacts for a strategic railfreight interchange.

19:50

Yes, thank you, Mr. Fund and if that response could be again, submitted by deadline threes and update please

20:04

The examining authority would also like some clarity on the regional policy position in terms of the distribution of strategic railfreight and changes across the region and the need for additional facilities.

20:19

This should link to the associated evidence based studies where possible

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and identify what spatial locations are preferred.

20:29

And how this has informed the site selection process for this project. So,

20:36

response Mr. Front and provided the running. So we are well advanced in statements of common ground with my professional colleagues from the three authorities. There is an acceptance of a need for at SR RFI in Leicestershire. There is an acceptance that the need for rail related warehouse development emerges from the mid 20s, which we are in the mid 20s. There is agreement that the evidence base there has been two different evidence base is one undertaken by the local authorities which is managing growth and change data 2021. And there is a Suttles analysis that has been undertaken for the applicant, different methodologies. That's not to be unexpected, but both come out with the same same results of a very substantial need.

21:39

And it is agreed that that need cannot be met within an urban location. And so as the NPS says a countryside location may be required. As Hinckley and Bosworth acknowledged we've got locational adjacency to Hinckley with this proposal. And it's agreed particularly with the county council that this thinking national would meet the need that has been identified. Now when you look at the socio economic strategies, there, they are looking at a strategy that sets this is the

22:21

Le Le II EP, economic growth strategy 2021 to 2030. The first point I'm not sure that the examining authority has this document, in which case I will ensure it's provided to you

22:37

that sets out a strategy of ambitions, objectives and priorities over the next 10 years. And it highlights a vision for sustainable economic growth. And just to pick out some pertinent features from that document, it says Leicester and Leicestershire is the UK central logistics hub. Leicestershire provides some of the best sites in the UK for logistics businesses in the most central accessible locations in the U. K. And that document has three strategy pillars firstly productive to increase GVA and productivity entrepreneurial, resilient and high growth business. And you'll find for your note page six Logistics is one of the beacon sectors.

23:28

On the second pillar, innovative innovation for sustainability is the strategy. And it makes the point of page seven that logistics will need support in the transition to sustainability.

23:43

And supporting growth in key sectors important under product to productive, which includes logistics as a particular sector. And the other two pillars are inclusive and sustainable. And in terms of sustainable,

that means providing more employment sites and premises for growth references again logistics page 66. And under sustainable pillar, the local success story and the need to incorporate alternative for fossil fuels, and adopt the latest innovations and methods of working. And that document also makes clear sort of one of the points raised earlier that the moment the ending of ice HGVs is 2040. And that presents a clear significant challenge to the low logistics sector page 46. And so in the long term strategy, which is 2021 to 2030. So it's hardly a long term, the strategy support greater use of freight rail freight transport. So we say Hinkley national chimes with that economic strategy. Thank you.

24:54

Thank you for that.

24:56

Do you have the

24:58

pencils like the comment?

25:06

So moving on,

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we would like all of the

25:13

running statement updates, regional local policy context updated.

25:21

Responding to any policy questions raised, so the submission of local impact reports to be submitted for deadline three as well please

25:31

press the read

25:39

note that one relevant representation suggests that the warehousing and logistics and less than Leicestershire managing growth and change is not impartial, as the applicants have been asked to contribute to the study.

25:54

The study was commissioned by Blaby John Wood Harper Hinckley and Bosworth Melton, Northwest Leicestershire, Leicester City, Leicester Kent Council, Leicestershire county council Surrey Oadby and Wigston the Leicester and Leicestershire local enterprise partnerships.

26:14

What if the local authorities comment on the purpose of purpose of the study and also comment on whether inviting market operators to provide information to inform such studies as common practice?

26:30

Thank you, I can respond on behalf of the authorities. I was the principal author of that study, as you say, commissioned by the seven authorities across Leicestershire, as well as the economic partnership in the county. The principal the purpose of the study is to help local plan development for the authorities to understand the requirements of the sector, essentially in line with the national planning policy framework and a planning practice guidance for them to have a grasp of the needs of the sector, looking towards their local plan periods and enable them to plan appropriately to meet the needs of the sector.

27:13

The planning and practice guidance in the development of economic needs assessments seeks the input of a range of stakeholders including developers and operators of premises, think paragraphs 27 to 31. Look at the various techniques involved with producing economic needs assessments. Because of the specific locational attributes of Leicestershire, this needs assessment is particularly focused on strategic warehousing and distribution. The methodologies employed in that study, seek to both align with the planning practice guidance but also fall in line with best practice with other studies and established methodologies that considered the needs of the sector.

28:04

In the round, it's right and appropriate that developers and operators relevant to the sector are consulted on as part of development of such an evidence base as is required by the government's own practice guidance.

28:21

Thank you.

28:26

I certainly think that you did the point I would make that as I said we're well advanced in settling the statements of common ground. And it is a matter that he's agreed with the authority that the study that's just been referred to will form part of the evidence base for the planning authorities in the preparation of their reviews of the development plans. So it is formally been accepted that it is evidence base for those reviews and the development needs arising will have to be met in those development plan reviews.

29:02

Okay.

29:06

Before I move on to the next item, I understand Councillor Richardson, who's been waiting patiently would like an opportunity to speak

29:22

Thank you, Councillor Terry Richardson, leader of labor District Council. And for my sins. I'm also chair of the members advisory group which looks after strategic planning in Leicestershire, and the director of the Leicester Leicestershire enterprise partnerships are well versed in the economic needs of the county and I don't actually disagree with anything. Mr. Frampton said earlier. My question and the one I first asked Mr. France and together with the lane owners of the prior company to try and take symmetry was quite simply the heart of the matter really. So to be a strategic rail freight interchange as I understand it, you must be able to receive at least four trains a day

30:00

Now, the question I've asked is, What percentage of goods in the site are coming in by train? And what percent sugar's going out by train? Now we're talking up to 14 trains a day,

30:11

which will bring good sin. But over what period of time? Or how long will it take from first foot on the site, before we even get to four trains a day, how long before we get to the 14 trains a day, when it was that having a material impact on the road, how much of the goods are going out by train, because if a lot of guy by train, you wouldn't need to build the wall of containers, which they're looking to store on the site. And also, we need evidence that of course, because it also says in the legislation, that it must be more than one consignee that receives the goods. So the first warehouse will not be receiving goods by train, I assume because the rail freight won't be there. So it's not good enough for us to have one occupant of the site receiving goods by rail, because it must be more than one consign II. And I've seen no evidence of it and given no evidence as to what the situation will be to ensure this qualifies as a strategic rail freight interchange, because dressed to connect and say, which received four times today seems pointless if no trains come in, it is not a strategic rail freight interchange. And if nothing goes out by train, what are we actually saving, we're just actually creating a warehouse development, which otherwise would have been determined by the local authority or a Blaby. But it's going this route, because it is a strategic development. And I would just like to evidence that it is a strategic element, how many trains coming in where the goods are going and how many consignees?

31:46

Come and respond.

31:50

Terry Baker, Baker rose for the applicant. I think what counsel Richardson has has addressed is addressed as the subject of the day in terms of the market. But I think I would just like to add more detail will come out of that. And I hope we can reassure Mr. Richardson that the counselor wishes and that this is a very serious scheme with very serious connections. The fundamentals are that this region is the second largest manufacturing region in the country. And it's the second largest economy in the country. So moving the first largest manufacturing the country, this area has a very large export market. This area is as a region as the Midlands region has 46 point 8 billion of manufactured and other exports going out the quarter 122, which was we've used those figures because they relate to the period during which we weren't exporting oil, because of fuels because of

32:55

Ukraine. So it's it's without that that distortion on the trade figures and these are government trade figures. So we have about 46 point 8 billion of export and 65 point 2 billion of import into this region. So as far as international rough range change, the export market will be very important. And that has been addressed in terms of and mentioned in Parliament by the local MP, the Right Honourable Luke Evans in the context of the automotive sector. And if you look in the immediate vicinity, you've got Caterpillar who export and you've got triumph through export and caterpillars approach is that they actually design their equipment so that it can be flat packed into containers and exported all over the world. And clearly they are in Hungary. So we will be exporting from goods from this terminal is a very serious piece of piece of infrastructure that is needed in this country to grow that economy. And we can deal with that further if there are other points but just to reassure Councillor Richardson this is definitely serious.

Thank you

34:05

any other questions?

34:07

You have any half and the quiet point you haven't miscast arrested? Yet he's asking questions about when we we've we have catalysts to ask for a Gantt chart earlier this week, which will provide you with the information of from first footing to the stepping on to when they anticipate

34:27

trains will become but they haven't answered the question about number of consignees from the site for example.

34:35

Well, the consignees will be will be multiple because it's to serve the area so it is not expected that it'll just be serving the people on the stage it will be serving the area. So it will be a wide range of consignees.

34:53

So it can't finish it. I don't want to be too much of a two way debate. But I appreciate that as I understood the legislation the consignee

35:00

Maybe we'll be somebody on the site, not people he's going on to in future. So you're bringing goods in by rail to someone in the site who is the consignee. Before I became a counselor, I spent 42 years working for a bank doing international trade and trade finance. Now, originally, the concept of this site was to supply JLR and triumph with a sub assembly facility. Now triumph walked away from that years ago. So I assume they're not coming back, Caterpillar have their own arrangements. And I've seen no evidence that you're even talking to Caterpillar or discussing it with them. But my question still comes back to the point at what point will the site generate significant inward flows of goods by train to merit it being a strategic rail freight interchange, not just something which is connected to a railway line to get round the legislation?

35:57

And says my I answer that. So Jonathan Wallace from tritec symmetry.

36:04

I do understand Castle, Richard Richardson's concerns, I think that

36:10

one of the one of the reassurances that I can give him is that no other rail freight terminal at this stage in its progression is as far advanced with signing up a rail freight operator as we are in the room, we've got Mr. John Bailey, who is the managing director of of maritime, and I'll ask him to speak in a second, to give you some figures and some of his experience of ramping up

36:40

there is a commitment to provide a four trains a day service, initially, which will ramp up to the 16 trains that is there is in the literature, as far as when that ramping up and will actually happen, that that'll be dependent on the market. But we can give you some idea as to what has happened on on other rail freight terminals. I think the other point,

37:02

quite rightly, nothing happens day one. So in and what by that, I mean, we don't all of a sudden have 7 million square foot warehouses on the side, Nord, we immediately have 16 trains a day, there is a ramping up schedule. And that will that will take that will carry out over a period of time, just such that our master plan is flexible to enable that, but but the commitment to infrastructure and rail freight terminal day one is cast in stone. And I'm now going to just hand over to Mr. Bailey, if I may to just perhaps give some color to some of the specific questions

37:42

transit counselor which

37:45

we operate East Midlands gateway and have done since 2020. That terminal currently receives four trains a day, and will be at seven next year. And we're forecasting 10 in 2025. So five years after opening 10 trains a day. That was the need of the area, approximately at the moment 25% of the volume that comes through the rail terminal stays on the actual estate itself with the projects over the next few years that will rise between 50 and 60%. So I think that demonstrates that the terminal is viable, not just in the immediate area, but the estate itself.

38:28

Thanks, Duncan O'Connor for Blaby District Council.

38:32

It's a really fundamental point because the need case that is established for strategic rail freight interchanges in national policy is premised on them facilitating the transfer of freight from road to rail

recognizes all sorts of benefits of that. And I think it's disputed that this proposal will facilitate that transfer.

38:57

But you're aware there is nothing in the DCO that secures that there was mentioned there to a commitment to four trains per day, it'd be helpful to know where that commitment is. Don't think it's in the DCO. I think I think the applicants position is

39:15

with security around the transfer of freight from road to rail is in the market evidence and in precedents and by looking at other schemes. And it is for you as the examining authority to decide whether that is sufficient security because I'm not aware that it's anything in the DCO that sets out the sort of security that Councillor Richardson is referring to.

39:44

Except for mail for the applicant obviously the requirement for SR I find to be capable of handling four trains day derived from paragraph four point 89 At the MPs

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that also refers to trains of seven entrepreneurs

40:00

95 meters, that is effectively replicated and requirement 10 at the DCO requirement 10 of the DCO is the one that will be familiar with through the restriction on floor space through earlier discussions in hearings earlier this week. But that floor space restriction is until the rail freight terminal which is capable of handling a minimum of four 775 meter trains per day and associated infrastructure has been completed. So there's the linkage and the security through the DCO. Sir.

40:38

Secondly,

40:40

my point was not about capability. And I understand what that requirement does. It's Kate, we're not disputing it is capable of doing that. I don't think there is any commitment to actual usage, which is Councillor Richardson's point, and that he's asking for information around that. And I think the evidence for security is by looking at the market, the market is there. It's what happens at other freight and changes. I'm just drawing attention to the fact that there is nothing in the DCO that secures that usage. It's not capability.

41:15

Thank you. So Paul, my off the applicant, of course, I deliberately quoted from paragraph four point 89 of the MPs in the first place, because capability is the word that's used in that paragraph in terms of what needs to be delivered.

41:30

Thank you, just in relation to the realities is that we have the capability, neither tri tax nor maritime are going to invest millions into a scheme without delivering because they won't get a return. We wouldn't start if we didn't think we were going to do it. And from my work that I've done, and from the outset, all the schemes I've been involved with have delivered and that's what we'll do.

41:59

But that's my point. So I'm just saying that is that is the the evidence is the market. That's all I'm we're agreeing. But the point about capability is different from usage. And so

42:12

my Western says for Leicestershire county council, Mr. Koerner is entirely correct, and reflects the appellants or the applicants case I think fairly. What he was picking up on was the statement from tritec that there was a commitment for trains a day and I think we've established that there isn't. What we've got is requirement 10, which delivers the facility but doesn't say anything as to use it. And then we go to the market evidence.

42:44

We have some questions later on about

42:48

Margaret position.

42:50

conscious, Mr. Carter's

42:53

got a hand up as well.

42:57

Thank you for the opportunity to speak Sheriff Scott subcode resident, I just like to pick up on two points that have been mentioned. Just briefly. The first point is about the council's using commercial

43:12

studies to support

43:17

the need for a rail freight interchange in South Leicestershire. And obviously, you've mentioned the possible impartiality, the possible impartiality issues, but the point is because they've used commercial studies, commercial studies work on the basis that they will take a new site and develop it for their benefit. This is not considered none of those studies have considered net zero from a point of view of how best to achieve another s RFI in South Leicestershire when the obvious answer is to rail link Magna Park, which is only 8.7 kilometres from the West Coast Main Line, and could use the derse turning circle to enable it to go both up and down the West Coast Main Line. So that's the first point I

wanted to make. The second point was to pick up on David Rosie's point about the automotive industry in Hinkley because, and also confusion over Luke Evans speech that he gave in the house of parliament, because this has been a constant source of confusion during all of the consultations. And when Lou Kevin said that Hinckley was the center of the automotive industry, what he actually said it was it was the Silicon Valley of the automotive industry. Now Hinkley does have a role to play in the automotive industry but it's mainly on a research basis.

44:38

Try trucks have constantly cited Myra Myra Technology Park myRA is a research body has little real freight need because it's it's

44:50

it's people are it's it's it's great basically it's it's carrying out research. Triumph is also in hink

45:00

mainly a research and design facility because most of their manufacturing is carried out in Asia. I don't know much about Caterpillar, but it's only 70 miles from East Midlands gateway. And it's not in Hinkley. It's in desperate. So I think this concentration, this sort of misconception that Hinkley is the center of the automotive industry really has been fundamental to the whole of this. I mean, in actual fact, I do have personal experience of Myra. And I know the reason for the sighting of Myra, originally in the 1950s was because of its distance from the automotive industry, because they didn't want the individual manufacturers to see what they were testing because they would see their rivals testing. And that that is a point of fact of why it was founded over in in Cali. So it's actually a research area. And that is exactly what Luke Evans was saying, not a manufacturing area. And the freight need is in manufacturing.

45:58

Thank you.

46:01

Thank you.

46:03

Anyone else like to make a comment?

46:09

That yes, Paul Williams.

46:12

I would just like to say that we've had lots of discussion about the need.

46:19

Just at a simplistic level, I have this vision that there are lorries currently loading their containers and dragging them up to this part of the world. My perception is when I drive around Hinkley, I don't see lots

of containers being dragged around on the backs of lorries that will be replaced. Now that's just a perception. And I accept that. And I just asked if the applicant has actually got evidence at the locations where these lorries are being driven from because the whole print principle is that they're going to be replaced. And that haulage will be done by train. So if he's going to be replaced presumably they're there at the moment

47:13

have some questions on local capacity later on, which I think that could be dealt with at that point.

47:20

That's okay.

47:24

Anybody else like to comment on this issue before we move on to the next gender eight? Do you want me to deal with the automotive later?

47:34

So David Baker Baker rose do would you like me to deal with the automotive question later because you think it yes as need to be dressed up thinking I will dress

47:44

item for we're looking at the assessment catchment area or the proposal.

47:52

The examining authority acknowledges that for the assessment of strategic projects such as this, that the area of cert needs to be focused to a particular area in order to maximize the productivity of the facility, and to appeal to both operators and suppliers. In setting this we would like to explore the various catchments used to inform the site selection and also the

48:17

overview regionally. property market areas used to find the particular area of search for the proposal.

48:27

The examining authority would like to establish the background to the drive time distances isochrons used and why some of the regional facilities have been excluded from the property market areas such as East Midlands gateway, and the airport.

48:43

Also that logistics supply and demand assessment at paragraph 5.2 17 reflects on how important the property market area is to the wider region of industrial and logistics market. That's been the case. But the applicant advice of this gives credence to a wider property market area being assessed.

49:11

Also paragraph four point 10 of that.

49:18

I'm quite happy for this disorder to continue. So if there's another part of the question and then I'll say what I was gonna say.

49:28

So paragraph four point 10 of the preliminary environmental information reports suggests that a wider search area within the Leicestershire growth area may be appropriate to include sites such as North of Cossington and near potters Marcin. So it was good to go on to say could you provide further information on the consideration of these sites and waves have been discounted?

49:56

Thank you, so I'll pass Mr. Pan in a moment to make data

50:00

applies to those questions. In doing so, it may assist if he could display a plan showing the various areas geographically that we're talking about here. Now, I'm conscious that plan isn't currently before the examination. But we're quite happy to submit it obviously, in response to offer as part of our written summary of the hearings here, but it may just be helpful to everyone in the room to display that so that you have an idea of the geographical areas that he's talking about when he when he gives his answer.

50:44

Means, Sorry, can't display it because it hasn't been submitted?

50:49

Well, obviously, you can describe the areas in question geographically by names and

50:56

local residents will know roughly where they are, where those are people block people. And we can have Ordnance Survey Maps apps, which give us a rough idea of where locations were talking about our understood. So it was just for the purposes of understanding the relationship between the various areas that we're talking about here, will will understand that that the point that you've made, we'll do our best to orally, and we'll probably then submit that plan in the summary that that would be fine.

51:25

Thank you, Danny, for the applicant.

51:30

It's a it's a really fair question. There's a lot of different geographies going on. So I'm the principal drafter of document reference 16.2. So obviously, is doing that we have to define a property market area specific to this project. So in discussions with try tax with maritime, who are the named operator of the Ralph rate, and looking at past personal experience, that's where we've come up with a 20 mile travel isochrones, which is roughly about 45 minutes, truck travel time. Now what this is, then it's a specific PMA for this project. And it's drawn from what is kind of the distance that other existing and

proposed logistics and manufacturing facilities in the nearby hinterland might use the rail freight as part of their supply chain.

52:21

So you know, within that with just within that boundary, and I've got some numbers, that's outlined in paragraph

52:31

two point 2.5, and document reference 16.2, there is 86 million square foot of industrial logistics floor space, in units over 100,000 square foot within that PMI storage of your past, we need to talk in metric. It all needs to be in metric we moved on from Imperial many years ago, and this all needs to be in in in metric sorry, that that's fine that the planning system maybe has but the market still is grayed out, but I'm afraid we're we're planning inquiry. Rhetoric, fine. So you've you've got then around about 8.6 million square meters of industrial logistics floor space, in units above 100,000 square foot, you've got another five points.

53:21

Yeah.

53:24

I have to do this slowly. Finally, metric, not just travel this out fine.

53:30

So I think what we're trying to say within that 45 minute travel time from the railfreight there is a significant amount of existing IML floor space, nearly 10 million square meters of large unit floor space, and about 6 million square meters in floor space in units, smaller units below

53:53

9000 10,000 square meters. Okay. So, you know, this is where we've drawn the PMA what is the existing potential client base that may use this railfreight facility as part of their supply chains.

54:07

Now, obviously, that then takes us to a geography which is different from that used in the ICT study, which is the Leicester Leicestershire functional economic market area. We completely have no problem with that geography. We accept that geography. But obviously, that study is used as a project blind kinds of studies looking at sub regional need to inform plan making. So it's different from our property market area, which is specific to this project.

54:41

If I try and then sort of explain the geography,

54:47

obviously, the property market area that we've defined for Hinkley national

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it obviously doesn't go as far to the north and the Northeast as the Leicester and Leicestershire functional economic

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A market area which goes in and takes in areas such as, as Melton, all of sort of Chiron would harbor. So they'll go it goes a lot further to the north and northwest where our PMA only takes in sort of, you know, large chunks of Northwest Leicestershire, large chunks of Charnwood. All of Leicester and bits are sort of harbor and other areas but then it will also go further to the south and southeast taking in areas around Coventry and rugby.

55:38

In terms of north of Cossington, Potter's Marcin, why were they discounted?

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Well

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that that is addressed in the site search because those areas were investigated. And we've we have commented on those in the original site search,

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just signpost, how you learn how to find it.

56:09

In addition, a number of the relevant representations cite the proximity of other similar facilities in the area and the capacity this creates.

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And we asked the applicant explain in more detail why this proposal is needed over and above existing commitments and developments.

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This is the evidence base that we've talked about in terms of establishing this need for rail related

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warehouse development is over and beyond what's in the development plans as they are present. And as I said earlier, it's the local plan reviews have got to take on board this requirement. This proposal is an SR RFI which responds to national policy, but also chimes as I said earlier with the regional the county policy for meeting this needs the rail related warehouse development

57:26

Sir, can I just ask

57:30

ask are you asking in relation to other rail freight terminals or just overall in terms of floorspace

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rail freight? Right? I can I've got to respond to that then.

57:43

It isn't important question it's brought and it's understood.

57:47

Terminals are often looked at from a local planning perspective from a local use perspective in terms of their road routes.

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But actually each of the terminals has a rail element which has very distinct paths, routes and capacity and capabilities. And those linked to international local markets are distinct. What you have in this particular area, as one of the largest economies which has no port is you now have no capability to doing a port centric operation or going straight from ship to market. So having the second largest economy in the country and on the largest manufacturing areas in the country, everything has to move by road or rail, unless it's going by Air and Air is a very small proportion of overall market.

58:32

So that is the basis on which there is then a demand for transport into and out of this area and it is a it is a huge market.

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The issue for that then is if you are trying to grow rail freight, as a proportion of a live market and a busy market, it inevitably will need more rail freight terminals. And it will inevitably need a higher density of rail freight terminals and you might have in an area which has limited import and export activity. So the net result is there will be a higher demand in a high concentration and logistics area for more rail terminals. And they then network and they work to different markets. And I did say yesterday in the context of discussing access to Southampton. And the difference between Northampton gateway and durfte as being fast moving consumer goods type businesses which linked to those ports and to the coastal activities there. Tilbury for example. And the deep sea activities and the deep sea activities that go through ports quite frequently are slow moving consumer goods and their parts and products which are being moved into manufacturing, supply chains and then coming out as either a more developed piece of product or a complete product. And in that process, there's a huge amount of shift that has to go through the ports and into and out of this

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region and this particular terminal because it's located on the Felixstowe to neat. So Midlands and the North of iron uneaten has direct access to EU markets in terms of international global trade through London Gateway and to Felixstowe and the port of Liverpool through the states of Panama and places like that. So, that that means that we have in addition to that, those markets, the proximity to them

means that we can actually turn around trains, because we the layout of the scheme fast and therefore, we provide a very good service can find a very good surface, very efficient service for cut for goods coming in and goods coming out of this country, from the Midlands, and into the Midlands, through this terminal with very efficient use of rail equipment, some of which could be used one piece of one train and and rolling stock could do to two runs in a day. And that can't be done elsewhere. And that benefit that is it brings down the barrier to entry for getting freight on rail. And it improves the ability for this region to have it and make UK said Midlands connect see it, the market sees it. And we have the government expected to where they are but going to increase the the targets for growth in railfreight. And the constant we understand completely the position that if there are a number of terminals, you don't eat the food of one or the other just for the sake of it. That is absolutely not what we're doing. And one of the real advantages of this terminal is that because it is sat in effectively the age between the East Coast mainline and Midland mainline and the West Coast mainline as a connecting piece of infrastructure that also goes to the forts, both on the east and the west coast. It enables us to act as a hub activity, which allows us to bring railfreight from various smaller locations, consolidate them and send them on in addition to delivering into this region. And that is not something that can be easily done in other terminals because of pathing and other things. So the net result is it does offer a very special opportunity. And that's why it isn't just simply asking for a terminal in order to eat the food of others and try and just get away a logistics scheme. It is a really important piece of infrastructure for this country. And that's one of the reasons why Network Rail have been so supportive. We've worked with a so closely to try and make sure this thing can happen. Thank you.

1:02:29

Thank you. We have got some questions like hit and run in terms of the dynamics of the market and market in respite. We'll, we'll come to that later.

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Anybody that wishes to make a comment on that particular issue?

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Mr. calus.

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CPRE?

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Yes, thank you.

1:02:58

Boo, two points. The first one is in, in regard to

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the study that we have the Leicestershire study.

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And the point was made that that serves a different purpose. And that's true, it's to support development plans.

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And we know because we've been involved in some development plan work, the relationship between that study and this particular proposal in development plans is not always clear. So whether when development plans come forward, they will a few minutes happens take full account of that and whether that number within the local within that project will then be considered to be the level of warehousing needed within Leicestershire.

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But local plans to deliver

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and this where this relates to it both fits the amount of railfreight it railfreight depo provides, which is 650 I think in in their study and the amount of road is complicated. Now that may be an issue that comes up when we get to a local plant. And it's not an issue for here. But I think it's important to understand that the purpose of that was rather different and it does make its own.

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Some would say in some areas, optimistic

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issues. But the other point I want to make is about this question of the market area. And I was just picking up the words used in the in the assessment is 6.9 is the immediate market area.

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So that's that's the thing and it says in six point 11 The optimal maximum distance for the road leg is 20 miles to 45 minutes drive time now I've struggled with why it has to be this time and

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The issue that I wonder could be explained is if this is providing a, as has been explained to us a different kind of thing to other terminals?

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Why will people who are further away who want the benefit of this particular terminal and where it's linked to? Why will they only do a 45 minute drive to it? Why will that's optimal? Won't people take, you know, isn't in there or wisely? And have it been explored?

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Whether that actually represents the only market? And what is if that's the immediate market? What is the next market to it?

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And where will so I'm just a little confused about that. And I wonder if that's something that needs some some clarity about if you've got two different things seems to be saying at the same time about that market area?

1:06:00

If that makes sense, thank you, with the applicant like to respond. Thank you penny for the applicant.

1:06:09

To be completely black and white, you win when you're doing market demand supply studies. Your PMA is your property market areas of best fit. This is not to say that there will not be a client of the railfreight that is beyond 45 minutes. But what we're trying to do is what is the best fit on the most robust evidence that we have? What is the core area? So if I look at my study, it was showing what is the demand and supply for large

1:06:46

logistics units in that property market area that will want to locate on site

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or within that area? Okay, in the property market area. And that's it, you know, we have to do a best fit, we do have to draw a line somewhere. You know, we know, countries, this is a very, very diverse sector, with very diverse businesses. Smaller, large, very, very large, who have very different supply chains and where they get their kit from and where their customers are, that we are in this evidentially set out in our report is the 45 Minute Travel Time or 20 minute truck distance is a best fit geography. And even within that geography, you know, we our belief is that for large units, there's a roughly a need of about 1000 hectares for large unit demand and even in that BMA so if we went even wider the demand supply balance or likely become even greater than what we identify.

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Thank you.

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Some further hands up.

1:07:58

All right, sure. Share. The David Bill Burbidge parish council, the the picture we're being given seems to change as the week goes on. Yesterday, we were told that the nunnington to Birmingham line is a

1:08:15

is a minor railway and

1:08:19

have little national significance. But as as Mr. Harrison pointed out, that if that is the case, then any breakdowns on that line is going to cause enormous delays. Now we're told that there's going to be a massive input from the deep sea ports into Hinkley of all kinds of goods.

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And then they're going to be sent on to all parts of the country.

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Unfortunately, we have no evidence.

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No evidence has been presented to us that there is any significant manufacturing base in Hinkley or indeed within this 45 minutes. This 45 minute radius.

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People like Sharon and myself have been asking around and we've actually asked we've we've asked the local major manufacturers if you like will you'd make use of this facility

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and not one came forward and said yes, they want it to happen. We've we've talked about we've talked about serving the

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the large warehouse

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family if you like which is in already in this area.

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But that is if you discount Caterpillar, Myra,

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Caterpillar, Myra and who else is it

1:10:00

triumph, which is basically a design a design facility, you then look at the rest of your warehouse logistics area, and you have Amazon DPD in ever expanding quantity all around, they're not manufacturing, they're not going to put items on trains and send them around they wish they were, that'd be great if they were, but they're just going to go put a lorries on. So we so picking up Terry, which at some point, we still haven't got any evidence that there is a demand for onward shipment by rail, out of this facility, what we have got is evidence from, from our friends over here, that they're going to use 50,000 HGVs in and out every day, that is the only tangible figure we have to work on. And we have to believe that figure because that is the evidence given to us. So we're still back to this basic idea. Basic, Basic premise that what we are agreeing to here is a major way, yet another major warehouse complex with the potential for a rail, head rail facility, but no guarantee that any trains would use it, no guarantee whatsoever.

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And so we haven't moved on, we're still left with this massive warehouse complex, the size of Burbidge and no guarantee that the wonderful picture that Mr. Baker paints, which I would love to see, I would love to see trains coming in to this area from from from all over the world as they used to, and making things here and sending them out again. But unfortunately, our manufacturing base has gone. It was swept out 30 years ago, and it hasn't been replaced. Let's replace the manufacturing industry first, and then we'll and then there might be some some demand for for rail base rail based use, which I would love to see. But unfortunately, that is not the world we are living in.

1:12:10

Yes, I'm doing.

1:12:14

Just very, very briefly, Sharon Scott, again, you're talking about all this need. But of course, what we're overlooking is GB maritime site, one of the key areas while the key markets has been Magna Park, magnet Park is not a local need magnet Park drives it up and down the country by HDV. So we are not servicing this,

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this broad area, this sort of 20 minute sort of 20 mile area that you're talking about, because that 20 mile area according to GB maritime occludes, this key market Magna Park, which services the whole of the UK and has done since 1980s.

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Yes, thank you.

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Would applicant like to respond to those

1:12:59

two issues, please? Thank you. I think it has been very helpful actually, because I think I don't know how we can go through those points constructively and explain. Because what is missing in the jigsaw is an understanding of between primary distribution and secondary distribution. And a good example would be something like Amazon and TPD, where they are getting their goods that you or people are buying on the internet. They're getting them from the international markets, and they're consolidating them in those facilities, and they're sending them out for next day delivery, where those goods come from, will be substantially through airports. So to get there, they have got to use the road network unless there is an alternative to use rail freight. And that is part of the big part of the proposition that what we're talking about here is actually the primary distribution of products, not the secondary distribution necessarily into the markets there are secondary opportunities. And that is happening from dearth, for example with with Tesco's up to Scotland. But the prime market for railfreight is the primary distribution of consolidated goods coming from ports internationally and being distributed as completed products sold internationally by our manufacturers. And the net result is those can be containerized. Those go into locations where they are then divan, taken out of the containers sold on and go through

the secondary distribution, which is then the national operation of the people like DPD and others in Magna Park. So we're so we're looking not looking to just take goods from Magna park into Hinkley and the prop the prospect for things like Magna Park is that at the moment. They don't have a good east west connection. And this provides the opportunity for them and other businesses in the region to be able to have that East West connection into the ports very efficiently and move more stuff off the road. And they're going to have to because we're looking at

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At zero, and part of the issue that we have to address is the fact that we will not be able to run a net zero HD video operations that are going to be as economic and the concept behind this is combination of cost and Net Zero, achieving a viable supply chain for primary, which will enable it to come into this region, and then it will have a short leg to serve into the market to go into places like Magna pot to go into DPD go into Amazon, with those products and into the manufacturers with those products in a consolidated form. And then they can take products out not from those businesses the manufacturing opportunity, I was very pleased that we had a representation about the manufacturing point because that is absolutely right. We lost a lot of our manufacturing it went. But the global supply chains got completely disrupted where they got initially disruptive with the tsunami in Japan, when for example, Jet Jaguar Land Rover found they were only manufacturing paint for particular products in a wrong color, in in particular currently just completely changed the process. So what we have is effectively an opportunity here with a combination of research, site, rail connectivity, and the end and an opportunity with the changes in the automotive industry and other things to be able to produce a real heart of New going for things going forward. And that is where Midland and connect and others are working.

1:16:27

And I think if I could if I could pass over to John Bailey, and he can reinforce what I have said in terms of the points. Thank you, John. Thank you, John, by the maritime transport. I think it'd be helpful for the entire room if I give you some real world examples of rail freight and how it's moving at the moment. Firstly, we do all of Amazon's inbound into the UK, we work for Caterpillar, and we work for triumph.

1:16:52

Amazon Hinkley alone can take 100 containers a week in very busy periods. All of them come into the area by road currently. So that's one singular building generating 100 truck movements a week in our local roads

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and also have transparencies the room I am a Hinkley resident. So basically, the interest in improving the area.

1:17:14

Caterpillar mainly goes by road at the moment, some rail depending on where in the road is going in the world is going to to which route it would go on to. And then the other piece of the jigsaw I'd like to draw your attention to is the lack of rail served warehousing. We have a major UK supermarket in Tesco, who because they have a rail served warehouse have managed to generate seven trains per day out of a singular building. That's up to 200 to 300 vehicles per day that have come off the roads

and are now going all over the UK on trains with very short stem mileage just off the end of those trains. Without a newest date with a rail terminal. Those customers have no chance of actually

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carrying out modal shift getting away from road and onto trains. And I won't go on too long. The final example would fit that I have to hand would be JLR, who you'll probably all be familiar have built a couple of million

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or 200,000 square meters of warehousing up at Mercy a park not to rail connected. So we're having to put together an operation through another rail terminal for them to export up to 200 Containers per week of parts. Now had something like Hinkley been available to them. They could have potentially done that and not have to send those 200 vehicles a day up and down the M 42 to get to another railhead. I hope that helps.

1:18:47

Thank you that was helpful.

1:18:51

One more person at the back. Yes, it's from Stony Stanton. Just a couple of questions. The the area that was looked at seems to have been very very Leicestershire centric, and yet the site and is right on the border of Leicestershire and Warwick here in fact, the last person that spoke talk about jagua Jr JLL general are

1:19:16

further west would have been better for JLR and hear from it was that area considered? And the second part of my question really is about the idea of a hub. Will there be enough enough paths on the Nuneaton to Leicester line for a hub operation to take place

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something you could respond to Peter Frampton for the applicant for the first point as I said the genesis of the site search was the Leicester and Leicestershire warehousing and distribution study that was 2013 2014 for the final report, and there is no comparable

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assessment within Warwick Sure. That's why the energies of try attacks focused in on Leicestershire sites.

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Just just to develop that we did look further afield, we had to both in terms of policy but also in terms of due diligence for somebody investing considerably and trying to take forward a scheme to see if there was a better location. And that would serve better than than this site. In terms of further west, you very quickly get into difficulties in terms of the rail connection. Because once you've moved beyond moneytun, and it was raised by the examining examiners yesterday, you get into congested South

Birmingham, rail traffic and problems with water, water. And so there isn't a benefit of moving west, you actually end up frustrating the ability to move and if you could go back further west, you get into HANSOL. Anyway, and HANSOL does do our traffic things like BMW engine, so it has done historically. So I think that in terms of that particular point, we have explored right away from it. We started in the east and move right the way through Leicestershire to the west identified Hinkley with its access to the strategic road network at junction two, we then look further west, north and south to identify whether there were any other opportunities that work that weren't in a floodplain. And that was that was a significant part of that question. Just in relation to paths. If I could just deal with that one quickly. Yes, there are paths. And our capacity is at 16 trains, what we see in terms of the hub activity is that when new terminals start, they are relatively small, and they will have mixed loads, which couldn't define hold to just different destinations, which wouldn't have the ability to then go to use a single train. So they would not be able to start, what we can offer them is the ability to combine those, put them into a hub location, we can then re aggregate them on to train loads in conjunction with our own traffic and get them into the locations that those wants to go to. That's the kind of operation that that would happen. Now once they get going, then they'll be able to do direct trains in which case they'll be doing their own path thing through their own routes to get to the end destination and they wouldn't need to use us and we will continue to build our own traffic. Thank you

1:22:18

and you

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covered a lot of ground

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and there's still quite a lot of ground get through through the agenda some keen to move on.

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But be careful if a deadline three

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that area of capacity suitability

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availability could be consolidated in to update not place. Any any query Well, could the market mods not document please be reissued in metric because we've got to report in metric and all that. So all the Imperial data needs taking out and re converting into metric place.

1:23:02

So moving on that the market needs assessment,

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EPP

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357 Paragraph 1.6 states that due to the real threat and changes exceptional location on the strategic threat network, it can also act as a rail hub for mixed destination. Loaded trains from smaller terminals and pots would also be able to consolidate flows to create full loads. Adding to the rail freight and changes on traffic further states that this would be a service of national significance enabling smaller terminals and ports in less well served regions to become valuable sooner. So could the applicant please elaborate on the section providing examples of the smaller terminals and ports and also advise whether this would then increase traffic close to and from the site. Secondly, that the applicant explain how the outline rail pathways plan would seek to accommodate the rail traffic to and from the regional distribution centers, some of which are not as yet planned around the UK.

1:24:18

So I think to some extent, I've addressed that in my previous answer, but what I will do is that the government is developing a growth plan and GB rail, great, great British Railways transition team, who we've been working with have got a specific task that they're doing for Department of Transport, which is to try and spread the number of rail freight terminals that are available around the country. Some might be ours as RFIs. Some may, some may not because there'll be using your district additional rail infrastructure. They're doing that study at the moment and this is part of the jigsaw that will help really help them bring that that forward until this scheme was was seen as

1:25:00

As as able to do that they will struggle. And if it can't happen, they will struggle to make those actually commercially or in real, real terms viable. But what I'll do for you, sir is I will, we'll put together a paper with GB rel Transition Team network rails rate team to identify their plans and how that would evolve

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if I knew that would be helpful.

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Moving

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in response to Colton parishes Council and Margaret Bosworth submissions that there was enough capacity locally. The applicant has set the notion as misconceived.

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Given the list of vacant spaces and other locations, could the applicant elaborate on why the notion is misconceived and their opinion, other than stating that the National Policy Statement states there is a compelling need?

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Again, suggest focus on site location, rather than the way the statement of need.

1:26:06

Apologies, I missed the first part of that question. So.

1:26:15

So

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I'll repeat it in response to Carlton parish council and Mark boss with submission that there was enough capacity locally. The applicant has said the notion is misconceived. So given the list of vacant spaces and other locations, could the applicant elaborate on why the notion is misconceived and their opinion, other than stating that there is a compelling need stated in the national policy statement?

1:26:49

Can I ask my colleague Mark Barney to respond in relation to the space vacancies?

1:26:57

Thank you Mark pani for the the applicant.

1:27:01

So we have a very detailed chapter in document reference 16.2, dealing with market signals, it's called an industrial logistics market assessment. So there's a lot of demand based and supply based

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market signals in there. So you talk originally about the availability of space? Well, well, availability at the time of our report for large units, and we are talking about a large unit scheme was around about 2.8%. So that's extremely low, that's lower than the availability England wide for large units, which is higher. So that's a very, very low percentage level, we talk a lot in our report of what we call an

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equilibrium of frictional availability rate, which is when demand and supply seem to be broadly and balanced by the market. And that's at five and a half percent for the property market area that we've we've developed.

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And the availability rate in our property market area, for large units over 10,000 square meters, is is it's 2.8%. And it's been below that equilibrium level in aid of the last 10 years. So, in effect, the market has been supply constrained in aid of the last 10 years. And I just finished with that, you know, another confirming market signal of tight supply is rental growth, when there is not enough supply, demand competes with each other, pushing up rents. So we've had rents rental growth, and now a property market area of around 70%, which is nearly three times the rate of inflation. So that is another clear, confirming factor of demand outpacing supply,

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just for clarity in terms of the larger units or the real connected larger units.

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Now that that is a figure for all large units. So and I think that's it's a really good question, sir. Because obviously when we look at the PMA, we were trying to look at what is in my study and how it links to David study. Mine looks at the demand for large units. And then obviously, what we're trying to provide here is the opportunity for more of those large remote units to have more environmentally friendly and sustainable supply chain. So that's all units figure.

1:29:34

Sorry, some thermal how just add to that just real real time example as well. So so obviously, as a directorate tried to exponentially My job is to not only deliver the space but also to find the occupiers for it. And in the time that we've been promoting the site. We've put multiple proposals out to two occupiers from a range of different sectors ranging from from

1:30:00

and traditional retailers to internet retailers to three PL to automotive supply chains and drinks company asking and looking for rail connected warehouses that they can't find and can't be delivered. And in total that's that is sort of upwards of 5 million square foot of inquiries that we've we've handled

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oh sorry, sorry 500,000 square meters, I do apologize, I can't happen overnight.

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Just in relation to rail terminals in the region

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D The

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East Midlands gateway was fully let within I think four years and as has been explained, all of the occupiers are using rail, at least 25%. So

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there isn't rail served buildings available. In this particular part of the Midlands, there is forthcoming in the West Midlands interchange. There'll be forthcoming in the south in Northamptonshire at Daventry. But there is nothing available in this core area East Midlands has full it's developed, fully developed and fought. And the demand, as

1:31:16

Jonathan Walters has said, is very significant, because he's driven by companies who increasingly appreciate that they have to get ahead on a netzero approach. And if you are on an estate, then the ability to use rail is much improved, because you do not have to incur the cartridge cost of having it shipped from the rail terminal to a remote remote location.

1:31:42

Thank you. Thank you.

1:31:48

Scott would like to say a word.

1:31:53

Sorry to keep him but could I just pick up on the fact that the gentleman from Frampton mentioned the genesis of this of spear in the 2014 distribution study for Leicestershire. Could I say I don't know whether you've got a copy of that study. But it's based broadly on the premise that magnet park will be decommissioned because it isn't rail linked. Now since 2014. Magnet Park has grown and grown and grown. And it's grown on the understanding that it utilizes a road link with the durfte. I mean, the fact that the rail link of Magna Park wasn't considered difficult and I do think that that is the burning issue that should be considered for South Leicestershire not alternative sites. But it is a it is a defective sort of premise and I can I can supply you with a copy of that report. If you don't have it. We don't so we could you please. Yes A will a talks about the warehouses being out of date and decommissioned and not having a rail link. But nobody is going to decommission Magna Park as far as I can see.

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Thank you.

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Thank you.

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So finally, on this item, the applicant in the de one submission in response to Assam Glanville, parish councils representation have said that the Hingley national retro in change property market area, it's a broad area of search. The site sits within that industrial and logistics investors and prospective occupiers of large units above 100,000 square feet. I'm quoting from the document

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we'll consider when looking at the lease space. And the applicant substantiate the statement with further evidence of investor potential occupiers that's aspirations that can come in a further submission at deadline three.

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In a day, that's a lot also, obviously we'll we'll do that in the submission. We have a very detailed chapter in document reference 16.2 dealing with demand and we've also got a chapter on supply. And as I was saying before, we believe just in the PMA, large shed demand or large unit demand, there's a shortfall of supply against demand of about 1000 hectares. So, Hinkley national will be an important part of chipping away at that imbalance but it wouldn't be taking away all of that imbalance, which I say that because the evidence is just how important it is. There is a there is a massive shortfall here and a scheme such as Hinkley national is absolutely critical in terms of helping to plug some of that that gap.

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Thank you.

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Anyone else would like to raise anything on the site and before we move on Item five.

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I suggest we now have a 10 minute break

1:35:01

Resuming at 1545