

# HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

*Blaby District Council (IP ref.  
20040018) Written statement of  
oral case at ISH2 Infrastructure  
Planning (ref. TR05007).*

**Deadline 3 - November 14, 2023**

## **1 Agenda Item 1 - Introduction**

- 1.1 This document contains a summary of the oral submissions of Blaby District Council (BDC) at Issue Specific Hearing 2 (ISH2) held on 31 October 2023.
- 1.2 It also contains post-hearing comments on submissions made by others at ISH2. Where the comment is a post-hearing comment submitted by BDC, this is indicated. This document uses the headings for each item in the agenda published for Issue Specific Hearing 2 [EV6-001] on 24 October 2023 by the Examining Authority.
- 1.3 BDC is the planning authority for Blaby District and has a statutory function in the geographic area of the Proposed Hinckley National Rail Freight Interchange (the Project), promoted by Tritax Symmetry Limited (the Applicant). BDC was represented at ISH2 by Duncan O'Connor, Partner, BDB Pitmans LLP (DO).
- 1.4 DO introduced Edward Stacey, Major Schemes Officer, BDC (ES) to the Examining Authority (ExA).

## **2 Agenda Item 2 - Purpose of the Issue Specific Hearing**

- 2.1 BDC did not make any submissions under this agenda item.

## **3 Agenda Item 3 - Road Highway Network**

- 3.1 BDC made submissions on various agenda item 3 issues.
- 3.2 **Agenda item 3(c) Rail Connectivity:** DO noted that BDC's position on the Project's compliance with paragraph 4.88 of the National Policy Statement for National Networks (NPSNN) is set out in their Written Representation [REP1-050] at paragraphs 3.2 – 3.6. DO also referred to paragraphs 4.78 and 4.84 of the Draft National Policy Statement for National Networks (Draft NPSNN), which directs applications to develop rail infrastructure and buildings capable of rail connection from the outset.
- 3.3 DO submitted that Units 1 and 2 will not be capable of rail connectivity from the outset and that it is a matter for the ExA and the Secretary of State to decide whether the Project is compliant with the NPSNN.
- 3.4 **Agenda Item 3(k) Effect on Sapcote:** BDC agreed to provide at Deadline 3 details on the number of dwellings to the east of link 43 (Action Point 61), this information is provided in a separate response for Deadline 3.
- 3.5 **Agenda Item 3(i) Effect on Stoney Stanton:** BDC in relation to the ExA's request for clarity on the Stoney Stanton railway station development has provided the Fosse Villages Neighbourhood Plan and an explanatory note separately for Deadline 3.
- 3.6 **Agenda Item 3(m) Narborough Level Crossing:** Given the time constraints for ISH2, BDC was not able to make oral submissions on the Narborough level

crossing. In relation to the Applicant's confirmation, it would provide further data in relation to barrier down time at Narborough level crossing and associated traffic impacts, DO requested specifically requested that :

- (a) weekdays that are not half term dates are included and clearly identified; and
- (b) the hours are not provided as a weekly average, and it is made clear which are half term days rather than averaging out the Monday – Friday period.

3.7 The above information is important as the analysis submitted by the Applicant in response to the ExA's Rule 17 request (Doc ref 18.5.1) shows that the hour between 3pm and 4pm has the longest barrier downtime (exceeding 28 minutes).

3.8 BDC agreed to provide details of the school hours for the schools in Narborough and this is provided in a separate response for Deadline 3.

3.9 It would be helpful if the additional information provided by the Applicant explains the following points:

- (a) What is the basis for notional 20 minute principle referred to in the Applicant's assessments?
- (b) What length of trains has been assumed when calculating barrier downtimes - 600m or 775m?

3.10 **Post Hearing Note** The additional barrier downtime at Narborough level crossing remains a significant concern for BDC and Blaby residents. BDC are cognisant that the Applicant will provide a detailed technical note on the impacts of additional down time at the Narborough level crossing. Notwithstanding the impending additional material from the Applicant, BDC submit the following:

3.10.1 The Narborough level crossing is a key link for Blaby residents providing access to key social infrastructure and services. The Narborough level crossing's stepped footbridge enables crossing over the railway line to the public when the barrier is down however, there is no access for people with impaired mobility or pushchairs who are required to wait on the narrow footpath when the crossing is down.

3.10.2 BDC's concern is that the additional downtime will exacerbate the existing accessibility issues for those with impaired mobility and those with pushchairs as there will be an increase in the wait times.

3.10.3 BDC note the policy directives of paragraphs 3.21, 3.22 and 5.216 of the NPSNN for applicants to consider the needs of disabled people, take opportunities to improve accessibility and mitigate accessibility impacts for non-motorised users so far as reasonably possible.

- 3.10.4 Therefore, BDC seek that the Applicant explores improvements to the Narborough level crossing to enable people with impaired mobility to cross when the barrier is down.
  - 3.10.5 BDC continues to have significant concerns about the traffic impacts and corresponding air quality and noise impacts of additional barrier down time.
  - 3.11 **Agenda Item 3(s) – Lorry Parking in vicinity:** BDC at the request of the ExA agreed to provide in writing a note providing further detail on issues resulting from lorries parking overnight in unauthorised places (“Fly-parking”) (Action Point 69). This note is provided separately for Deadline 3.
- 4 Agenda Item 4 – Rail Connectivity**
- 4.1 BDC made no submissions on this agenda item. BDC’s position on securing rail connectivity and use was presented at Issue Specific Hearing 4.
- 5 Agenda Item 5 – Sustainable Transport Connections**
- 5.1 BDC’s position remains unchanged in regards to sustainable transport connections from that set out in BDC’s Written Representation [[REP1-050](#)].
  - 5.2 **Agenda Item 5(c) – Bus Connections:** ES noted that BDC welcomed the proposed provision of a fixed bus service to and from the Project site. BDC will await the revised Sustainable Transport Strategy which the Applicant has indicated will be provided at Deadline 3.
  - 5.3 **Agenda Item 5(d) – Public Rights of Way:** ES stated that BDC would welcome any updates to the Public Rights of Way Strategy that would keep cyclists off the roads and on dedicated Non-Motorised User routes. BDC will continue to engage with the Applicant on this point.