

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Environmental Statement Volume 1: Main Statement

Chapter 21: Conclusion

Document reference: 6.1.21B

Revision: 05

9 January 2024

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

This document forms a part of the Environmental Statement for the Hinckley National Rail Freight Interchange project.

Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).

To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.

The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.

Further details about the proposed Hinckley National Rail Freight Interchange are available on the project website:

<http://www.hinckleynrfi.co.uk/>

The DCO application and documents relating to the examination of the proposed development can be viewed on the Planning Inspectorate's National Infrastructure Planning website:

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

Chapter 21 ◆ Conclusion and mitigation commitments

CONCLUSION

- 21.1 With the benefit of the Secretary of State's EIA scoping opinion and the feedback from the consultation undertaken in relation to the Proposed Development, the Applicant has refined its proposals through consideration of environmental issues and prepared an application for a DCO. Detailed technical studies have informed the design and assessment process, assisting the Applicant in its pursuit of a refined development proposal.
- 21.2 This ES has identified the likely significant effects, both beneficial and adverse, of the Proposed Development, the mitigation measures proposed to reduce the likely significant adverse effects and any anticipated residual significant effects once the mitigation measures have been taken into account. The Proposed Development incorporates elements of 'inherent mitigation' that are built into the Proposed Development by virtue of factors including design and location.
- 21.3 Additional mitigation comprises measures that do not form part of the Proposed Development itself and tend not to be shown in the DCO application drawings, but would be provided by means of implementation and operational safeguards and commitments enforceable through the DCO, including DCO Requirements in the DCO (document reference 3.1).

MITIGATION COMMITMENTS

- 21.4 A summary of the mitigation measures identified through the ES, is provided in the Register of Environmental Actions and Commitments (REAC), Appendix 21.1 (document reference 6.2.21.1). This details the measures proposed and the specific securing mechanism that would be enforced through the DCO.
- 21.5 The REAC does not define general legislative requirements of relevance to the Proposed Development as it is assumed that these will be complied with alongside the measures set out in Appendix 21.1 (document reference 6.2.21.1).
- 21.6 The mechanisms with which mitigation measures will be secured are listed below:
- Public Rights of Way Appraisal and Strategy (document reference 6.2.11.2)
 - Framework Site Wide Travel Plan (document reference 6.2.8.2B)
 - Sustainable Transport Strategy (STS, TA Part 15, document reference 6.2.8.1B)
 - Lighting Strategy (document reference 6.2.3.2)

- Access Management Plan (AMP, document reference 6.2.12.4)
- Archaeological Mitigation Strategy (AMS, document reference 6.2.13.7)
- Flood Risk Assessment (FRA, document reference 6.2.14.1).
- Preliminary Water Framework Directive Assessment (document reference 12.1)
- Sustainable Drainage Statement (SDS, document reference 6.2.14.2B)
- Main HNRFI Site Concept Surface Water Drainage Strategy (document reference 6.3.14.4A)
- Main HNRFI Site Concept Foul Water Drainage Strategy (document reference 6.3.14.5A)
- A47 Link Road Concept Drainage Strategy (document reference 6.3.14.6)
- M69 Junction 2 Concept Drainage Strategy (document reference 6.3.14.7)
- Energy Strategy (document reference 6.2.18.1A)
- Construction Environmental Management Plan (CEMP, document reference 17.1A)
- Landscape Ecological Management Plan (LEMP, document reference 17.2A)
- Woodland Management Plan (WMP, document reference 6.2.12.4)
- Site Waste and Materials Management Plan (SWMMP, document reference 17.3)
- HGV Route Management Plan and Strategy (document reference 17.4B)
- Ecological Mitigation and Management Plan (EMMP, document reference 17.5)
- Construction Traffic Management Plan (CTMP, document reference 17.6C)
- Other Consents and Licences Report (document reference 5.2)
- Illustrative Landscape Strategy (document reference 6.3.11.20A)
- Hinckley NRFI Lorry Park Management Plan (document reference 17.7)
- Hinckley NRFI Strategic Road Network Incident Plan (17.8.1)