





## Appendix 5.7

# The Proposals

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db symmetry is bringing forward proposals for the **Hinckley National Rail Freight Interchange** (HNRFI) at junction 2 of the M69. The scheme is considered to be a Nationally Significant Infrastructure Project (NSIP).

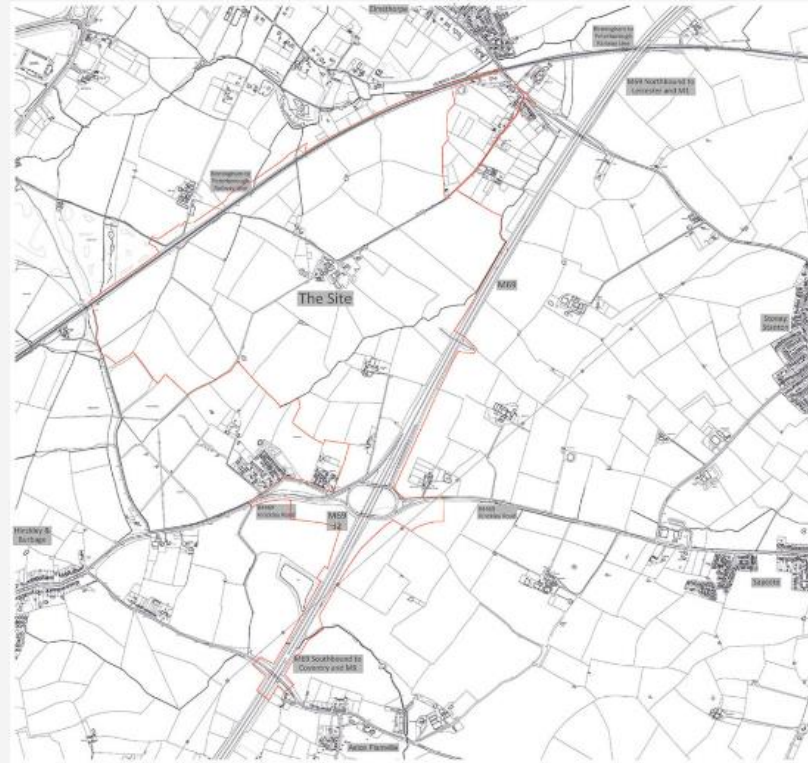
## The site will include the delivery of:

-  Railway sidings and freight transfer area alongside the two-track railway between Hinckley and Leicester. This line forms a part of Network Rail's 'F2N' freight route between Felixstowe and Nuneaton, lengths of which have been the subject of upgrades, and is also well-placed in the national rail network to provide direct links to and from major cargo terminals at Southampton, Liverpool and the Humber estuary.
-  A dedicated road access directly from Junction 2 of the M69 motorway, which connects the M6 near Coventry to the M1 near Leicester and links to the A5 in between. As a part of the proposals, a northbound off-slip and a southbound on-slip would be added to this Junction, which currently caters only for motorway traffic heading to and from the north.
-  Up to 225.57 hectares (ha) of level land for the construction of a rail port for the loading and unloading of freight trains, and for a total area of up to 850,000 square metres gross internal area (GIA) (650,000 square metres gross external area (GEA) 'footprint' and 200,000 square metres of mezzanine floorspace) of high-bay storage and logistics buildings in a single land parcel bounded by the railway to the north-west and the M69 to the south-east.
-  Land for landscape and planting works, ecological mitigation, drainage balancing ponds and footpath and cycleway links.

## Why here?

The site is located in what the UK logistics industry regards as the 'Golden Triangle'. The East Midlands is home to a fifth of the UK's manufacturing capability and 45% of British rail freight goes through the Midlands.

db symmetry's plans look to meet the needs of the logistics industry, including port operators, in serving manufacturers, distributors and retailers by capitalising on the site's locational strengths and connectivity to the railway and motorway networks.



# Community Engagement

Whilst the application will be submitted to the Planning Inspectorate, db symmetry is committed to engaging with the surrounding local communities on the proposals ahead of a formal submission. As such, informal consultation for the proposals has been scheduled between 22<sup>nd</sup> October 2018 and 7<sup>th</sup> December 2018. This engagement will deploy a range of methods to promote effective engagement with surrounding communities.

In discussion with the local authorities, db symmetry has prepared a Statement of Community Consultation (SoCC) which details how the local community will be consulted on the proposals. db symmetry has committed to undertake a robust consultation which goes above the minimum requirements typical of NSIPs.

A series of local events will be held in locations that are accessible to the 'host' communities within Blaby District and Hinckley and Bosworth Borough.

**Statutory consultations will follow in Spring 2019 and will include a fully reasoned response to the informal public consultation exercise.**

**Further details on dates for the above series of consultation events is below:**

-  **Friday 26th October, 2pm-8pm** – Elmesthorpe Village Hall, Wilkinson Lane, Elmesthorpe, Leicester LE9 7SP
-  **Saturday 27th October, 10am-1pm** – Elmesthorpe Village Hall, Wilkinson Lane, Elmesthorpe, Leicester LE9 7SP
-  **Monday 29th October, 3pm-8pm** – Burbage Millennium Hall, Britannia Road, Burbage, Hinckley LE10 2HF
-  **Wednesday 31st October, 2pm-8pm** – Sapcote Methodist Church, 39 Leicester Road, Sapcote, Leicester LE9 4JE
-  **Friday 2nd November, 1pm-7pm** – Stoney Stanton Village Hall, New Road, Stoney Stanton, Leicestershire, LE9 4LQ
-  **Wednesday 7th November, 2pm-8pm** – The George Ward Centre, Church Lane, Barwell LE9 8DG
-  **Friday 9th November, 12pm-6pm** – St Francis Community Centre, Tudor Road, Hinckley, Leicestershire, LE10 0EQ
-  **Saturday 10th November, 12pm-6pm** – St Francis Community Centre, Tudor Road, Hinckley, Leicestershire, LE10 0EQ

For those unable to attend one of the events, all materials from the exhibitions will be available on this website.

## What is an NSIP?

An NSIP is a Nationally Significant Infrastructure Project – projects of certain types, over a certain size, which are considered by the Government to be so big and nationally important that permission to build them needs to be given at a national level.

NSIPs in the transport sector include new freight interchanges over 60 hectares in area in England, such as Hinckley NRI.

## What is a DCO?

A Development Consent Order (DCO) is the process for obtaining planning permission for developments categorised as NSIPs.

A developer intending to construct a NSIP must have their proposals examined by the Planning Inspectorate who will make a report to the Secretary of State for Transport. The Secretary of State will then decide whether to grant or refuse permission for the DCO. If consent is granted the Secretary of State will establish a DCO which allows the developers to construct and operate the project.

## What is a SRFI?

A Strategic Rail Freight Interchange (SRFI) is often referred to as 'in-land port' due to its ability to successfully transfer freight from road to rail and from suppliers to retailers to consumers.

Government policy is that SRFIs are important because they can provide a range of transport, environmental, and economic benefits, and as a result the national policy is that there should be a network of them in the UK. The Government's National Policy Statement relating to 'national networks' published in December 2014, which includes policy guidance on SRFIs, can be found [here](#).

## Further Information

More information about the various stages of the national infrastructure planning process can be found on the Planning Inspectorate's website, [here](#).

# Latest News

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## Archaeological evaluation // 27th September 2018

We've agreed a programme of archaeological evaluation with Leicestershire County Council's Archaeological Adviser. Work has now commenced on site and we're expecting it to continue over the next few months. If you have any questions about this ongoing work, then please do not hesitate to get in touch.

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# About Us

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db symmetry was formed as a UK joint venture through the purchase of a 60% holding in Barwood Developments Limited by clients advised by Delancey, a specialist real estate investment, development and advisory company. The remaining 40% shareholding is controlled by the executive management team.

The company has a land portfolio comprising 1,200 hectares, comprising over 400 hectares consented for logistics use, and a further 840 hectares being promoted through the planning process for logistics use, with an expected development value of over £3 billion. The portfolio is concentrated on the strategic road network in the UK and primarily around the Golden Triangle of the M1, M69 and M40, and north-west England's prime M6 and M62 corridors.

For further detail please visit [www.dbsymmetry.com](http://www.dbsymmetry.com).

# Contact Us

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If you would like to get in touch with a member of the project team, please feel free to call the dedicated Community Information Line on 0844 556 3002 (Monday – Friday, 9:00am – 5:30pm). You can also email us at [hinckleynrfi@lexcomm.co.uk](mailto:hinckleynrfi@lexcomm.co.uk).



Appendix 5.8



Hinckley National Rail Freight Interchange - HNRFI shared a link.

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Have your say on plans for a new Strategic Rail Freight Interchange near Hinckley

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Hinckley National Rail Freight Interchange - HNRFI shared a link.

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**Hinckley National Rail Freight Interchange - HNRFI** shared a link.

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**Find out more about plans for a new Strategic Rail Freight Interchange in Blaby District**

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Appendix 5.9



Hinckley National Rail  
Freight Interchange  
(HNRFI), **Community  
Explanation Document.**

# Introduction to the proposals

This document, referred to as the 'Community Explanation Document' is intended to provide a straightforward summary of the Hinckley National Rail Freight Interchange (HNRFI) emerging proposals.

It has been prepared as part of the informal consultation process which is set to run from 22nd October-7th December 2018. The purpose of this document is to provide a robust overview of the proposals, explain the policy context for them, and set out the main components of the proposals and the consultation process.

The Hinckley proposals meet the definition of a Nationally Significant Infrastructure Project (NSIP). This means that, rather than preparing a planning application for the Local Planning Authority (Blaby District Council), an application for a Development Consent Order (DCO) is currently being prepared. This will then be examined by the Planning Inspectorate before going to the Secretary of State for Transport for a decision. There is more information about this process later in this document.

Some of the assessments being carried out as part of the application are still in progress and there may be changes as the work in preparing the Development Consent Order (DCO) continues. There is also the potential for changes following the informal public consultation and ongoing consultation with statutory and non-statutory consultees.

For more information on the project please visit [www.hinckleynrfi.co.uk](http://www.hinckleynrfi.co.uk). Here you will be able to view the boards displayed at the public exhibitions and provide your feedback via an online feedback form. You will also be able to access our topic papers which provide further detail about each discipline related to our application (see page 16 for list of topic papers available).

**If you have any questions you can also contact us in the following ways:**

- Email us at [hinckleynrfi@lexcomm.co.uk](mailto:hinckleynrfi@lexcomm.co.uk)
- Call our Community Information Line on **0844 556 3002** (Mon-Fri, 9am-5.30pm).
- Write to C/O Lexington Communications, Third Floor, Queens House, Queen Street, Manchester, M2 5HT.

## What happens next?

We are in the process of preparing our DCO application which will involve more detailed design work and extensive environmental assessments. Our preparation will be informed by feedback we receive during the consultation period.

Ahead of submitting our DCO application we will formally consult the local community as well as other stakeholders, currently expected to be in Spring 2019. This will be carried out in accordance with Section 47 of the Planning Act 2008.

## What is a Nationally Significant Infrastructure Project?

Some types of development are considered by the government to be Nationally Significant Infrastructure Projects (NSIPs). Permission for these projects is granted directly by the government instead of the local authority (Blaby District Council). Strategic Rail Freight Interchanges are NSIPs, so db symmetry will make its application to the government, with local authorities playing an important consultative role.

## What is a Development Consent Order?

A Development Consent Order (DCO) is a special type of planning permission for developments categorised as NSIPs. A DCO gives a developer the powers it needs to acquire land for and to construct and operate the development.

After extensive public consultation, applications for a DCO are submitted to the Planning Inspectorate, which examines the proposals on behalf of the government and reports to the relevant government minister - in this case the Secretary of State for Transport - who will then decide whether to grant a DCO.

Further information about the process can be found at: <https://infrastructure.planninginspectorate.gov.uk>.

# What is the HNRFI?

db symmetry, an established logistics developer, is bringing forward proposals for the Hinckley National Rail Freight Interchange (HNRFI) close to Junction 2 of the M69, on land east of Hinckley, in Blaby District in Leicestershire.

## What is a Strategic Rail Freight Interchange?

A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems, with good rail connectivity to the main ports, reducing the need for road traffic between ports and major towns and cities.

The aim of an SRFI is to optimise the use of rail in the freight journey by maximising rail trunk haul and minimising some elements of the secondary distribution leg by road.

Government policy is that SRFIs are important because they can provide a range of transport, environmental, and economic benefits. These include moving freight by rail instead of lorries to get freight off the roads and on to trains, and as a result the national policy is that there should be a network of these in the UK.

## Meeting the need

National, regional and local policy demonstrates a need for the HNRFI in several ways.

Due to the need for SRFIs to be located close to both the rail and road network, the number of locations for SRFIs that are suitable and feasible is limited. The location of HNRFI offers access to the Felixstowe to Nuneaton railway line which enables direct rail connections to and from the main ports of Felixstowe, London Gateway, Southampton and Liverpool. The site also offers direct access onto the motorway network at Junction 2 of the M69.

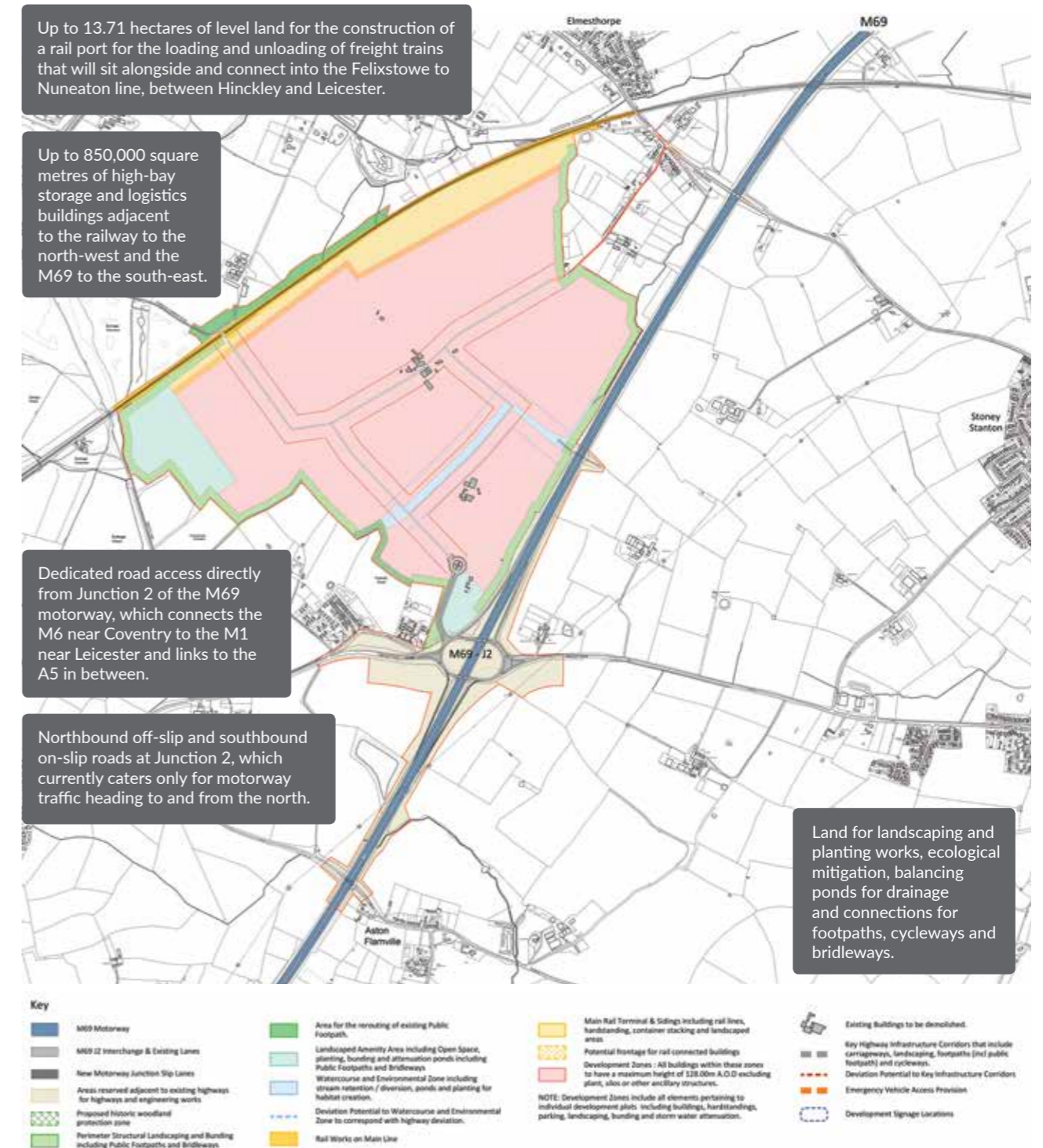
The East Midlands is home to a fifth of the UK's manufacturing capability. In addition, 45% of British rail freight goes through the Midlands. The Midlands sits at the heart of the UK economy and the plans for the HNRFI will deliver much needed facilities to enable this sector to grow as a major economic driver and facilitate delivery of the Midlands Connect Strategy.

The Government's Rail Freight Strategy states 'each tonne of freight transported by rail reduces carbon emissions by 76% compared to road and each freight train removes 43 to 76 tonnes from the road'. The HNRFI will embrace a strategic position and role in the UK logistics market and will help reduce carbon emissions.

## Parameter Plan

The DCO will be determined against a Parameter Plan which will set out the limitations to the proposed development for example in terms of the scale of buildings and the amount of floorspace. The Environmental Statement (see Board 12) is being prepared against the content of the Parameter Plan shown below.

### HNRFI will deliver:



# Policy Context

## National Policy Statement for National Networks 2014

Parliament has approved a series of National Policy Statements (NPS) for major infrastructure projects. How well a project conforms to NPS policy will be an important consideration in the government's decision whether or not to grant a DCO.

Rail projects including SRFIs are covered by the NPS for National Networks. This states that 'SRFIs are a key element in reducing the cost to users of moving freight by rail and are important in facilitating the transfer of freight from road to rail'. Amongst other things, the National Networks NPS also provides guidance on the environmental impact assessment of SRFI proposals. db symmetry is following this policy advice.

## Rail Freight Strategy 2016

The Rail Freight Strategy was published by the Department for Transport in September 2016. It sets out the Government's commitment to ensuring that transport delivers emissions reductions.

## Leicester and Leicestershire Growth Plan 2018

Ten partner organisations in Leicester and Leicestershire have published a non-statutory plan called The Strategic Growth Plan (2018) to address challenges and opportunities for the period up to 2050. The Strategic Growth Plan is aligned to the Midlands Connect Strategy (see below). The strategy is to build more development in major strategic locations. New infrastructure is proposed including a new road to the south and east of Leicester linking into strategic highways to the west.

## Leicester and Leicestershire Strategic Distribution Sector Study 2013

In 2013 the Leicester and Leicestershire Housing, Planning and Infrastructure Group (HPIG) commissioned a study to examine the strategic distribution sector in the county. The HPIG represents the county's Local Planning Authorities, Leicestershire County Council and the Leicestershire Local Enterprise Partnership on spatial planning matters. The purpose of the study was to enable a better understanding of the sector and objectively determine future need for logistics provision. The study suggested that 'around 115 hectares of new land at rail served sites will need to be brought forward by 2036'. To read more about that report, please review our topic paper 'Policy and Need'.

The conclusions of the original report remain unchanged in the September 2016 and January 2017 updates.

## Midlands Engine Strategy 2017

The publication of the Midlands Engine Strategy is a demonstration of the government's commitment to making the Midlands a 'powerful engine for growth'. The Midlands is identified as being at the 'very heart of the UK economy' and a 'gateway to the global economy'. The government states that the 'Midlands is essential to our national economic success; being responsible for over a fifth of the UK's 'total manufacturing capability'.

## Midlands Connect Strategy, 'Powering the Midlands Engine' 2017

Midlands Connect is a pan-Midland partnership of local enterprise partnerships and local business representatives working with the Department for Transport and its key delivery bodies. The Partnership forms the transport component of the Midlands Engine for Growth. Midlands Connect supports the development of new SRFIs, particularly where rail and road access are good.





# Site Location

The site is located at Junction 2 of M69, in south-west Leicestershire, to the east of Hinckley. The M69 forms the eastern boundary of the site and links the M6 and A5 to the south-west with the M1 to the north-east. M69 Junction 2 lies at the southern edge of the site.

**The East Midlands is home to a fifth of the UK's manufacturing capability and 45% of British rail freight goes through the Midlands;** HNRFI would meet the needs of the logistics industry, including port operators, in serving manufacturers, distributors and retailers.

The site is located in what the UK logistics industry regards as the **'Golden Triangle'** and the proposals would embrace Leicestershire's strategic position and role in logistics throughout the UK.



## Why here?

- **Direct rail access** to the Felixstowe to Nuneaton railway as part of the main rail freight network
- **Connectivity to the main ports** of Felixstowe, London Gateway, Southampton and Liverpool
- **Direct road access to the strategic highway network** from M69 Junction 2, aided by the addition of slips to the motorway south of Junction 2
- **Separation** from existing residential communities
- The land is **not subject to significant environmental designations**
- Within the Leicestershire Local Enterprise Partnership's designated **South-West Leicestershire Growth Area**

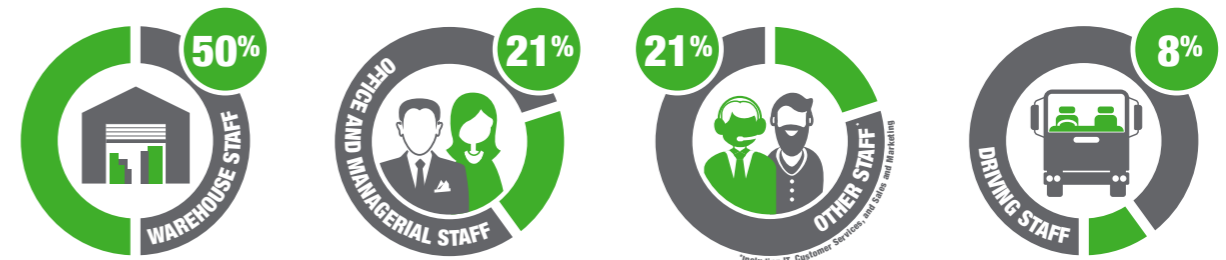
# Economic benefits

Rail Freight is a significant and growing part of the national economy and the most efficient way to service the deep-sea ports. The total value of goods carried today in the UK by rail is estimated to be in the region of £30 billion annually. Through access to the ports, it allows local businesses the opportunity to reach world markets.

New jobs will be created on site once construction commences, and following occupation of each unit. Businesses in the local and regional economy would benefit from the trade linkages that would be established to construct the development, meaning that further indirect jobs would be supported locally in suppliers of construction materials and equipment.

Local businesses would also benefit from temporary increases in expenditure as a result of the direct and indirect employment effects of the construction phase, e.g. Construction workers spending their wages in local shops, accommodation and other facilities.

**The jobs created on site will cover a variety of different roles and skill sets. Approximately these will include:**



## db symmetry's commitment to the community

We want our developments to have a positive influence on those communities in which we work, over and above the substantial jobs, training and socio-economic growth opportunities that they deliver.

As part of our Corporate and Social Responsibility (CSR) policy, we have decided to create Community Benefit Funds (CBF) on all of our strategic sites, which can be used by the local community for locally chosen initiatives. Upon first occupation of each building on this site, a payment of 10p per sq ft of floorspace for that building will be made into the Fund – for the full development potential of HNRFI (850,000 sq m) this could result in total payments of approximately £900,000. This is over and above any mitigation measures that we must include with our developments to satisfy the requirements of the planning process.

For each fund, local stakeholders such as the local MP, Local Authorities and Parish Councils will be invited to join a Community Fund Panel who would invite bids and shortlist entrants from which the local community would be asked to choose projects to be allocated funding.

We believe that to empower communities to make decisions which benefit their local area, it is essential that local people make the decision about how the money is spent.

**We would welcome any suggestions you may have for projects to support in the local area. You can do this by filling in one of our feedback forms.**

# Proposed Rail Terminal

HNRFI is exceptionally well positioned on the rail network, in the heart of the Midlands. It is on the main Felixstowe to Nuneaton freight line that links the East Coast Main Line and the West Coast Main Line, as if in the centre of the letter 'H' and is approximately 2.7km east of Hinckley Station.

The aim of a Strategic Rail Freight Interchange is to take lorry movements off the roads and transfer them onto the rail network to reduce road traffic congestion and reduce carbon emissions.

HNRFI is in an ideal location on the rail network to achieve this by providing direct rail connections to the main ports of Felixstowe, London Gateway, Southampton and Liverpool to the centre of the UK, and minimising the final leg of delivery to the businesses on site and by road to the main cities and towns in the Midlands.

The required capacity for rail freight to and from this terminal has already been planned for and does not conflict with plans for new passenger services.

## The Felixstowe to Nuneaton Line today

The Felixstowe to Nuneaton railway line is part of an important strategic freight route which links the Port of Felixstowe to the Midlands. Felixstowe is the major container port for the UK, despatching over 33 trains of containers per day and receiving the same number. As Felixstowe grows, so will the number of freight trains serving the port, with capacity now being provided to allow the number to increase to 45 trains each way per day.

As well as trains to and from Felixstowe, the line is currently used by two passenger services each hour in each direction: the Birmingham to Leicester service and the Birmingham to Stansted Airport service.

The number of train paths required for the growth of freight in the UK, including to HNRFI has already been allowed for and the plans for more passenger services do not conflict with this.

## The Felixstowe to Nuneaton Line in the future

Network Rail produced rail freight forecasts in 2013 and 2018. Both suggest an increase in demand for rail freight, with the 2013 study suggesting that demand for freight paths between Nuneaton and Leicester could increase by a further 50% between 2023 and 2033. Network Rail's freight and route strategies have been developed to allow for this growth in freight traffic as well as potential growth in passenger traffic.

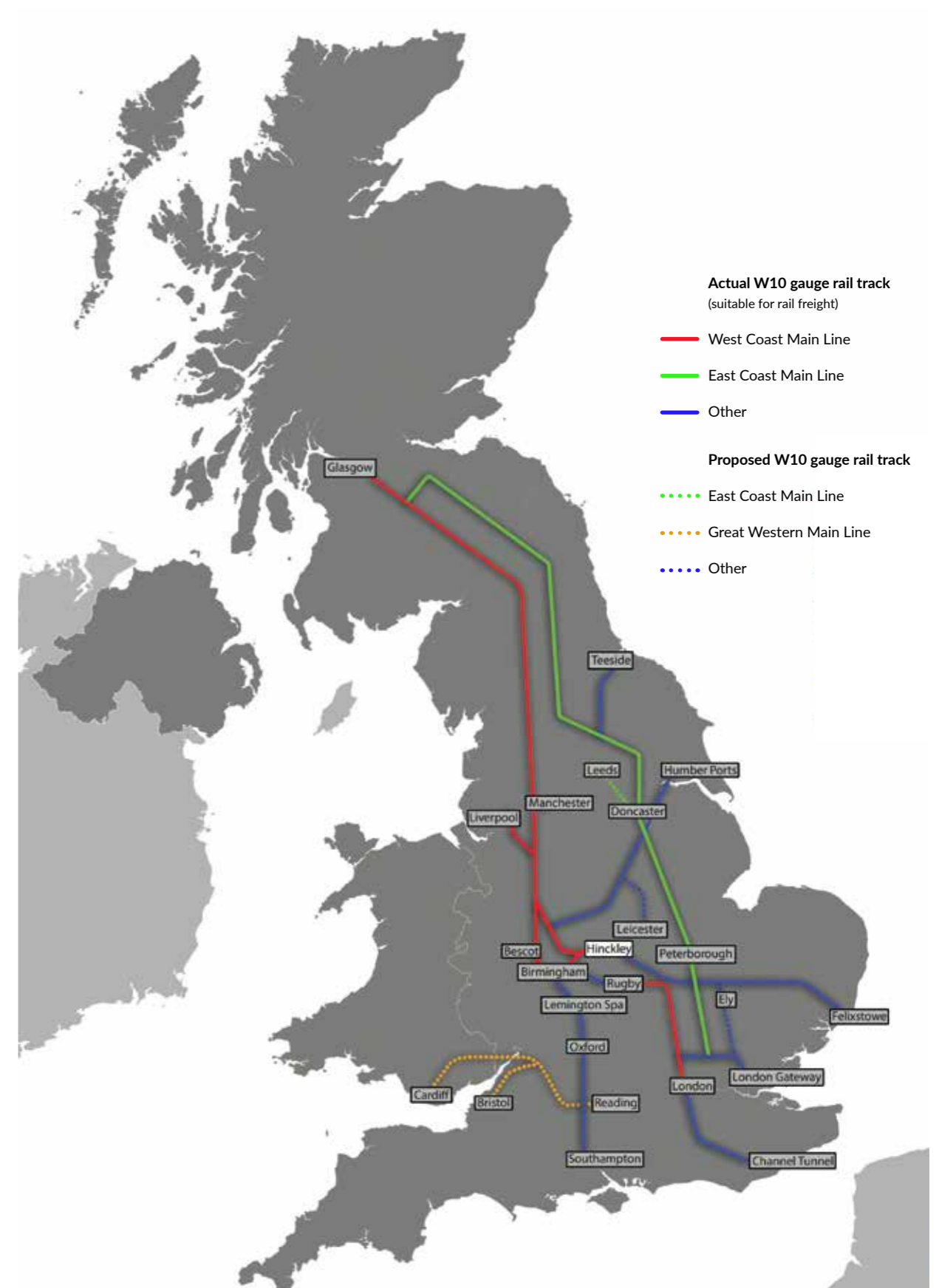
db symmetry is working closely with Network Rail on the design of access to the railway.

## The rail freight terminal

The rail freight facilities have been designed so that capacity can be provided incrementally to meet demand as it increases. Initially the rail terminal will be capable of handling up to four trains per day. The rail terminal will be expanded in stages. When the full terminal is completed it will be able to handle up to 12 trains per day each way although it is expected that it may take some years for rail traffic to build up to this volume.

The terminal is being designed so that capacity can be added when required, while ensuring that a viable and efficient terminal is constructed to meet demand.

## Illustrative Map of Main UK Rail Lines



# Transport and access arrangements

## Access

The proposed development is situated in a highly accessible location and is extremely well served by the road as well as rail, with direct access onto the M69 motorway via Junction 2 and thereafter the wider Strategic Road Network (SRN).

The proposed site access would be created directly onto the north-western side of Junction 2 via a dual-carriageway connection to the junction and extending into the site. There is a significant amount of residual capacity existing in the current junction arrangement to accommodate traffic growth.

M69 Junction 2 currently only has slip roads to and from the north. This development will deliver new slip roads to and from the south and will make the junction an 'all-movements' junction. The introduction of southern slip roads will enable development traffic to be distributed across the junction and the wider SRN, minimising mileage on the local highway network.



• Improved Junction 2 Access

continued >>

## Emergency Access

Primarily, access for emergency vehicles would be via the main site access at Junction 2. The proposed dual-carriageway arrangement affords good capacity and flexibility for managing traffic in the event of an emergency. However, Burbage Common Road naturally provides a highway connection to facilitate access to the site for emergency vehicles only, via both the existing rail bridge (linking to the B4668 Leicester Road), and via the B581 Station Road from Elmesthorpe. These emergency access points would be managed and physically restricted for use by the emergency services for access to the site itself only. It is not envisaged that any physical changes will be required to either the carriageway or verges at the B581 Station Road junction, but a replacement rail bridge may be required.

## Sustainable modes of travel

We are committed to encouraging travel to the site to be undertaken by all modes, and we will be actively promoting travel by modes other than the private motor car. A key component of this is the preparation of a Travel Plan, which will identify targets and measures to achieve this.

## Route management strategies - construction and operational traffic

To minimise impact on local roads, route management strategies will be implemented to ensure that traffic uses suitable routes and is concentrated on the strategic road network.

# Highways Modelling

The highway network can be broadly categorised as the 'Strategic Road Network' (SRN) which consists of motorways and trunk roads, (such as the M69, A5, M1, M6, A42 and M42) and the 'local highway network' (such as the A47, B581, B4668, B4669, and B4114).

It is the responsibility of Highways England (HE) to operate, maintain and improve the SRN, and of Leicestershire County Council (LCC) in respect of the local highway network.

LCC hold a strategic traffic model which they use to assess the impacts of all large developments within the County. We have agreed with LCC and HE that we will use the Pan Regional Transport Model (PRTM) to assess changes to the road network as a result of our proposed development, as this is suitable to assess the highways impacts beyond Leicestershire's administrative boundaries, into neighbouring highways areas such as Warwickshire (the border of which runs broadly alongside the A5).

We are in liaison with HE and LCC to agree the extent of assessment (i.e. how far and wide we need to look at roads and junctions surrounding the site) and the methodologies to be applied in order to assess and understand the impacts of our proposed development. The results of the modelling will also identify the need for any associated mitigation measures and improvements to roads and junctions surrounding the site, and these measures would also need to be agreed and independently approved by LCC/HE as necessary.

We will provide further details on the highways impacts and any proposed mitigation at the formal consultation stage.

Five scenarios will be assessed in order to fully understand the impacts of the development in the future years of 2026 and 2036:

- 1 Without HNRFI proposed development, without Junction 2 improvements

This provides a baseline against which to assess the changes arising from the proposals.

- 2 With HNRFI proposed development, without Junction 2 improvements

This will provide an assessment of the development impacts in the hypothetical scenario that access to the site is gained without M69 J2 southern slip roads being constructed.

- 3 Without HNRFI proposed development, with Junction 2 improvements

This will tell us what the impacts of the slip roads will have on route choices of existing/background traffic (trips not related to the development itself).

- 4 With HNRFI proposed development, with Junction 2 improvements

This will identify the cumulative impacts of the development traffic and the introduction of the slip roads combined. In turn, this will identify where mitigation is needed.

- 5 With HNRFI, with Junction 2 improvements and with mitigation package

Once the mitigation package has been identified, for completeness the model will be re-run with the mitigation schemes incorporated within the model to understand the 'final' traffic scenario.



# The likely impacts of Hinckley National Rail Freight Interchange

The proposed development will have a range of potential effects on the surrounding area therefore an Environmental Impact Assessment (EIA) is being carried out. The results of this assessment will form part of an Environmental Statement (ES) which will be submitted alongside the DCO application.

The ES will explain how the proposal has been designed to minimise or mitigate any potential negative impacts and to maximise potential benefits. Assessment will be ongoing throughout the consultation period and will look at the likely effects on:

- Socio-economic aspects
- Geology, soils, land contamination and groundwater
- Agricultural land quality
- Energy, waste and climate change
- Cultural heritage
- Ecology and biodiversity
- Landscape and visual
- Surface water and flood risk
- Noise and vibration
- Air quality

We have prepared topic papers on the above subjects which will be available at exhibitions and to download on the website. These topic papers provide further information on the method of the assessments used and the results so far.

## Topic Papers

- HNRFI Air Quality Topic Paper
- HNRFI Cultural Heritage Topic Paper
- HNRFI Energy and Waste Topic Paper
- HNRFI Geology and Hydrology Topic Paper
- HNRFI Land Use and Socio-economic Effects Topic Paper
- HNRFI Landscape and Visual Effects Topic Paper
- HNRFI Noise and Vibration Topic Paper
- HNRFI Policy and Need Topic Paper
- HNRFI Public Rights of Way Topic Paper
- HNRFI Rail Freight Topic Paper
- HNRFI Site Selection Topic Paper
- HNRFI Soils and Agricultural Land Quality Topic Paper
- HNRFI Surface Water and Flood Risk Topic Paper
- HNRFI Transport Topic Paper

# The Consenting Process



## Indicative Development Timescales

Subject to the grant of the Development Consent Order by the end of 2020, it is currently envisaged that preparatory site works would commence in 2021, thereafter: improvements to M69 Junction 2 2022/23; construction of the first unit 2024; and completion of the development in 2033 (i.e. approximately a 15-year construction period).

# How we will consult.

db symmetry has prepared a Statement of Community Consultation (SoCC) with input from the local authorities of Blaby District Council, Hinckley and Bosworth Borough Council and Leicestershire County Council. The SoCC details how we will consult with local people and is available on our website.

The purpose of the consultation is to ensure that local people are aware of the emerging proposals and provide an opportunity for people to give their feedback and ask any questions. db symmetry is committed to engaging with local people about the emerging proposals and has therefore set out a robust informal consultation which includes:

- 8 public exhibitions held in a variety of local venues within the vicinity of the site
- Notification letters to circa 38,000 people surrounding the site
- A dedicated website
- Social media adverts
- Press notices
- Site notices

In addition, other engagement is taking place with a wide range of statutory and non-statutory consultees including but not limited to the Environment Agency, Highways England, Natural England and Network Rail.

## Phase 2

A second round of consultation is expected to take place in Spring 2019.

db symmetry<sup>®</sup>

[www.hinckleynrfi.co.uk](http://www.hinckleynrfi.co.uk)

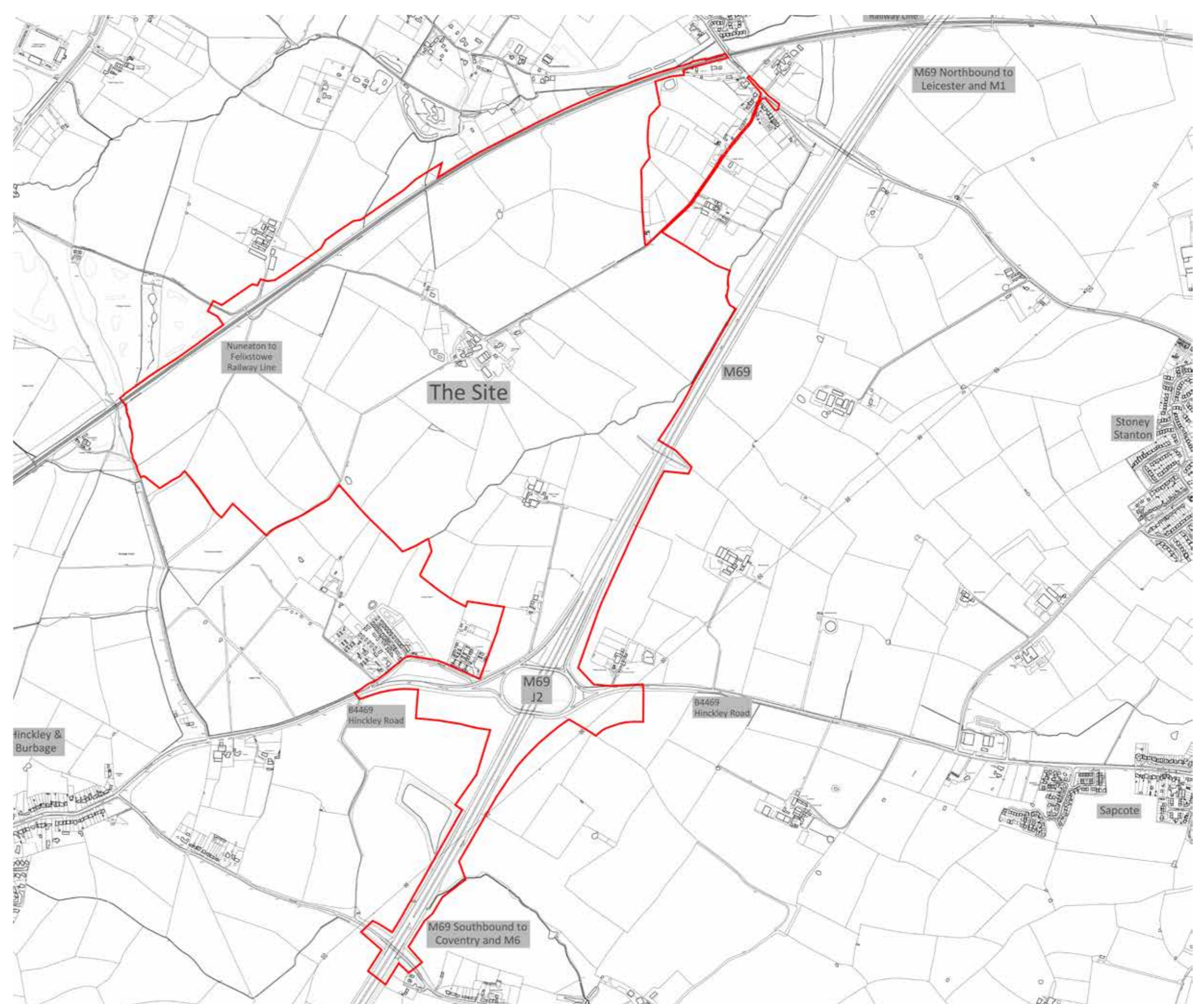
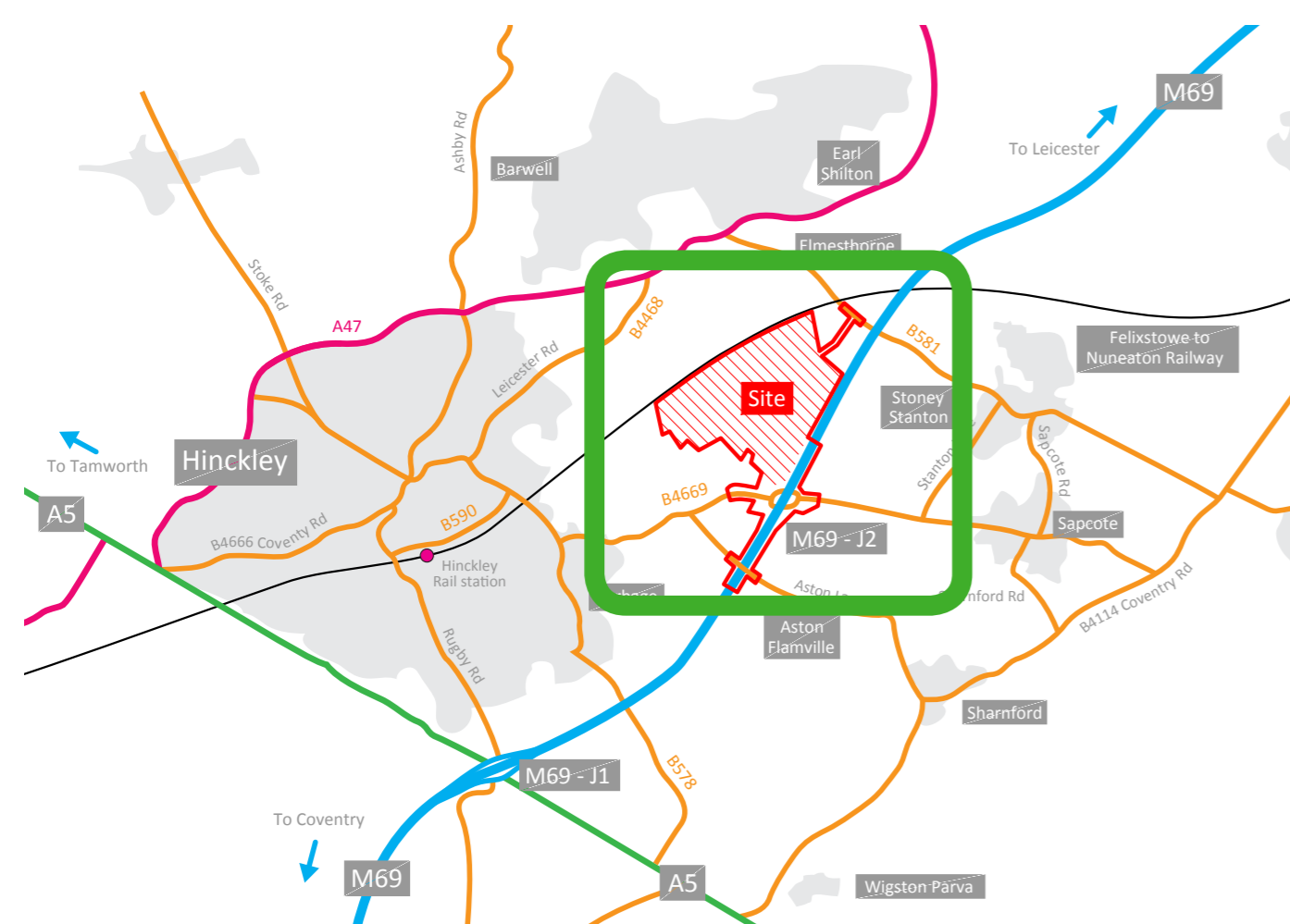
Appendix 5.10



# Welcome

## Have your say on the Hinckley National Rail Freight Interchange (HNRFI)

db symmetry, an established logistics developer, is bringing forward proposals for the Hinckley National Rail Freight Interchange (HNRFI) close to Junction 2 of the M69, on land east of Hinckley, in Blaby District in Leicestershire.



### What is a Strategic Rail Freight Interchange?

A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems.

### What is a Nationally Significant Infrastructure Project?

Some types of development are considered by the government to be Nationally Significant Infrastructure Projects (NSIPs). Permission for these projects is granted directly by the government instead of the local authority (Blaby District Council). Strategic Rail Freight Interchanges are NSIPs, so db symmetry will make its application to the government, with local authorities playing an important consultative role.

### What is a Development Consent Order?

A Development Consent Order (DCO) is a special type of planning permission for developments categorised as NSIPs. A DCO gives a developer the powers it needs to acquire land for and to construct and operate the development.

After extensive public consultation, applications for a DCO are submitted to the Planning Inspectorate, which examines the proposals on behalf of the government and reports to the relevant government minister - in this case the Secretary of State for Transport - who will then decide whether to grant a DCO.

### What happens today?

We are listening to your views as part of our pre-application community consultation.

The purpose of this exhibition is to ensure that local people are aware of the emerging proposals and provide an opportunity for people to give their feedback and ask any questions.

Informal consultation on the proposed HNRFI will run from 22 October 2018 to 7 December 2018.

Please let us know your views by speaking to a member of the team and completing a feedback form.

### What happens next?

We are in the process of preparing our DCO application, which will involve detailed design work and extensive environmental assessment. Our preparation will be informed by your views on the material you see today.

Ahead of submitting our DCO application we will formally consult the local community as well as other stakeholders. The formal consultation is currently expected to be in Spring 2019 and it will be carried out in accordance with Section 47 of the Planning Act 2008.

# What is the HNRFI?

A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems, with good rail connectivity to the main ports, reducing the need for road traffic between ports and major towns and cities.

It has rail-served warehousing and container handling facilities and enables freight to be transferred between different transport modes.

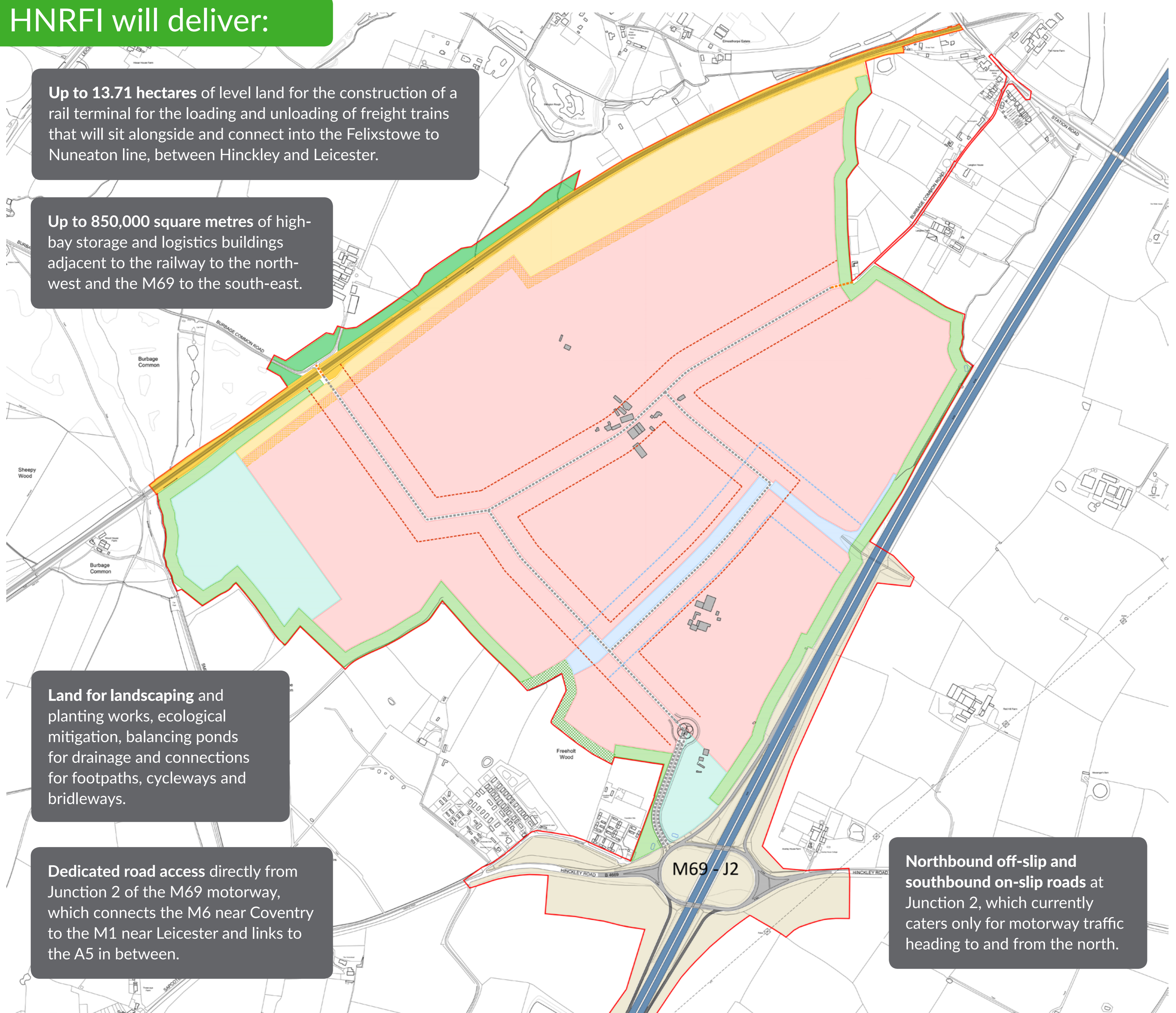
The aim of an SRFI is to optimise the use of rail in the freight journey by maximising rail trunk haul and minimising some elements of the secondary distribution leg by road.

Government policy is that SRFIs are important because they can provide a range of transport, environmental, and economic benefits. These include moving freight by rail instead of lorries, to get freight off the roads and on to trains, and as a result the national policy is that there should be a network of these in the UK.

## Parameter Plan

The DCO will be determined against a Parameter Plan which will set out the limitations to the proposed development for example in terms of the scale of buildings and the amount of floorspace. The Environmental Statement (see Board 12) is being prepared against the content of the Parameter Plan shown below.

## HNRFI will deliver:



### Key

- M69 Motorway
- M69 J2 Interchange & Existing Lanes
- New Motorway Junction Slip Lanes
- Areas reserved adjacent to existing highways for highways and engineering works
- Proposed historic woodland protection zone
- Perimeter Structural Landscaping and Bunding including Public Footpaths and Bridleways
- Area for the rerouting of existing Public Footpath.
- Landscaped Amenity Area including Open Space, planting, bunding and attenuation ponds including Public Footpaths and Bridleways
- Watercourse and Environmental Zone including stream retention / diversion, ponds and planting for habitat creation.
- Deviation Potential to Watercourse and Environmental Zone to correspond with highway deviation.
- Rail Works on Main Line
- Main Rail Terminal & Sidings including rail lines, hardstanding, container stacking and landscaped areas
- Potential frontage for rail connected buildings
- Development Zones: All buildings within these zones to have a maximum height of 128.00m A.O.D excluding plant, silos or other ancillary structures.
- NOTE: Development Zones include all elements pertaining to individual development plots including buildings, hardstandings, parking, landscaping, bunding and storm water attenuation.
- Existing Buildings to be demolished.
- Key Highway Infrastructure Corridors that include carriageways, landscaping, footpaths (incl public footpath) and cycleways
- Deviation Potential to Key Infrastructure Corridors
- Emergency Vehicle Access Provision
- Development Signage Locations

For presentational purposes, the full extent of the DCO application boundary and proposed J2 access works are not shown on this image

# Policy Context

## Meeting the need

National, regional and local policy demonstrates a need for the HNRFI in several ways.

Due to the need for SRFIs to be located close to both the rail and road network, the number of locations for SRFIs that are suitable and feasible is limited. The location of HNRFI offers access to the Felixstowe to Nuneaton railway line which enables direct rail connections to and from the main ports of Felixstowe, London Gateway, Southampton and Liverpool. The site also offers direct access to the motorway network at Junction 2 of the M69.

The East Midlands is home to a fifth of the UK's manufacturing capability. In addition, 45% of British rail freight goes through the Midlands. The Midlands sits at the heart of the UK economy and the plans for the HNRFI will deliver much needed facilities to enable this sector to grow as a major economic driver and facilitate delivery of the Midlands Connect Strategy.

The Government's Rail Freight Strategy states 'each tonne of freight transported by rail reduces carbon emissions by 76% compared to road and each freight train removes 43 to 76 lorries from the road'. The HNRFI will embrace a strategic position and role in the UK logistics market and will help reduce carbon emissions.

## National Policy Statement for National Networks 2014

Parliament has approved a series of National Policy Statements (NPS) for major infrastructure projects. How well a project conforms to NPS policy will be an important consideration in the government's decision whether or not to grant a DCO.

Rail projects including SRFIs are covered by the NPS for National Networks. This states that 'SRFIs are a key element in reducing the cost to users of moving freight by rail and are important in facilitating the transfer of freight from road to rail'. Amongst other things, the National Networks NPS also provides guidance on the environmental impact assessment of SRFI proposals. db symmetry is following this policy advice.

## Rail Freight Strategy 2016

The Rail Freight Strategy was published by the Department for Transport in September 2016. It sets out the Government's commitment to ensuring that transport delivers emissions reductions.

## Leicester and Leicestershire Growth Plan 2018

Ten partner organisations in Leicester and Leicestershire have published a non-statutory plan called The Strategic Growth Plan (2018) to address challenges and opportunities for the period up to 2050. The Strategic Growth Plan is aligned to the Midlands Connect Strategy (see opposite). The strategy is to build more development in major strategic locations. New infrastructure is proposed including a new road to the south and east of Leicester linking into strategic highways to the west.

## Leicester and Leicestershire Strategic Distribution Sector Study 2013

In 2013 the Leicester and Leicestershire Housing, Planning and Infrastructure Group (HPIG) commissioned a study to examine the strategic distribution sector in the county. The HPIG represents the county's Local Planning Authorities, Leicestershire County Council and the Leicestershire Local Enterprise Partnership on spatial planning matters. The purpose of the study was to enable a better understanding of the sector and objectively determine future need for logistics provision. The study suggested that 'around 115 hectares of new land at rail served sites will need to be brought forward by 2036'.

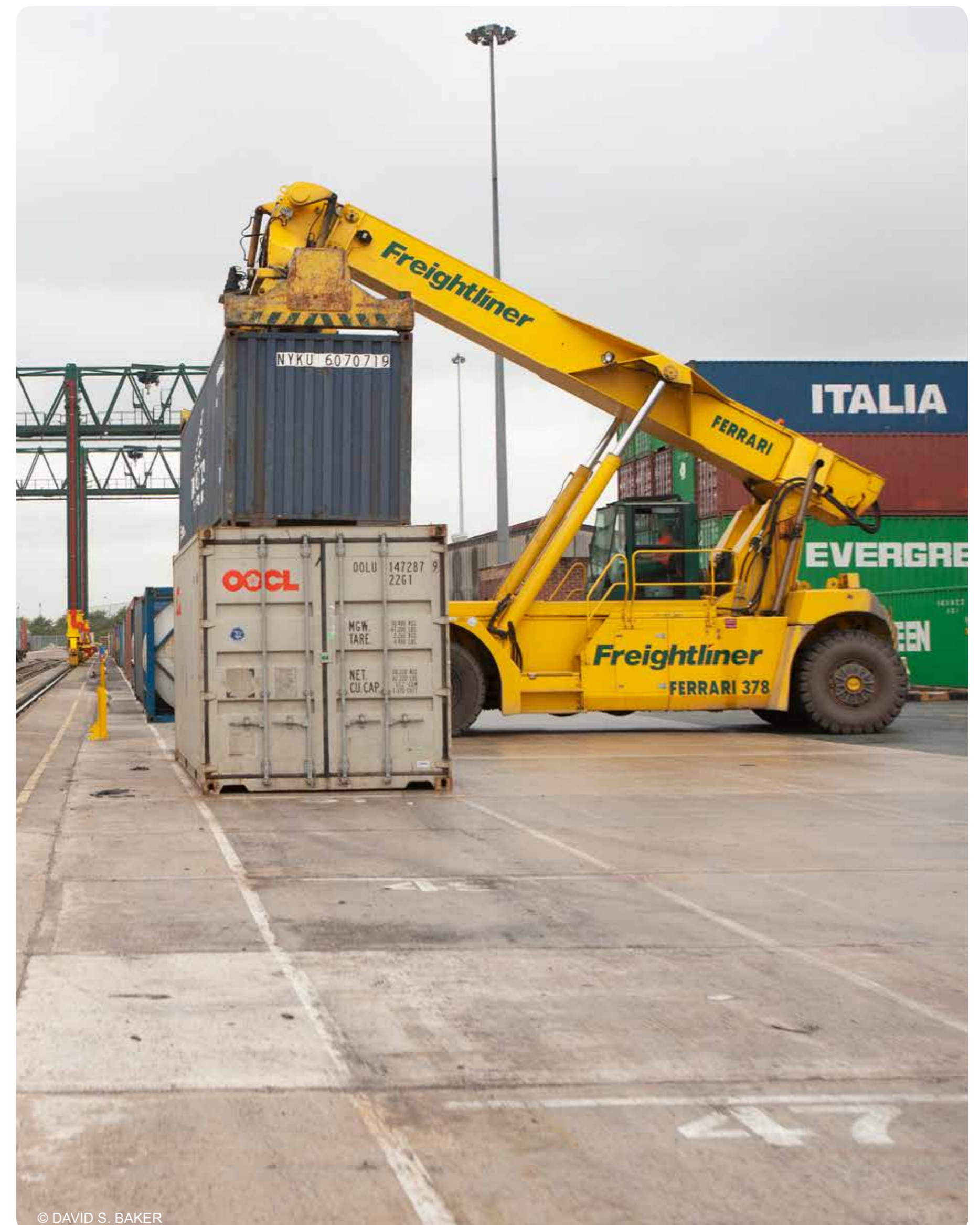
The conclusions of the original report remain unchanged in the September 2016 and January 2017 updates.

## Midlands Engine Strategy 2017

The publication of the Midlands Engine Strategy is a demonstration of the government's commitment to making the Midlands a 'powerful engine for growth'. The Midlands is identified as being at the 'very heart of the UK economy' and a 'gateway to the global economy'. The government states that the 'Midlands is essential to our national economic success; being responsible for over a fifth of the UK's 'total manufacturing capability'.

## Midlands Connect Strategy, 'Powering the Midlands Engine' 2017

Midlands Connect is a pan-Midland partnership of local enterprise partnerships and local business representatives working with the Department for Transport and its key delivery bodies. The Partnership forms the transport component of the Midlands Engine for Growth. Midlands Connect supports the development of new SRFIs, particularly where rail and road access are good.



# Site Location

The site is located at Junction 2 of M69, in south-west Leicestershire, to the east of Hinckley. The M69 forms the eastern boundary of the site and links the M6 and A5 to the south-west with the M1 to the north-east. M69 Junction 2 lies at the southern edge of the site.

The East Midlands is home to a fifth of the UK's manufacturing capability and 45% of British rail freight goes through the Midlands; HNRFI would meet the needs of the logistics industry, including port operators, in serving manufacturers, distributors and retailers.

The site is located in what the UK logistics industry regards as the 'Golden Triangle' and the proposals would embrace Leicestershire's strategic position and role in logistics throughout the UK.

## □ Illustrative Masterplan



## Why here?

- **Direct rail access** to the Felixstowe to Nuneaton railway as part of the main rail freight network
- **Connectivity to the main ports** of Felixstowe, London Gateway, Southampton and Liverpool
- **Direct road access to the strategic highway network** from M69 Junction 2, aided by the addition of slips to the motorway south of Junction 2
- **Separation** from existing residential communities
- The land is **not subject to significant environmental designations**
- Within the Leicestershire Local Enterprise Partnership's designated **South-West Leicestershire Growth Area**

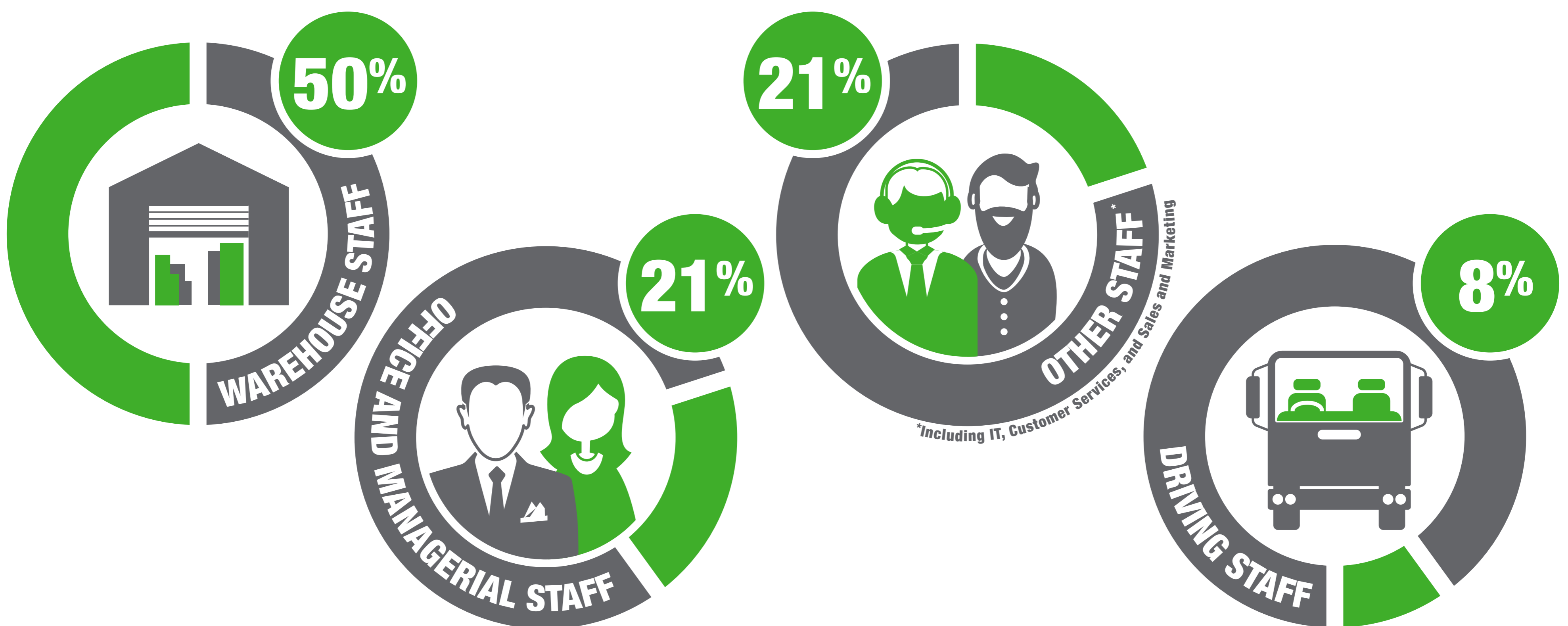
# Economic and Community Benefits

Rail Freight is a significant and growing part of the national economy and the most efficient way to service the deep-sea ports. The total value of goods carried today in the UK by rail is estimated to be in the region of £30 billion annually. Through access to the ports, it allows local businesses the opportunity to reach world markets.

New jobs will be created on site once construction commences, and following occupation of each unit. Businesses in the local and regional economy would benefit from the trade linkages that would be established to construct the development, meaning that further indirect jobs would be supported locally in suppliers of construction materials, equipment and services.

Local businesses would also benefit from temporary increases in expenditure as a result of the direct and indirect employment effects of the construction phase, e.g. Construction workers spending their wages in local shops, accommodation and other facilities.

**The jobs created on site will cover a variety of different roles and skill sets. Approximately these will include:**



## db symmetry's commitment to the community

We want our developments to have a positive influence on those communities in which we work, over and above the substantial jobs, training and socio-economic growth opportunities that they deliver.

As part of our Corporate and Social Responsibility (CSR) policy, we have decided to create Community Benefit Funds (CBF) on all of our strategic sites, which can be used by the local community for locally chosen initiatives. Upon first occupation of each building on this site, a payment of 10p per sq ft of floorspace for that building will be made into the Fund - for the full development potential of HNRFI (850,000 sq m) this could result in total payments of approximately £900,000. This is over and above any mitigation measures that we must include with our developments to satisfy the requirements of the planning process.

For each fund, local stakeholders such as the local MP, Local Authorities and Parish Councils will be invited to join a Community Fund Panel who would invite bids and shortlist entrants from which the local community would be asked to choose projects to be allocated funding.

We believe that to empower communities to make decisions which benefit their local area, it is essential that local people make the decision about how the money is spent.

**We would welcome any suggestions you may have for projects to support in the local area. You can do this by filling in one of our feedback forms.**

# Proposed Rail Terminal

HNRFI is exceptionally well positioned on the rail network, in the heart of the Midlands. It is on the main Felixstowe to Nuneaton freight line that links the East Coast Main Line and the West Coast Main Line, as if in the centre of the letter 'H' and is approximately 2.7km east of Hinckley Station.

The aim of a Strategic Rail Freight Interchange is to take lorry movements off the roads and transfer them onto the rail network to reduce road traffic congestion and reduce carbon emissions.

HNRFI is in an ideal location on the rail network to achieve this by providing direct rail connections to the main ports of Felixstowe, London Gateway, Southampton and Liverpool to the centre of the UK, and minimising the final leg of delivery to the businesses on site and by road to the main cities and towns in the Midlands.

The required capacity for rail freight to and from this terminal has already been planned for and does not conflict with plans for new passenger services.

## The Felixstowe to Nuneaton Line today

The Felixstowe to Nuneaton railway line is part of an important strategic freight route which links the Port of Felixstowe to the Midlands. Felixstowe is the major container port for the UK, despatching over 33 trains of containers per day and receiving the same number. As Network Rail completes rail improvements underway near Felixstowe, the number of freight trains able to access the Port, with the capacity now provided, will increase to 45 trains each way per day.

As well as trains to and from Felixstowe, the line is currently used by two passenger services each hour in each direction: the Birmingham to Leicester service and the Birmingham to Stansted Airport service.

The number of train paths required for the growth of freight in the UK, including to HNRFI has already been allowed for and the plans for more passenger services do not conflict with this.

## The Felixstowe to Nuneaton Line in the future

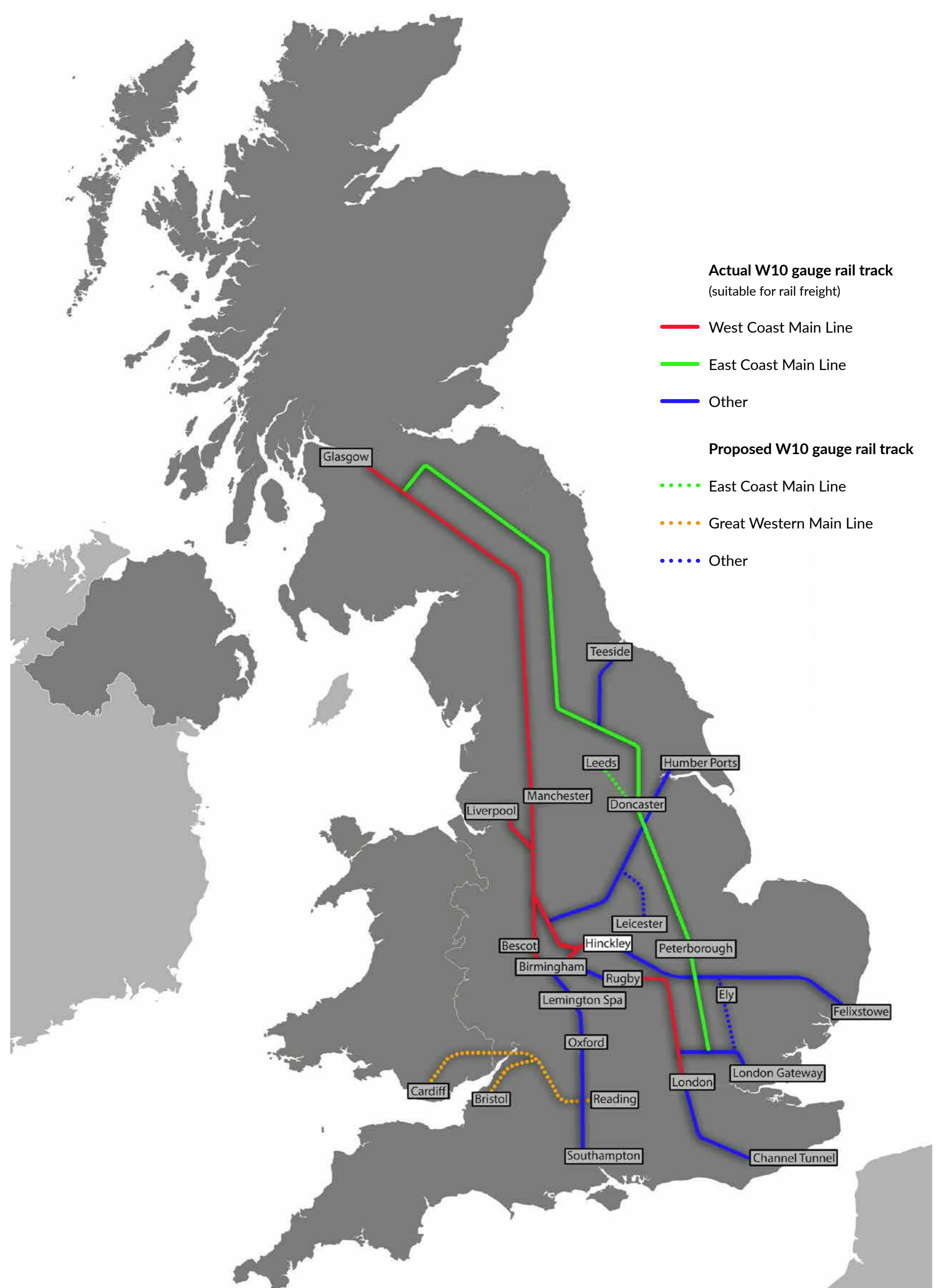
Network Rail produced rail freight forecasts in 2013 and 2018. Both suggest an increase in demand for rail freight, with the 2013 study suggesting that demand for freight paths between Nuneaton and Leicester could increase by a further 50% between 2023 and 2033. Network Rail's freight and route strategies have been developed to allow for this growth in freight traffic as well as potential growth in passenger traffic.

db symmetry is working closely with Network Rail on the design of access to the railway.

## The rail freight terminal

The rail freight facilities have been designed so that capacity can be provided incrementally to meet demand as it increases. Initially the rail terminal will be capable of handling up to four trains per day. The rail terminal will be expanded in stages. When the full terminal is completed it will be able to handle up to 12 trains per day each way although it is expected that it may take some years for rail traffic to build up to this volume. The terminal is being designed so that capacity can be added when required, while ensuring that a viable and efficient terminal is constructed to meet demand.

## □ Illustrative Map of Main UK Rail Lines



# Proposed Rail Terminal

## Phase One 1

The proposed Phase 1 terminal would immediately allow up to 4 trains per day to be handled and includes:

- A** A single connection to the Felixstowe to Nuneaton main line facing towards the East  
Direct access from the connection onto the intermodal terminal
- B** 2 or 3 tracks within the terminal from which containers can be lifted using reach stackers  
An adequate area of hard standing to store containers
- C** Associated facilities such as an office block, gates and a gatehouse, lighting, and fences

## Phase Two 2

The Phase 2 facility would include the facilities of Phase 1 and add:

- D** An extra pair of unloading tracks in the future location of access sidings for the warehouses
- E** A reversing siding to allow wagons to reach the new unloading area

## Phase Three 3

The Phase 3 facility would include the facilities of Phase 2 and add:

- F** A second connection to the Felixstowe to Nuneaton main line, facing towards the west
- G** Sidings able to receive 775m long trains and with provision for future electrification
- H** A reversing siding allowing trains to be moved from the reception sidings to the parallel intermodal terminal
- I** An intermodal terminal able to accommodate 4x600m long trains. Ultimately this may be operated using gantry cranes, but initially reach stackers will be used
- J** Rail sidings serving several warehouses for conventional wagon services  
An area to store containers  
The completed rail terminal will have capacity to handle at least 12 trains per day inbound and 12 outbound



For presentational purposes, the full extent of the DCO application boundary and proposed J2 access works are not shown on this image

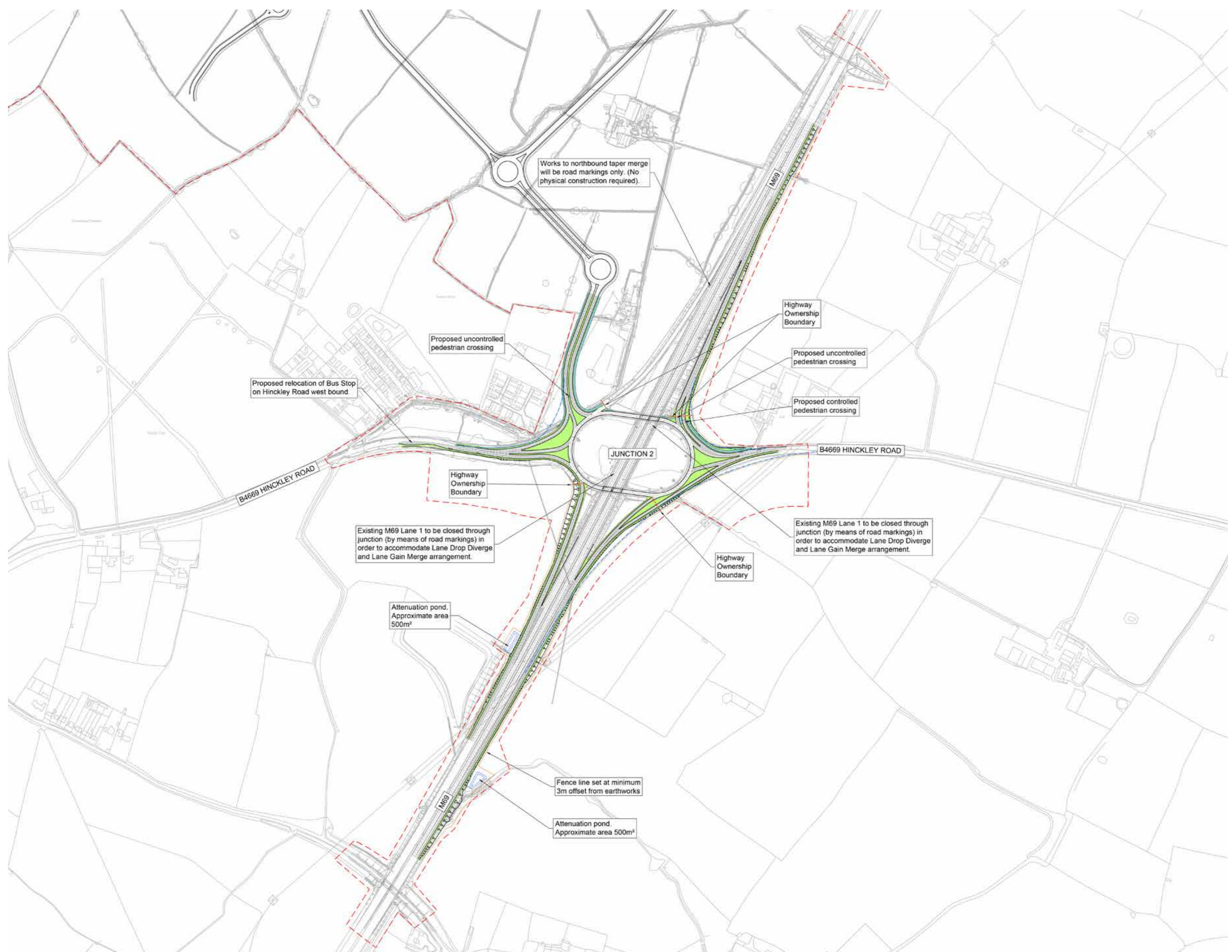
# Transport and Access Arrangements

## Site Access

The proposed development is situated in a highly accessible location and is extremely well served by the road as well as rail, with direct access onto the M69 motorway via Junction 2 and thereafter the wider Strategic Road Network (SRN).

The proposed site access would be created directly onto the north-western side of Junction 2 via a dual-carriageway connection to the junction and extending into the site. There is a significant amount of residual capacity existing in the current junction arrangement to accommodate traffic growth.

M69 Junction 2 currently only has slip roads to and from the north. This development will deliver new slip roads to and from the south and will make the junction an 'all-movements' junction. The introduction of southern slip roads will enable development traffic to be distributed across the junction and the wider SRN, minimising mileage on the local highway network.



## □ Improved Junction 2 Access

### Emergency Access

Primarily, access for emergency vehicles would be via the main site access at Junction 2. The proposed dual-carriageway arrangement affords good capacity and flexibility for managing traffic in the event of an emergency. However, Burbage Common Road naturally provides a highway connection to facilitate access to the site for emergency vehicles only, via both the existing rail bridge (linking to the B4668 Leicester Road), and via the B581 Station Road from Elmesthorpe. These emergency access points would be managed and physically restricted for use by the emergency services for access to the site itself only. It is not envisaged that any physical changes will be required to either the carriageway or verges at the B581 Station Road Junction, but a replacement rail bridge may be required.

## Sustainable modes of travel

We are committed to encouraging travel to the site to be undertaken by all modes, and we will actively be promoting travel by modes other than single-occupancy private motor car. A key component of this is the preparation of a Travel Plan, which will identify targets and measures to achieve this, including the promotion of walking and cycling, public transport, electric vehicles and car-sharing.

### Route Management strategies - construction and operational traffic

To minimise impact on local roads, route management strategies will be implemented to ensure that traffic uses suitable routes and is concentrated on the SRN.



# Transport Highways Modelling

## Highways Modelling

The highway network can be broadly categorised as the 'Strategic Road Network' (SRN) which consists of motorways and trunk roads, (such as the M69, A5, M1, M6, A42 and M42) and the 'local highway network' (such as the A47, B581, B4668, B4669, and B4114).

It is the responsibility of Highways England (HE) to operate, maintain and improve the SRN, and of Leicestershire County Council (LCC) in respect of the local highway network.

LCC hold a strategic traffic model which they use to assess the impacts of all large developments within the County. We have agreed with LCC and HE that we will use the Pan Regional Transport Model (PRTM) to assess changes to the road network as a result of our proposed development, as this is suitable to assess the highways impacts beyond Leicestershire's administrative boundaries, into neighbouring highways areas such as Warwickshire (the border of which runs broadly alongside the A5).

We are in liaison with HE and LCC to agree the extent of assessment (i.e. how far and wide we need to look at roads and junctions surrounding the site) and the methodologies to be applied in order to assess and understand the impacts of our proposed development. The results of the modelling will also identify the need for any associated mitigation measures and improvements to roads and junctions surrounding the site, and these measures would also need to be agreed and independently approved by LCC/HE as necessary.

We will provide further details on the highways impacts and any proposed mitigation at the formal consultation stage.

Five scenarios will be assessed in order to fully understand the impacts of the development in the future years of 2026 and 2036:

- 1 Without HNRFI proposed development, without Junction 2 improvements

This provides a baseline against which to assess the changes arising from the proposals.

- 2 With HNRFI proposed development, without Junction 2 improvements

This will provide an assessment of the development impacts in the hypothetical scenario that access to the site is gained without M69 J2 southern slip roads being constructed.

- 3 Without HNRFI proposed development, with Junction 2 improvements

This will tell us what the impacts of the slip roads will have on route choices of existing/background traffic (trips not related to the development itself).

- 4 With HNRFI proposed development, with Junction 2 improvements

This will identify the cumulative impacts of the development traffic and the introduction of the slip roads combined. In turn, this will identify where any mitigation is needed.

- 5 With HNRFI proposed development, with Junction 2 improvements and with mitigation package

Once the mitigation package has been identified, for completeness the model will be re-run with the mitigation schemes incorporated within the model to understand the 'final' traffic scenario.



# HNRFI and the Environment: Landscape and Visual

The assessment of the landscape and visual effects of HNRFI considers the site's relationship with the surrounding local area.

The proposed site forms part of the 'Leicestershire Vales' National Landscape Character area (as defined by Natural England) which is briefly described as 'low-lying clay vales and river valleys'. At a local level, the site is located across the 'Elmesthorpe Floodplain', 'Aston Flamville Wooded Farmland' and 'Stoney Stanton Rolling Farmland' Landscape Character Areas (LCAs) as defined by Blaby District Council.

The site comprises predominantly agricultural land, with a number of farm businesses on site which are affected by the proposed development.

For its size, the visual impact of the site in its current form is very limited given the extent of surrounding woodland and the limited number of existing buildings in the local vicinity. The visual impact of the site will increase with development. The visual assessment process will determine the extent of the visual impact as well as the magnitude of any visual effects that arise.

The woodland along the south and south-western boundaries limits views from the south, but higher ground to the north-west at Barwell and to the north at Elmesthorpe allows opportunities for more open views across the site from these directions.

Open views of the site are largely limited to those from Burbage Common Road as it passes through the site, the various Public Rights of Way (PRoW) which cross the site and the M69. However roadside vegetation provides some interruption and the speed and nature of travel limit the availability and duration of views. Passengers on trains travelling on the Felixstowe to Nuneaton railway line along the western site boundary may also be able to view the site in close proximity, however these would be glimpsed and for a short duration as a train passes.

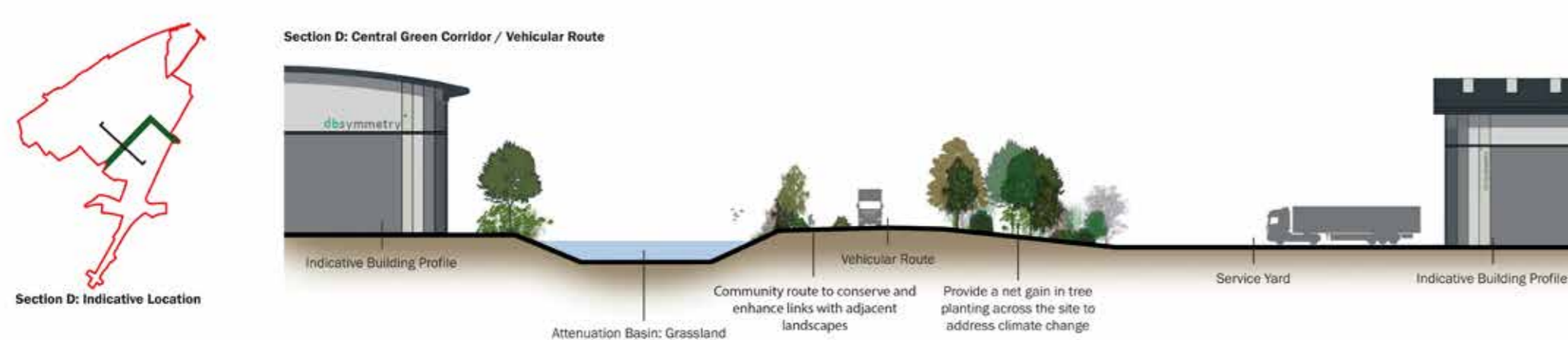
In the wider landscape there will be opportunities for partial views of the proposed development from the road network, PRoW network and residential properties.

Provision for walkers, cyclists and horse riders will be retained, to ensure that an integrated network of routes across the site is maintained. This may involve upgrades or diversions to existing routes, and the provision of new routes. Wherever possible these routes will be incorporated within green links and public open spaces in accordance with ecological, landscape and visual amenity aspirations.

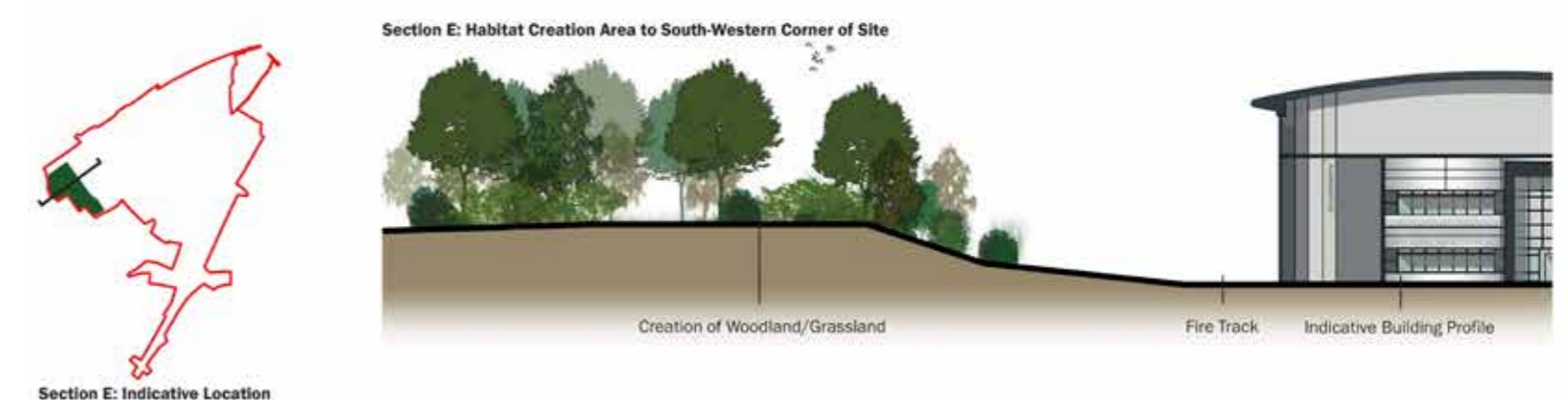
Opportunities exist to improve and enhance the structure of the landscape across the area, which has been partially degraded and fragmented as agricultural practices have increased. A strong framework of Green Infrastructure across the site will be provided as mitigation, incorporating hedgerow and woodland planting and connectivity to the landscape beyond the site.

A sensitive lighting strategy is being developed to inform decisions about the placing and type of lighting installed on site to ensure minimal direct effects on neighbouring communities. The retention of the site's boundary vegetation, and the provision of new landscape structure planting, would assist in screening light sources within the proposed development.

Further information on landscape and visual effects will be provided at formal consultation stage. At this stage we are proposing to display a physical model or a 3D interactive model which will assist members of the public in understanding the different features of the development.



■ Illustrative Cross-section of the north-west boundary



■ Illustrative Cross-section of the south-western boundary



■ View from Burbage Common Road - rail bridge looking south



■ View from Burbage Common Road - travelling south from Elmesthorpe



■ View from level crossing on Felixstowe to Nuneaton railway line looking south

# HNRFI and the Environment: Ecology and Heritage

## Ecology and Biodiversity

The site is not covered by any national or international statutory nature conservation designations, however located nearby is the Burbage Common and Woods Local Nature Reserve (LNR), which overlaps with the Burbage Wood and Aston Firs Site of Special Scientific Interest (SSSI). Three other SSSIs including Croft Pasture, Croft and Huncote Quarry and Croft Hill, are located within 5km of the site.

An Ecology and Biodiversity assessment of the proposals has been carried out alongside comprehensive assessment of the habitats present on site and a detailed suite of species surveys to determine the presence of protected and notable species, including:

- Birds
- Bats
- Badgers
- Newts
- Reptiles
- Voles
- Otters
- Invertebrates

There would be a development buffer (i.e. a gap) of a minimum of 25m in width from the SSSIs and LNR to the nearest development. During construction they would be clearly marked as Ecological Protection Zones and construction standard environmental protection methods, such as dust suppression techniques will be implemented to reduce the risk of pollution.

Planting within the development buffer would provide new habitat of greater ecological value than that being lost. The green infrastructure strategy would provide habitats that are suitable for a range of birds, bats, reptiles and invertebrates. Although our surveys indicate a potential presence of great crested newts on site, no breeding is confirmed, but precautions would be taken, and status confirmed.

Grass snakes are present on site and precautions would be taken during site clearance and new habitats would be provided within the surrounding grasslands and waterbodies, providing a suitable habitat for grass snakes and other reptiles. Our surveys have found limited evidence of badgers on site, but updated surveys of hedgerows, woodland and scrub would be done prior to any removal.

## Cultural heritage

### Designated heritage assets

Our baseline assessment has established that there are no designated heritage assets within the site such as world heritage sites, scheduled monuments, listed buildings, registered parks and gardens, battlefields or conservation areas.

Within 5km of the site there are six scheduled monuments, 98 listed buildings and nine conservation areas. Our ongoing assessment indicates that, in the overwhelming majority of cases, the positions of the listed buildings and conservation areas are such that the site does not form part of their setting. However, there are a number of listed churches in the surrounding settlements that, by virtue of their elevated position with views of the site or through the prominence of their towers or spires, the site is considered to be part of their setting.

### Non-designated heritage assets

There are relatively few non-designated heritage assets or records of previous archaeological investigations recorded within the site by the Leicestershire Historic Environment Record.

The scarcity of archaeological information for the site is likely to be reflective of a lack of investigation in the wider area, rather than an absence of archaeological remains.

We have agreed a programme of archaeological evaluation with Leicestershire County Council's Archaeological Adviser. Work has now commenced on site and we are expecting it to continue over the next few months.



■ View looking east towards site from Burbage Common



■ View looking south west towards site from B581 Station Road bridge over M69

# HNRFI and the Environment, Air, Noise and Water

## Air Quality

The likely impacts on air quality are from construction dust and the operational impacts associated with vehicle and train movements generated by the proposed development; however, any impacts resulting from construction dust would only be short term.

To understand the scale of any potential impacts on Air Quality a model is being created using traffic data output from the PRTM (see board 9). This will be validated using existing independent air quality monitoring sites in Blaby and in neighbouring Hinckley and Bosworth, which record concentrations of nitrogen dioxide (NO<sub>2</sub>). The model will be altered to use traffic from after the development is operational and be used to estimate changes to pollutant concentrations and the potential impacts from the proposed development. This information will be used in an air quality model that will be built for this assessment and ensure the model is accurate.

To progress the ongoing assessment of the potential impact of HNRFI on air quality, the following future work is proposed:

- Continue to undertake Environmental Impact Assessment, with ongoing consultation, discussions and agreements being sought with the relevant consultees;
- Develop a computer dispersion model informed by traffic figures from the strategic modelling carried out by the transport assessment. The purpose of the dispersion model is to predict future changes to pollutant concentrations at locations of interest or that are deemed to be at risk;
- Include rail transport impact within the computer dispersion model;
- Continue with the dust impact assessment; and
- Determine and agree the need for any potential mitigation measures.

## Noise and Vibration

An assessment of the likely significance of any predicted impact because of noise or vibration due to the proposed development and its traffic impacts will be undertaken as part of the application process.

Assessments will be undertaken to determine the likely impact during the construction phase and once the site is fully operational. Once these assessments have been completed, we will consider whether any noise control or mitigation measures are necessary.

## Flood Risk and Drainage

A Flood Risk Assessment is being prepared as part of the application process. Most of the site is located in 'Flood Zone 1', as identified by the Environment Agency where flooding from rivers is considered lowest risk. However, a small portion of the site is within 'Flood Zone 3' which has a high risk of flooding associated with a tributary of the Thurlaston Brook.

However, the Environment Agency's Flood Risk from Surface Water map is considered a better representation of flood risk on site in this instance, due to such mapping encompassing small ditches not included within the Flood Zone mapping and which run through the site, with various areas of the site shown to be at 'low', 'medium' and 'high' risk of surface water flooding.

Measures will be proposed to ensure that flood risk will not be increased on or off site. Such mitigation is likely to include the retention or diversion of existing ditches, and the provision of a Surface Water Drainage Strategy in line with current best practice and Sustainable Drainage System (SUDS) principles. A prime objective of the Drainage Strategy will be to ensure that surface water run-off is not increased from the site. This will be achieved through capturing rainfall within ponds, and then releasing the water to the existing ditches at the site boundary, at limited flow rates, as per the existing 'natural' regime.

The following further assessment is proposed:

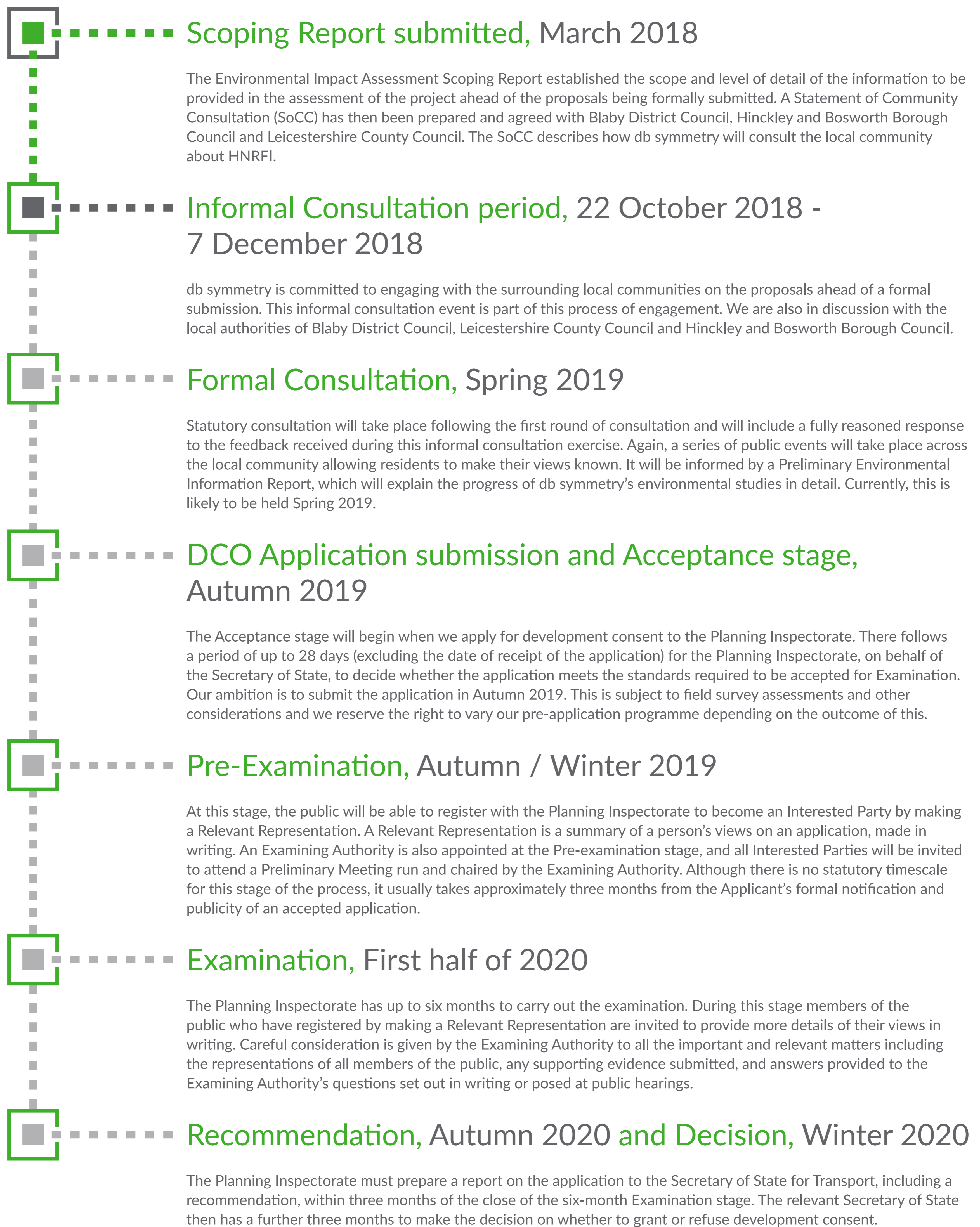
- Continue to undertake Environmental Impact Assessment, with ongoing consultation, discussions and agreements being sought with the relevant consultees
- Prepare a Flood Risk Assessment which will include flood risk modelling
- Produce a detailed Surface Water Drainage Strategy for the site in collaboration with the Environment Agency, i.e. to capture and manage rainfall within the site
- Formulate a Foul Water Drainage Strategy for the site, in collaboration with Severn Trent Water, i.e. to manage waste water generated at the site

## Environmental Statement (ES)

An Environmental Impact Assessment (EIA) of the development proposals will be undertaken and an Environmental Statement (ES) will also be prepared setting out more detailed information across the full range of technical studies and assessments being carried out, including the extent of any mitigation measures that may be necessary. A Non-Technical summary will be included, and there will also be an assessment of cumulative effects of the proposals with other approved development coming forward in the area. Topics that will be covered include:

- Land use and socio-economic effects
- Transport and Traffic
- Air Quality
- Noise and Vibration
- Landscape and Visual Effects (including Lighting)
- Ecology and Biodiversity
- Cultural Heritage
- Surface Water and Flood Risk
- Hydrogeology
- Geology, Soils (including Agricultural Land) and Contaminated Land
- Materials and Waste
- Energy and Climate Change

# The Consenting Process



## Indicative Development Timescales

Subject to the grant of the Development Consent Order by the end of 2020, it is currently envisaged that preparatory site works would commence in 2021, thereafter: improvements to M69 Junction 2 2022/23; construction of the first unit 2024; and completion of the development in 2033 (i.e. approximately a 15-year construction period).

# Have Your Say

This first stage of community consultation on the DCO application will run from

**22 October 2018 to 7 December 2018**

We will review all comments we receive and have regard to them as the plans for the HNRFI evolve.



■ For presentational purposes, the full extent of the DCO application boundary and proposed J2 access works are not shown on this image

## Take part in the consultation

For further technical information on the proposed development, please refer to our suite of topic papers available on the project website ([www.hinckleynrfi.co.uk](http://www.hinckleynrfi.co.uk)), or made available as reference copies today.

Complete a feedback form: Fill out a feedback form available today and leave it with our team or return via Freepost.



Alternatively, complete the form online at [www.hinckleynrfi.co.uk](http://www.hinckleynrfi.co.uk)



Call our Community Information Line on **0844 556 3002** (Mon-Fri, 9am-5.30pm)



Email our designated consultation email address at [hinckleynrfi@lexcomm.co.uk](mailto:hinckleynrfi@lexcomm.co.uk)

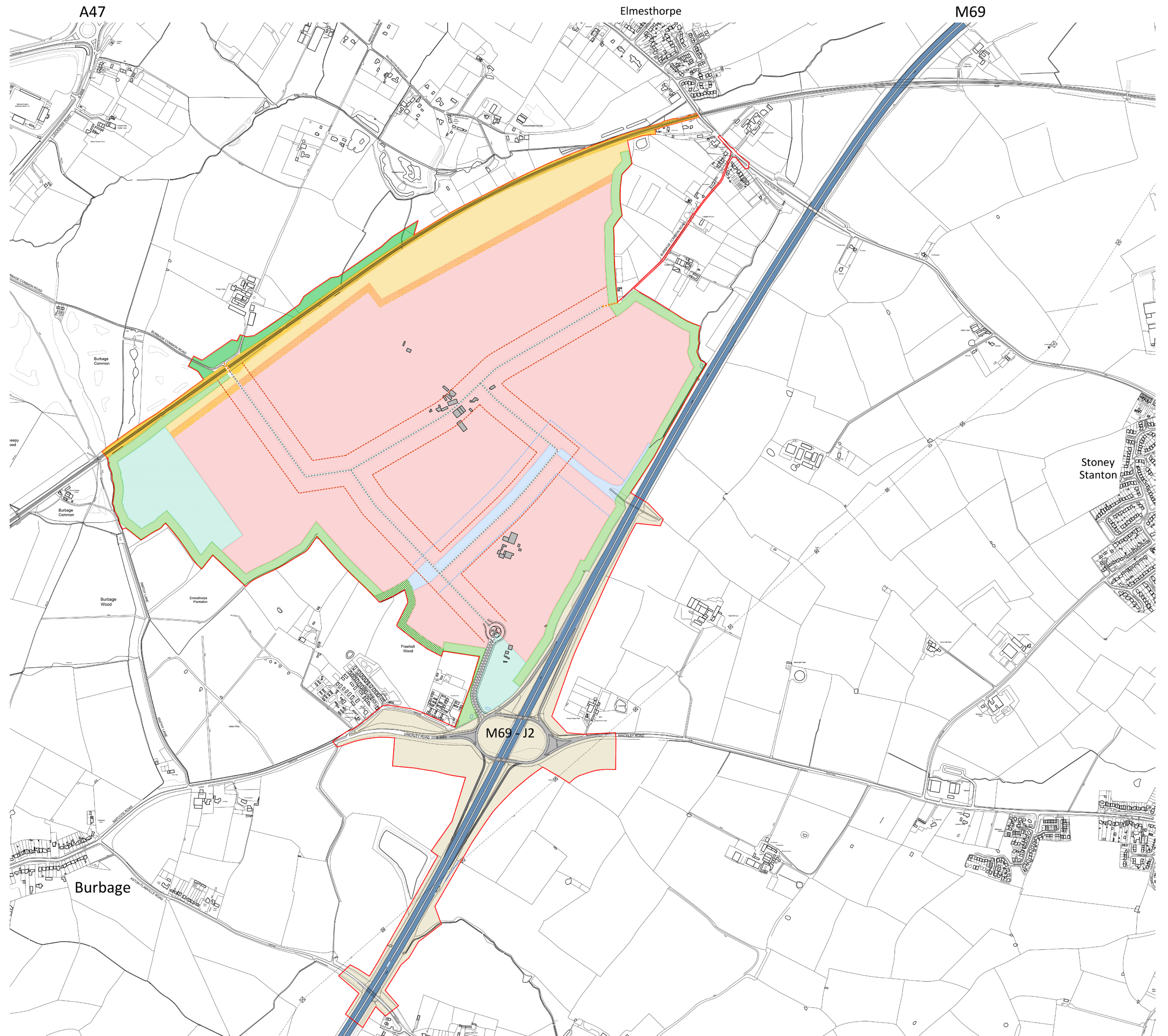


Write to **C/O Lexington Communications, Third Floor, Queens House, Queen Street, Manchester, M2 5HT.**






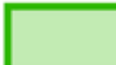



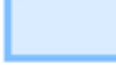









# Illustrative Masterplan



# Parameter Plan



## Key

-  M69 Motorway
  -  M69 J2 Interchange & Existing Lanes
  -  New Motorway Junction Slip Lanes
  -  Areas reserved adjacent to existing highways for highways and engineering works
  -  Proposed historic woodland protection zone
  -  Perimeter Structural Landscaping and Bunding including Public Footpaths and Bridleways
  -  Area for the rerouting of existing Public Footpath.
  -  Landscaped Amenity Area including Open Space, planting, bunding and attenuation ponds including Public Footpaths and Bridleways
  -  Watercourse and Environmental Zone including stream retention / diversion, ponds and planting for habitat creation.
  -  Deviation Potential to Watercourse and Environmental Zone to correspond with highway deviation.
  -  Rail Works on Main Line
  -  Main Rail Terminal & Sidings including rail lines, hardstanding, container stacking and landscaped areas
  -  Potential frontage for rail connected buildings
  -  Development Zones : All buildings within these zones to have a maximum height of 128.00m A.O.D excluding plant, silos or other ancillary structures.
- NOTE: Development Zones include all elements pertaining to individual development plots including buildings, hardstandings, parking, landscaping, bunding and storm water attenuation.
-  Existing Buildings to be demolished.
  -  Key Highway Infrastructure Corridors that include carriageways, landscaping, footpaths (incl public footpath) and cycleways.
  -  Deviation Potential to Key Infrastructure Corridors
  -  Emergency Vehicle Access Provision
  -  Development Signage Locations



Appendix 5.11

### Links to Stage 1 Consultation Materials

- [HNRFI CONSULTATION MASTERPLAN.](#)
- [HNRFI CONSULTATION PARAMETERS PLAN.](#)
- [HNRFI AIR QUALITY TOPIC PAPER.](#)
- [HNRFI CULTURAL HERITAGE TOPIC PAPER.](#)
- [HNRFI ENERGY AND WASTE TOPIC PAPER.](#)
- [HNRFI GEOLOGY AND HYDROLOGY TOPIC PAPER.](#)
- [HNRFI LAND USE AND SOCIO-ECONOMIC EFFECTS TOPIC PAPER.](#)
- [HNRFI LANDSCAPE AND VISUAL EFFECTS TOPIC PAPER.](#)
- [HNRFI NOISE AND VIBRATION TOPIC PAPER.](#)
- [HNRFI POLICY AND NEED TOPIC PAPER.](#)
- [HNRFI PUBLIC RIGHTS OF WAY TOPIC PAPER.](#)
- [HNRFI RAIL FREIGHT TOPIC PAPER.](#)
- [HNRFI SITE SELECTION TOPIC PAPER.](#)
- [HNRFI SOILS AND AGRICULTURAL LAND QUALITY TOPIC PAPER.](#)
- [HNRFI SURFACE WATER AND FLOOD RISK TOPIC PAPER.](#)
- [HNRFI TRANSPORT TOPIC PAPER.](#)
- [HNRFI ECOLOGY AND BIODIVERSITY TOPIC PAPER.](#)
- [HNRFI HABITAT PLAN.](#)
- [HNRFI ECOLOGICAL DESIGNATIONS.](#)

## Appendix 5.12

# Have your say on the Hinckley National Rail Freight Interchange (HNRFI)

We are currently consulting and listening to your views as part of our pre-application community consultation. This phase of the consultation will run from 22 October 2018 to 7 December 2018. We welcome feedback prior to 7 December 2018. We will be hosting a further formal public consultation during Spring 2019.

**Please let us know your views by speaking to a member of the team and completing a feedback form.**

Please put your completed feedback form in the feedback box provided. Alternatively write to C/O Lexington Communications, Third Floor, Queens House, Queen Street, Manchester, M2 5HT, email [hinckleynrfi@lexcomm.co.uk](mailto:hinckleynrfi@lexcomm.co.uk) or submit your feedback online at [www.hinckleynrfi.co.uk](http://www.hinckleynrfi.co.uk).

All relevant feedback provided during the consultation will be considered. The Consultation Report will detail the consultation carried out, summarise the feedback and demonstrate how HNRFI have had regard to feedback.

It would be helpful in reporting the consultation process if you could please provide your details.

**Title:**  **Name:**

**Address:**  **Postcode:**

**Telephone:**  **E-mail:**

Data Protection: Your name and address are optional but are requested to support your comments. Copies will be shared with the Planning Inspectorate. Under the Data Protection Act 2018, we have a legal duty to protect any personal information we collect from you and will not pass your details to any third parties. Please sign above to confirm you agree to your comments and personal details being forwarded to the Planning Inspectorate.

**Q1. Do you agree with the principle of transferring freight from road to rail? Please give reasons for your answer.**

Yes  No  Not Sure

**Q2. Felixstowe to Nuneaton is a main freight line on the national rail network. Do you think that this is a good location for a Strategic Rail Freight Interchange? Please give reasons for your answer.**

Yes  No  Not Sure

[continued >>](#)

**Q3. What do you think of the emerging proposals for up to 850,000 square metres of logistics buildings, railway sidings and a rail terminal on the Felixstowe to Nuneaton railway line to the south west of Elmesthorpe?**

**Q4. What do you think of the emerging proposals to include dedicated road access directly from Junction 2 of the M69 together with the addition of a new northbound off-slip and a southbound on-slip?**

**Q5. The emerging proposals include land for landscape and planting works, ecological mitigation, drainage balancing ponds and footpath, cycleway and bridleway connections. What are your views on these plans?**

**Q6. We will be holding further formal consultation stage during spring 2019 when the technical work has progressed. Is there any specific information you would find helpful at the next exhibitions?**

**Are there any other issues you would like to raise at this stage? Please provide any further comments here.**

Thank you for your feedback.

Appendix 5.13

**Appendix 5.13 Feedback received to the stage 1 consultation (stakeholders)**

<b>Responder: Sapcote Parish Council</b>		
<b>Response</b>	<b>Regard to response</b>	<b>Scheme change</b>
<p>Sapcote Parish Council sought clarity on different aspects of the scheme. Firstly, the Parish Council raised concerns that by using HGVs to travel major distances up and down the country to access markets there had been a failure to consider the environmental impacts of rail distribution.</p>	<p>HNRFI is designed to remove the long-distance HGV movements and transfer them to rail. The HGV road movements in and out of the terminal will be primarily for the local market that HNRFI will serve. Distributors on site would be most able to use rail for their major distances.</p>	N
<p>Secondly, further information was requested on whether any discussions had taken place between the Applicant and primary interested parties relating to the HNRFI. Furthermore, information was requested on the locations of the final end markets being accessed from the HRNFI.</p>	<p>Yes, positive discussions had been had with operators and users, as well as shipping lines. The end market was seen as being relatively local, primarily as far west as Solihull and east including Leicester.</p>	N
<p>The Parish Council also questioned demand for the development, requesting further details on how the Proposed Development fits in with the apparent “over provision” of rail freight interchanges and distribution depots in the East Midlands and what additional benefits will be realised by the development.</p>	<p>Reference was made to the Leicester &amp; Leicestershire Economic Partnerships Strategic Economic Plan 2014 –20 for South West Leicestershire (Growth Area 5), in which the LLEP identified that the success of significant opportunities depended largely on the delivery of supporting infrastructure. Such investment, alongside other key initiatives such as the major upgrading of the Nuneaton to Felixstowe freight line, will also open up longer term growth potential in this area. The Proposed Development would be the only SRFI on this new key strategic</p>	N

	<p>Freight Line serving the deep-sea ports directly and helping South West Leicestershire access this significant new freight capacity.</p>	
<p>Finally, the Parish Council suggested that there is little or no unemployment in the local area, with most workers employed in professional and lower management roles. Therefore, it was suggested that there is no “ready pool” of freight workers locally, with other similar developments struggling to source workers. Further information was requested on the proposed logistics involved in recruiting, transporting, and retaining staff in southern Leicestershire, which was described as having low unemployment levels with other distribution hubs struggling to recruit staff.</p>	<p>The unemployment rate in the Study Area sits slightly below the English average.</p> <p>It is also relevant to consider the level of youth unemployment to evaluate the impact the HNRFI would have on youth unemployment. The ONS defines young people as those between the ages of between 16 and 24 years old. The Study Area performs considerably worse in youth unemployment in 16-24 year olds compared to the England average.</p> <p>In terms of construction unemployment, Jobseekers’ Allowance data shows there are many individuals claiming JSA within the Study Area who usually work as labourers in the construction trades.</p> <p>With regards to occupations in the logistics sector, the I&amp;L sector is facing an era of unprecedented change. New technologies have affected the sector significantly, changing the way tasks are performed and how businesses operate. Technology is replacing the most routine jobs through automation and self-driving vehicles, whilst accelerating the shift towards a higher-skilled labour force in the sector, creating new roles and inducing an occupational shift. The HNRFI will therefore support jobs across a wide-range of occupations and various skill levels, with a</p>	<p>N</p>



	<p>shift towards higher-wage employment opportunities, as engineers, programmers and data analysts become more crucial.</p> <p>The Local Employment and Skills Plan provides details on recruitment, and how the effects of operational employment will be captured locally.</p>	
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Responder: Public Health England		
Response	Regard to response	Scheme change
Public Health England acknowledged receipt of the Informal Consultation 2018 and advised that there were no additional specific comments at that stage of the application. It was noted that they would welcome an estimation of impacts on a holistic, worse case basis, with a justification for any emissions or screening decisions.	Noted	N
Public Health England were, however, encouraged by the recreational provisions in and around the site.	Noted	N

**Responder: Leicestershire & Rutland Bridleways Association and the British Horse Society (\*joint submission)**

Response	Regard to response	Scheme change
<p>Specific comments included that the current footpath section of U52 should be formally upgraded to a bridleway to provide a direct multi-user link to Smithy Lane, which provides the southern access route to Burbage Common. It was noted that this would greatly improve circuits including the Common and its extra riding tracks.</p>	<p>A bridleway upgrade of U52, linking Smithy Lane with Burbage Common Road will be explored as part of the Public Rights of Way Strategy and ongoing evolution of the proposed development.</p>	<p>Y</p>
<p>Furthermore, the submission commented specifically on proposals to convert the M69 junction type and to develop a new roundabout. It was noted that any new roundabout needed to make provision for non-motorised users travelling round the roundabout, i.e. wide 'verges' on the two bridges. It was also suggested that the parapets will also need heightening to at least 2 metres with a 600cm-high 'skirting board' to prevent horses looking down into the traffic below.</p>	<p>The roundabout is to be signalised as part of the design. Pedestrian access would be possible, equestrians, however, would be required to stick to the established bridleway which crosses the M69 due north of Junction 2 M69.</p>	<p>Y</p>
<p>Finally, it was stated that all access from any roundabout would need light controlled crossing places to enable the non-motorised to interrupt the traffic flow on each road.</p>	<p>. This was explored as part of the highway modelling with light controlled crossing points incorporated into the roundabouts.</p>	<p>Y</p>

**Responder: Leicestershire Local Access Forum**

<b>Response</b>	<b>Regard to response</b>	<b>Scheme change</b>
<p>The Leicestershire Local Access Forum highlighted various issues with suggestions on where mitigation measures could be delivered. Firstly, it was suggested that off-road cycleways to work and adequate public transport must be a major priority to support the future workforce.</p>	<p>New cycleways to be created. Further liaison has taken place with public transport operators and new bus services will be identified within the Sustainable Transport Strategy.</p>	<p>Y</p>
<p>It was noted that the road network and access did not appear wide enough and required major updates, and where any stretch would involve pedestrians and cyclists a dedicated lane and pavement is required. In particular, the B4669 to Sapcote and Hinckley was described as having narrow roads which might not be able to cope with HGVs.</p>	<p>Additional traffic measures have been considered specific to the B4669 through Sapcote.</p>	<p>Y</p>
<p>Concerns were raised around the impacts on Burbage Common and loss of footpaths, with the suggestion that these areas afforded opportunities for recreation, relaxation and wildlife watching.</p>	<p>There would be no loss of public footpaths or areas within of Burbage Common and Woods Country Park. Whilst there may be losses to Public Rights of Way (PRoW) across the site, a comprehensive PRoW will ensure that access is achievable across the site east-west, north-south as is the current situation, albeit they may be somewhat realigned.</p>	<p>N</p>
<p>Some diversions were described as reasonable, however further information as requested on the</p>		<p>Y</p>

<p>landscaping and masking within the site to ensure no loss of visual amenity. It was suggested that the current footpath section of U52 could be formally upgraded to bridleway to provide a direct multi-user link to Smithy Lane – the southern access route to Burbage Common.</p>	<p>A landscape strategy will be developed for the scheme that will ensure that PRow will be within wide, landscaped corridors with a variety of native species of trees, scrub and hedgerow species.</p> <p>A bridleway upgrade of U52, linking Smithy Lane with Burbage Common Road will be explored as part of the PRow Strategy and ongoing evolution of the proposed development.</p>	
<p>It was noted that any proposals to divert footpaths U50, U52 and V23 was not welcome and instead it was recommended that V23 be moved to run alongside U52 bridleway and that U50 be diverted round the fishpond and then out to join U52 and V23 where they cross each other. Suggestions were made on the surface for any multi-user route, such as polyurethane bond.</p>	<p>Diversions exist for all routes albeit that some are a much longer route or others use roadside pavements. Essentially the diversions are in place to ensure the safest routes.</p> <p>In all cases, diversions/alternatives are proposed. – U50/3 and V23 has been diverted to run along the north of the railway line and cross the railway on the new bridge. U50 around the fishpond is not on land that we control. A non-official diversion has already been put in place by the landowner around the fishpond.</p>	<p>N</p>
<p>Comments were made that any roundabout on the M69 motorway must have provisions for pedestrians, cyclists and riders. Finally, it was suggested that the with dramatically increasing traffic, the roundabout needs to have provision for them with wide verges on the two bridges. That must mean that all roads entering the roundabout need crossings with traffic lights.</p>	<p>The roundabout is to be signalised as part of the design. Pedestrian access would be possible, equestrians, however, would be required to stick to the established bridleway which crosses the M69 due north of Junction 2 M69.</p>	<p>Y</p>

**Responder: Midlands Connect**

<b>Response</b>	<b>Regard to response</b>	<b>Scheme change</b>
<p>A response was received from the Director of Midlands Connect, Maria Machancoses, which followed a meeting on 19th September 2018. In the response, it was noted that whilst Midlands Connect could not support specific proposals, it wished to confirm that based upon the documents provided in October 2018 (Community Explanation Document), the proposals put forward for HRNFI is in alignment with the Midlands Connect Strategy.</p>	<p>Noted</p>	<p>N</p>
<p>It was noted that the Midlands Connect strategy seeks to improve the passenger rail service between Birmingham, Nuneaton and Leicester to four trains per hour, including two fast services per hour, and also to provide for anticipated rail freight growth, as rail freight terminals and services are developed nationally.</p>	<p>Noted</p>	<p>N</p>
<p>Finally, it was noted that Midlands Connect recognises the importance of the Nuneaton to Leicester corridor for both passenger and rail freight service provision.</p>	<p>Noted</p>	<p>N</p>

Appendix 5.14

## Appendix 5.14 Feedback received to the stage 1 consultation (community)

Theme: Highways and access		
Response	Regard to response	Scheme change
<p>The vast majority of responses received during the Informal Consultation 2018 were focussed on the potential impacts on local roads as a result of vehicular movements associated with the development. There was concern that there would be a substantial increase in congestion on local roads, which would have a negative impact on surrounding communities. To this end, some respondents sought further information on the exact highways mitigation measures that would be provided as part of the development.</p>	<p>The access infrastructure strategy involves the creation of south facing slip roads at Junction 2 M69 combined with a link road through the site to connect ultimately with the A47 to the north-west. This allows for improved access to not only the site, but the surrounding villages. Mitigation is targeted at junctions and links that experience capacity issues or increases in traffic. This includes junction improvements and better infrastructure for non-motorised road users. Details included within the final submission</p>	Y
<p>Specifically, concerns were raised that the scheme would result in congestion in local villages and would place a significant burden on communities. Furthermore, some respondents questioned the safety of further vehicular movements, raising concerns around what would happen in the event of an accident on the M69 motorway.</p>	<p>Further vehicular movements in local villages will predominantly be redistribution of existing traffic. The majority of traffic from the development will be using strategic roads such as the M69. Mitigation has considered additional traffic and includes for improvements where required. Design and mitigation is in place for normal conditions, closures of the motorway are an exception and design cannot incorporate such circumstances. However, the A47 link will help to shift traffic away from local villages in the event of closures.</p>	Y

<p>On the other hand, some respondents suggested that they agreed with the principles of transferring freight from road to rail. To this end, a number of respondents sought clarity on the wider package of highways improvements that could be delivered through any future development.</p>	<p>Improvements to be part of the final submission.</p>	<p>Y</p>
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<b>Theme: Impacts on rail networks and passenger services</b>		
<b>Response</b>	<b>Regard to response</b>	<b>Scheme change</b>
<p>Another key theme was around the impact that the development would have on local rail networks. In particular, some respondents questioned the impacts that could be felt on passenger services and whether any improvements would be required for local commuter services. Others suggested that the rail network is too poor and lacks capacity for such development.</p>	<p>A Rail Operations Report will be produced validating that the HNRFI can operate within the current rail network capacity. This confirmation will be based on a detailed assessment of the current train timetable and consultation with Network Rail to ensure that freight associated with the HNRFI can be added without exceeding capacity constraints.</p>	<p>N</p>
<p>Further information was requested on the impacts on the Narborough Station crossing and the impacts on rail terminal operations, and a request for all pedestrian crossings to be controlled. Specifically, a request was made for a passenger station on site or improved passenger services for the local area.</p>	<p>The concern was noted and Network Rail were asked specifically to consider the impacts of HNRFI on Narborough Station. The freight paths could operate over 24 hrs.</p>	<p>N</p>



Theme: Public transport access and public rights of way		
Response	Regard to response	Scheme change
Some respondents raised questions in relation to PRow access and provisions for cyclists through the site. Concerns were raised that the development would have a negative impact on existing routes for pedestrians, cyclists and horse riders, who would be unlikely to wish to walk, cycle and ride through an industrial estate.	A Landscape strategy is being developed that will allow for landscaped corridors for the realigned PRow network that allows for access by pedestrians, cyclists and horse riders around the perimeter of the site. Pedestrians and cyclists will also be able to use the network within the site which will comprise tree lined streets, wildflower planting, native species rich hedgerows and SUDS basins. Whilst these measures will do little to screen the warehouses, they will assist in softening views of built form and provide vital green infrastructure that runs through the site.	Y

Theme: Localised impacts		
Response	Regard to response	Scheme change
Respondents also made various comments in relation to impacts on surrounding properties. This included comments which suggested that the proposals would have an adverse impact on local property prices, with a suggestion that compensation should be provided.	The Site has been chosen in part due to its separation from existing residential settlements sufficient to avoid significant adverse effects on noise and visual amenity after mitigation. However the effect on house prices as a result of the Proposed Development, as with all types of development, is not material to its planning merits.	N

<p>Furthermore, general concerns were raised around the impacts of noise, vibration, air and light pollution associated with construction and operation of the development, and how these would be addressed to ensure that there were no negative impacts on surrounding communities. To this end, some respondents suggested that there should be further monitoring undertaken to establish air quality and ambient noise levels in the local area.</p>	<p>A detailed air quality assessment will be undertaken to consider the potential for the proposed development to impact local air quality during both the construction and operational phases and will be made available prior to the statutory consultation.</p> <p>For the PEIR, a noise and vibration assessment will be completed at noise sensitive receptors. Ambient noise levels will be recorded in the local area to define the baseline.</p> <p>A lighting strategy will be developed for the Proposal that will ensure lighting is kept to a minimum and in line with safety standards.</p>	<p>N</p>
<p>Others sought clarity on hours of operation and timescales for development at the site.</p>	<p>The rail freight will be able to operate 24/7 at the discretion of the operator and freight requirements.</p> <p>The timescales for development at the site will be derived from the phasing plan created for the DCO Application and draft timescales included as part of consultation materials for the statutory consultation.</p>	<p>N</p>

<p><b>Theme: Parking</b></p>		
<p><b>Response</b></p>	<p><b>Regard to response</b></p>	<p><b>Scheme change</b></p>
<p>Several respondents raised concerns around parking associated with the development. In particular, questions were raised on where HGV would park</p>	<p>Parking on-site has been provided in line with guidance. HGV parking is included along with welfare facilities on-site. On-site management will coordinate</p>	<p>N</p>

and whether there would be provision of parking spaces for vehicles associated with the development to ensure no adverse impacts on surrounding villages.	the on-site travel plan and HGV routing strategy to ensure impacts on surrounding villages are kept to a minimum.	
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Theme: Rural Character		
Response	Regard to response	Scheme change
A number of respondents suggested that any future development must be in keeping with the character of local villages. Respondents who highlighted this issue did not agree with farmland / greenfield development.	<p>The effects on the historic environment and cultural heritage of the site and surrounding landscape, including settlements, will be assessed in the upcoming PEIR.</p> <p>The practical requirements of an SRFI in terms of space for development to benefit and fund the scheme, with access to a rail line to serve 775m trains, means that open locations are an inevitable consequence. There are no suitable brownfield sites in the area.</p>	N

Theme: Environmental impacts and drainage		
Response	Regard to response	Scheme change
Respondents raised concerns about the potential environmental impacts and how local wildlife and habitats, seeking further clarity on any mitigation measures, such as environmental protections and landscaping.	Following the 2018 consultation, ecological work continued to inform the later rounds of consultation which will be addressed in the final application and which will take full account of the local wildlife and habitats within the Site and surrounding area and look at the potential impacts from the scheme.	N
Others requested further details on the flood risk at the site, highlighting the importance of adequate drainage measures.	Further details and assessment work to be carried out.	N

Theme: Impacts on local green spaces		
Response	Regard to response	Scheme change
A specific concern that was raised in relation to the impacts on Burbage Common and Woods as a result of any future development at the site. Specifically, respondents noted that any incursion on this area could risk losing an important community asset.	Noted and incursion on Burbage Common and Woods will be avoided. Minor redline amendment to remove small area of Burbage Common from redline.	Y

Theme: Economic opportunities		
Response	Regard to response	Scheme change
<p>Some respondents questioned the local labour market demand and therefore the suitability of logistics development. However, a number of respondents suggested that the development is in a good location and made positive comments on the potential benefits, such as employment opportunities and wider economic benefits.</p>	<p>The unemployment rate in the Study Area only sits slightly below the English average. It is also relevant to consider the level of youth unemployment to evaluate the impact the HNRFI would have on youth unemployment. The ONS defines young people as those between 16 and 24 years old. The Study Area performs considerably worse in youth unemployment compared to the England average.</p> <p>In terms of construction unemployment, Jobseekers' Allowance data shows that there are many individuals claiming JSA within the Study Area who usually work as labourers in the construction trades. The construction of the HNRFI could therefore support those within the Study Area that are currently unemployed in this sector.</p> <p>The I&amp;L sector is facing an era of unprecedented change, and the HNRFI will support a wide range of occupations beyond those typically associated with logistics uses. New technologies have affected the sector significantly, changing the way tasks are performed and how businesses operate. Technology is replacing the most routine jobs through automation and self-driving vehicles, whilst accelerating the shift towards a higher-skilled labour force in the sector, creating new roles and inducing an occupational shift. Reviewing the change in the share of occupations in</p>	<p>N</p>

	<p>I&amp;L in 2010 and 2019 shows that while at the beginning of the decade there is a more polarised distribution, with a higher share of managers at one end of the spectrum and more routine occupations at the other end, there is now a higher share of Professional and Associate Professional and Technical roles. These roles are typically associated with higher-skilled engineering and technological professions in response to increased automation and robotics in the sector, and more advanced supply chain processes. The HNRFI will therefore support jobs across a wide-range of occupations and various skill levels, with a shift towards higher-wage employment opportunities, as engineers, programmers and data analysts become more crucial.</p> <p>In terms of employment opportunities, the construction of the HNRFI project would help support construction firms operating in the region and provide jobs in the industry. The HNRFI project will lead to the creation of new direct on-site and indirect jobs, through supply chain benefits and new expenditure introduced to the local economy. Operational phase jobs would be generated once the construction has been completed and the Proposed Development is occupied. The Employment and Skills Plan will ensure that the effects of operational employment are captured locally as anticipated.</p>	
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