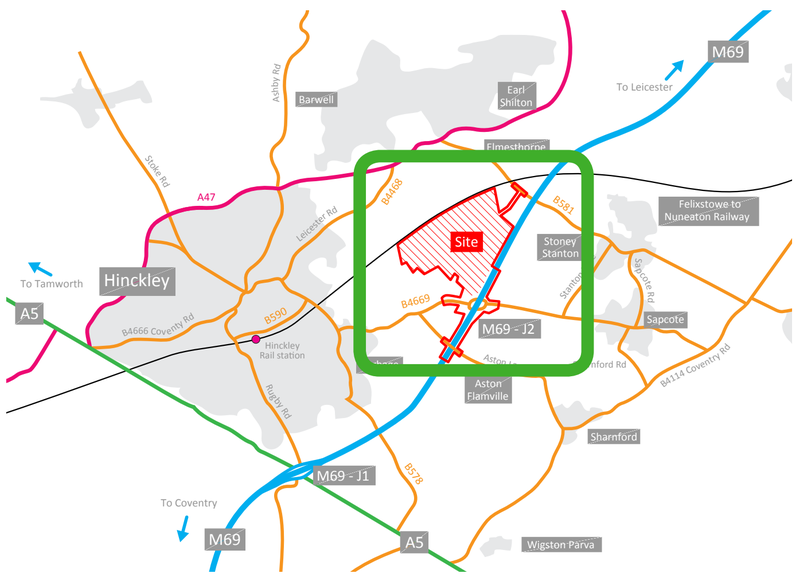
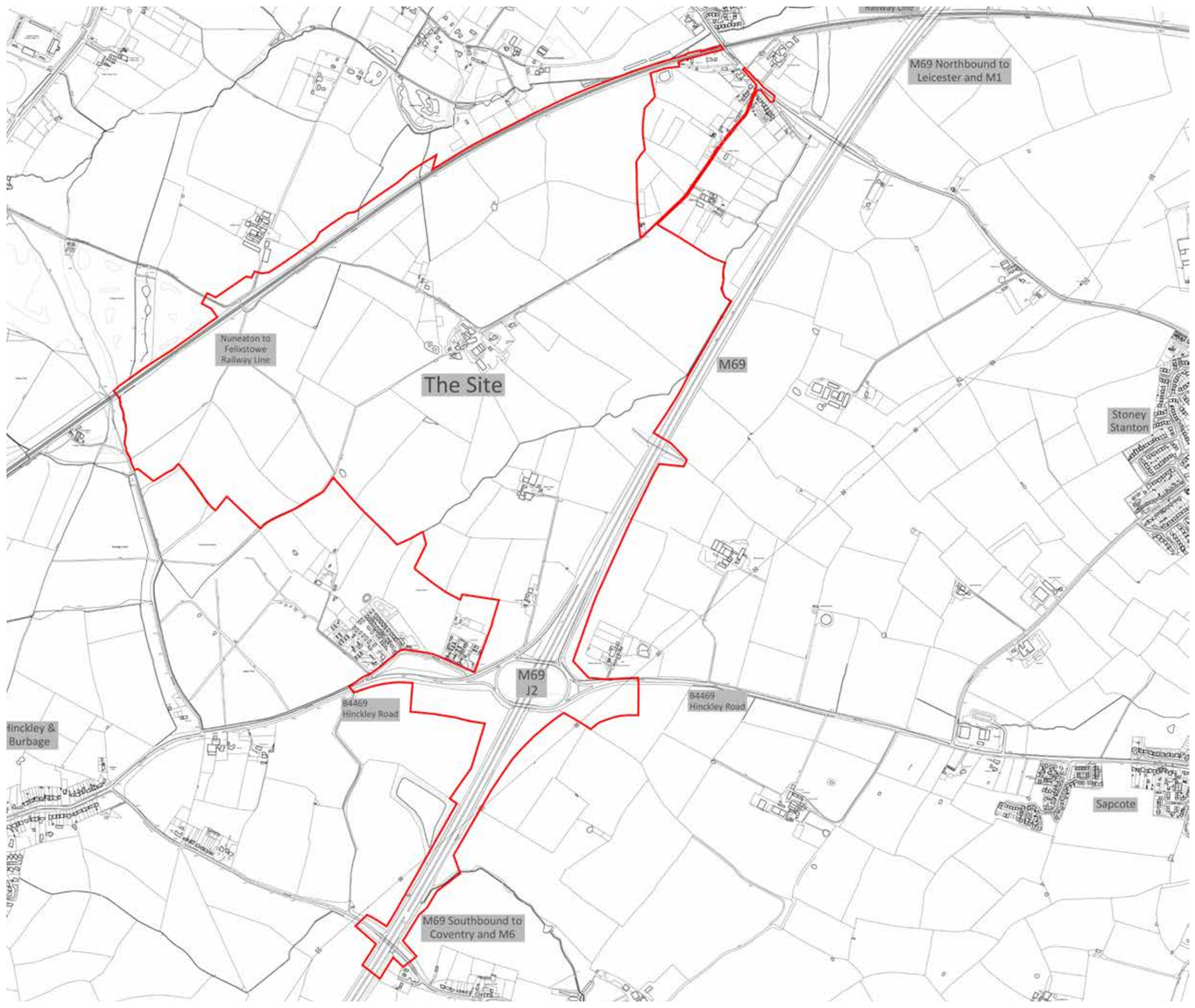
Welcome

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.

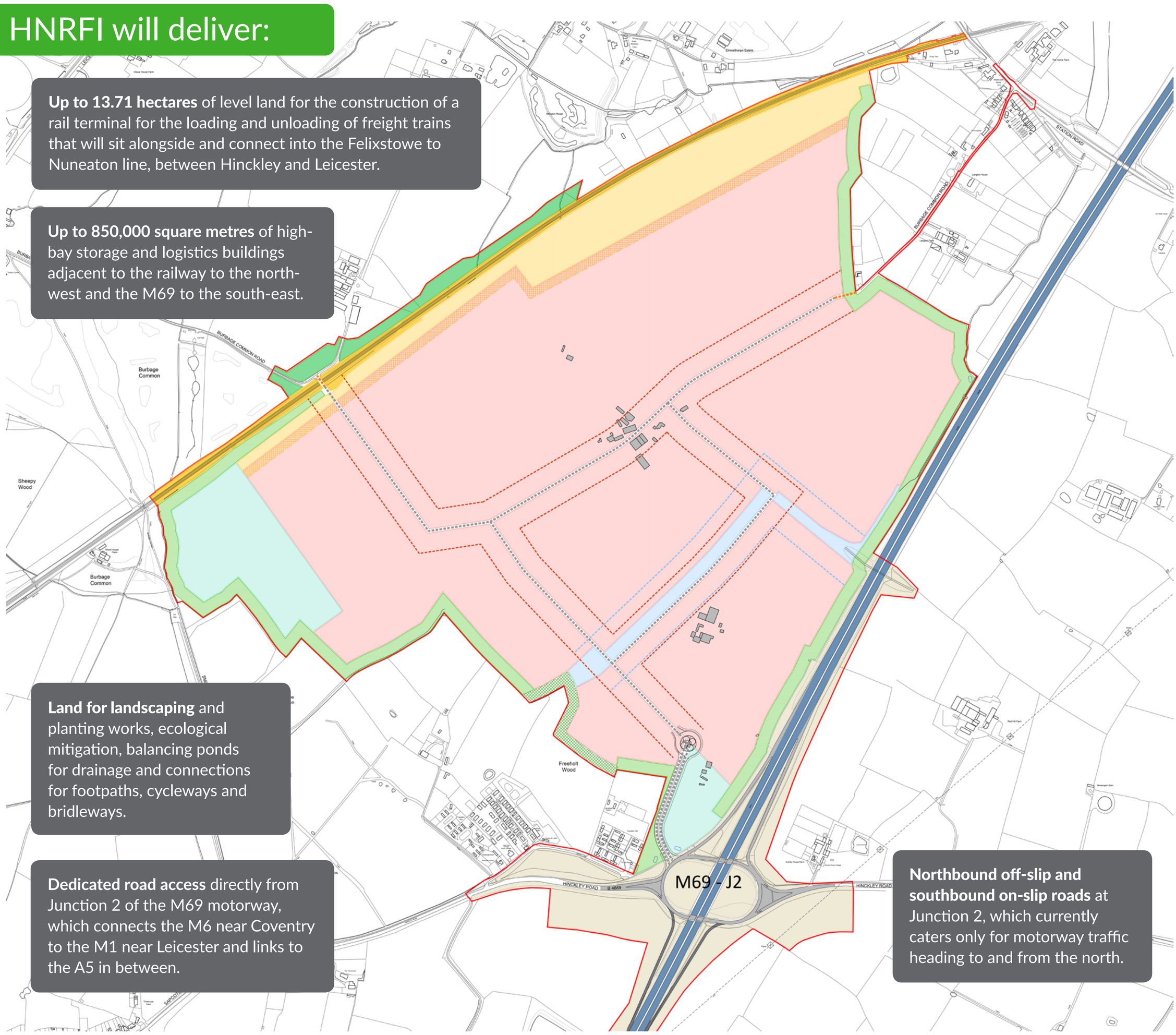
Parameter Plan

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:

Up to 13.71 hectares of level land for the construction of a rail terminal for the loading and unloading of freight trains that will sit alongside and connect into the Felixstowe to Nuneaton line, between Hinckley and Leicester.

Up to 850,000 square metres of high-bay storage and logistics buildings adjacent to the railway to the north-west and the M69 to the south-east.



Land for landscaping and planting works, ecological mitigation, balancing ponds for drainage and connections for footpaths, cycleways and bridleways.

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.

Northbound off-slip and southbound on-slip roads at Junction 2, which currently caters only for motorway traffic heading to and from the north.

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'.

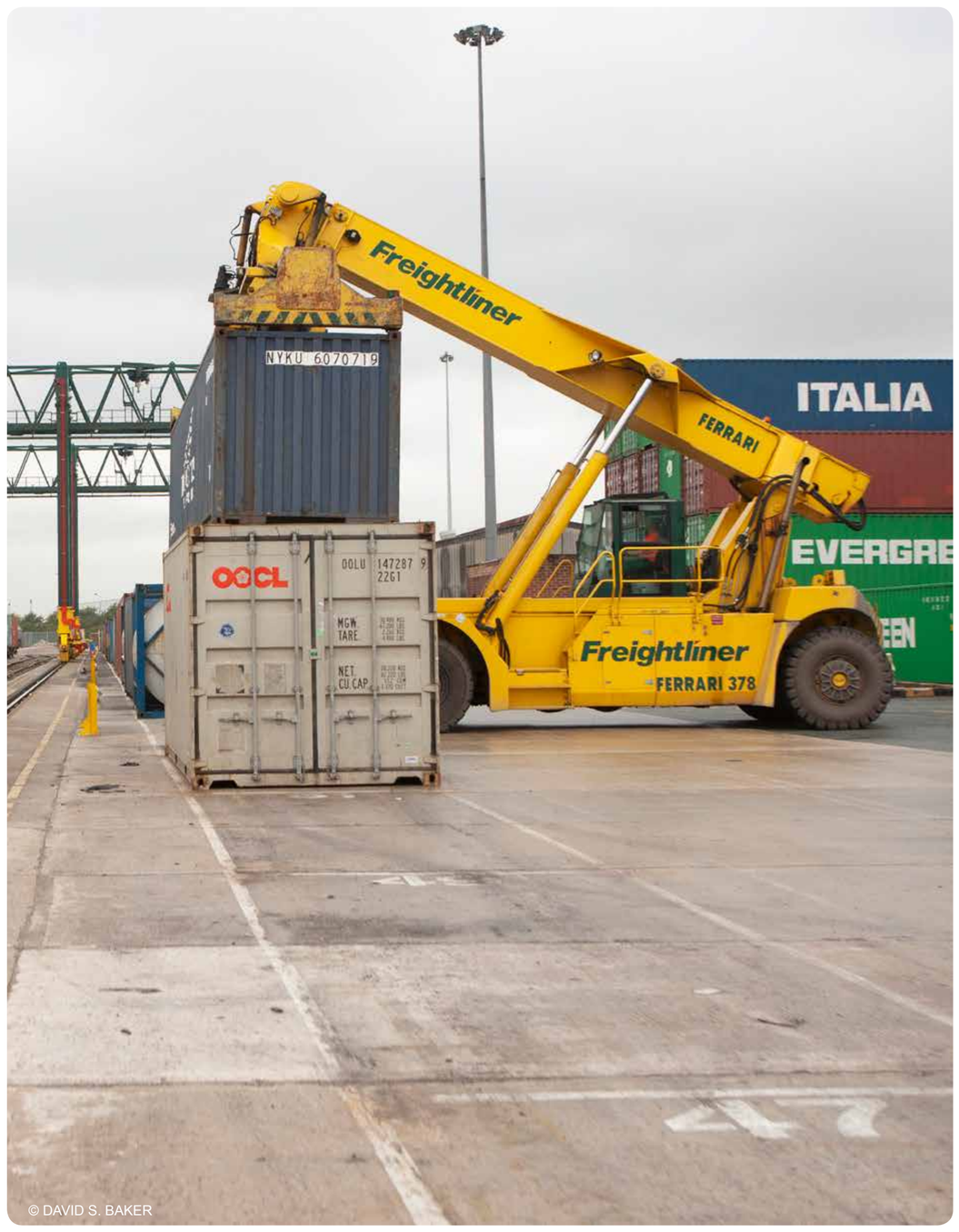
The conclusions of the original report remain unchanged in the September 2016 and January 2017 updates.

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**

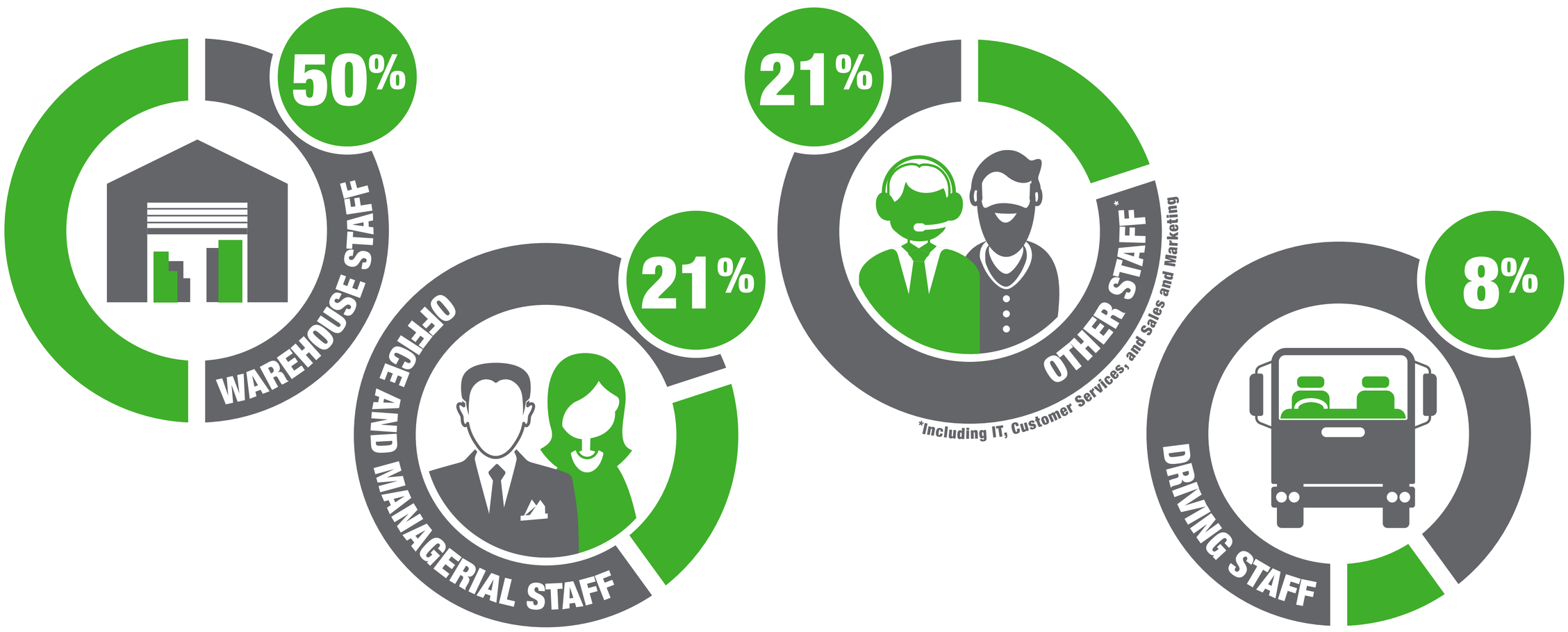
Economic and Community Benefits

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

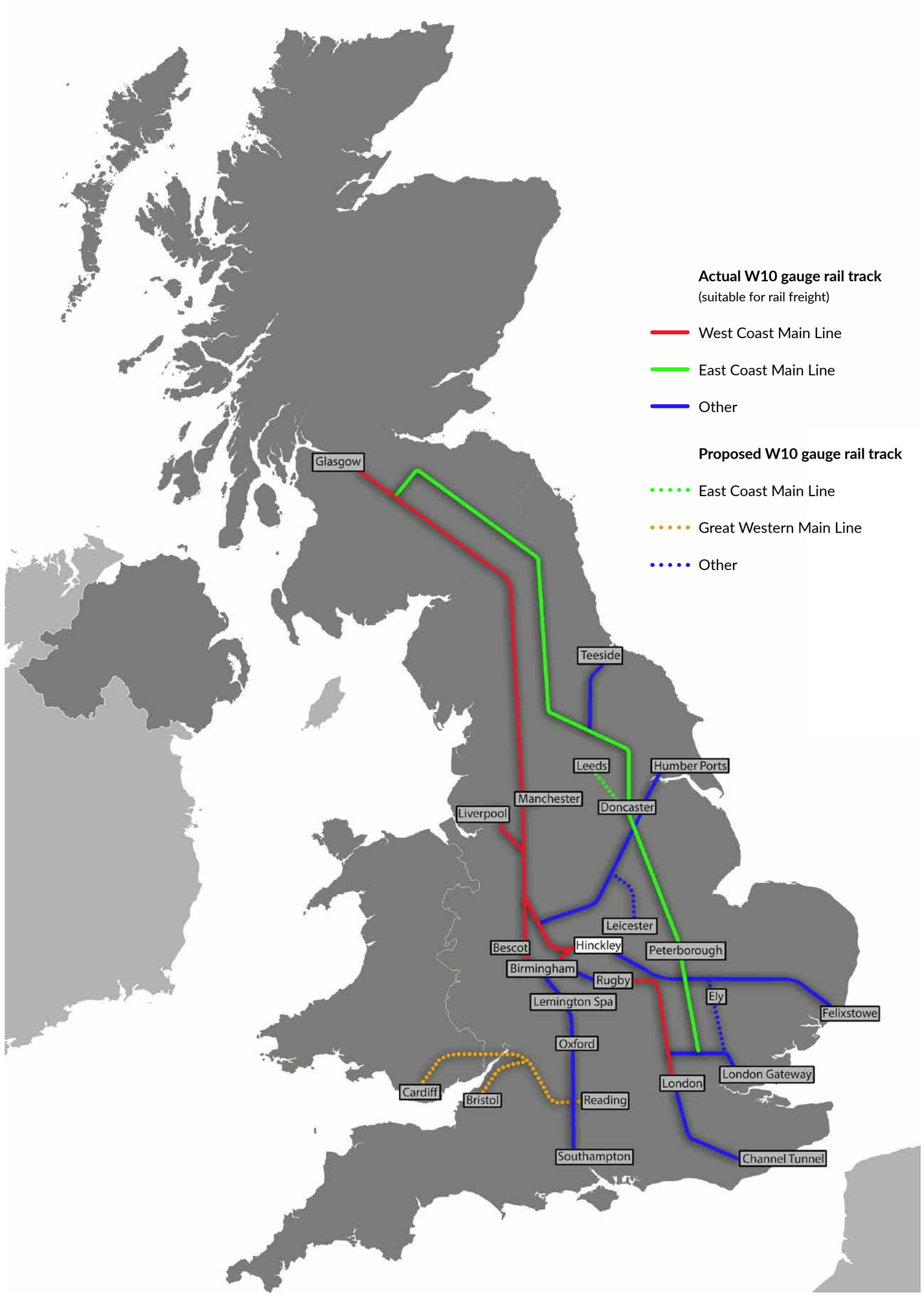
Network Rail produced rail freight forecasts in 2013 and 2018. Both suggest an increase in demand for rail freight, with the 2013 study suggesting that demand for freight paths between Nuneaton and Leicester could increase by a further 50% between 2023 and 2033. Network Rail's freight and route strategies 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

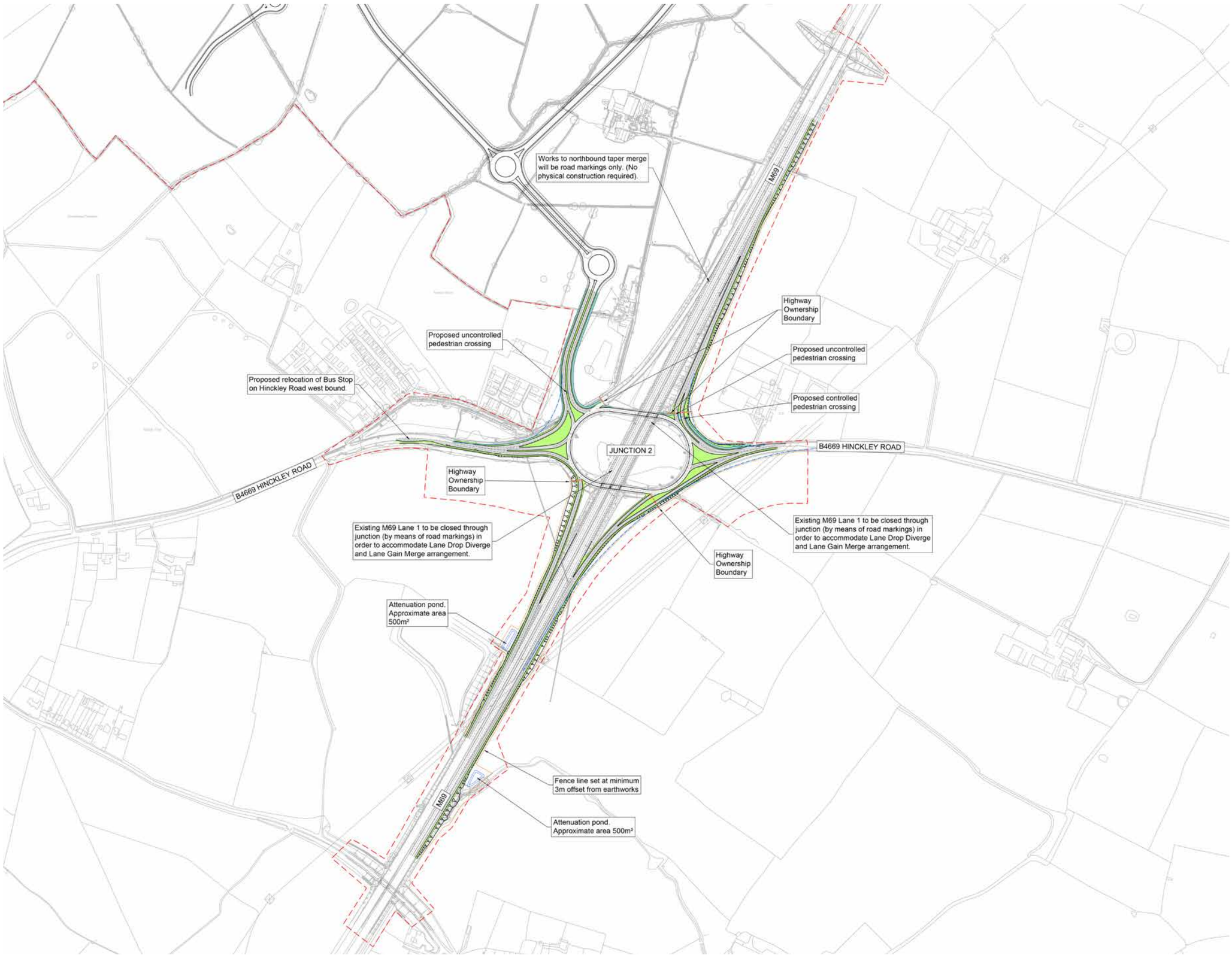
Transport and Access Arrangements

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.

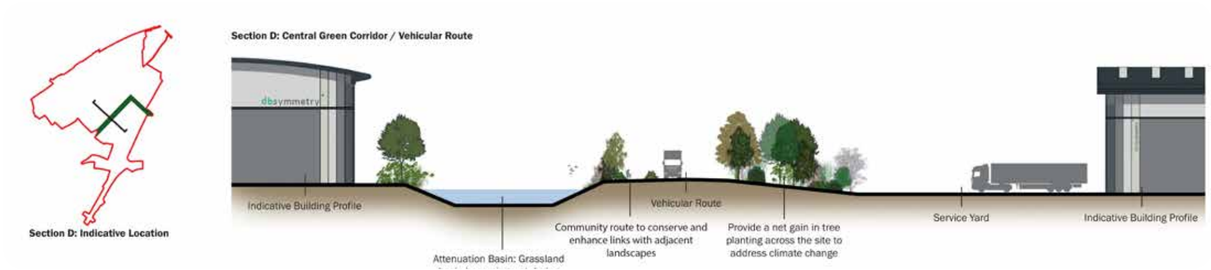
In the wider landscape there will be opportunities for partial views of the proposed development from the road network, PRoW network and residential properties.

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.

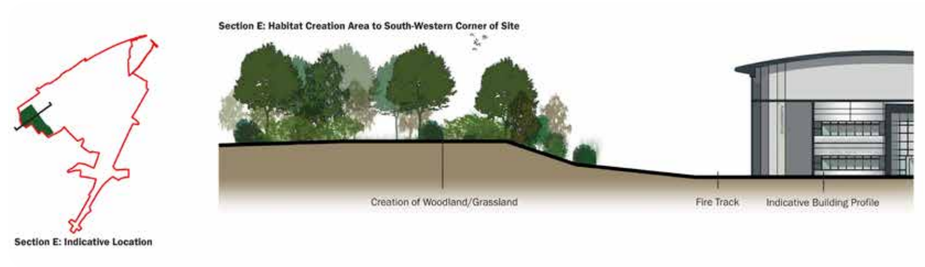
Opportunities exist to improve and enhance the structure of the landscape across the area, which has been partially degraded and fragmented as agricultural practices have increased. A strong framework of Green Infrastructure across the site will be provided as mitigation, incorporating hedgerow and woodland 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_2). 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

Scoping Report submitted, March 2018

The Environmental Impact Assessment Scoping Report established the scope and level of detail of the information to be provided in the assessment of the project ahead of the proposals being formally submitted. A Statement of Community Consultation (SoCC) has then been prepared and agreed with Blaby District Council, Hinckley and Bosworth Borough Council and Leicestershire County Council. The SoCC describes how db symmetry will consult the local community about HNRFI.

Informal Consultation period, 22 October 2018 - 7 December 2018

db symmetry is committed to engaging with the surrounding local communities on the proposals ahead of a formal submission. This informal consultation event is part of this process of engagement. We are also in discussion with the local authorities of Blaby District Council, Leicestershire County Council and Hinckley and Bosworth Borough Council.

Formal Consultation, Spring 2019

Statutory consultation will take place following the first round of consultation and will include a fully reasoned response to the feedback received during this informal consultation exercise. Again, a series of public events will take place across the local community allowing residents to make their views known. It will be informed by a Preliminary Environmental Information Report, which will explain the progress of db symmetry's environmental studies in detail. Currently, this is likely to be held Spring 2019.

DCO Application submission and Acceptance stage, Autumn 2019

The Acceptance stage will begin when we apply for development consent to the Planning Inspectorate. There follows a period of up to 28 days (excluding the date of receipt of the application) for the Planning Inspectorate, on behalf of the Secretary of State, to decide whether the application meets the standards required to be accepted for Examination. Our ambition is to submit the application in Autumn 2019. This is subject to field survey assessments and other considerations and we reserve the right to vary our pre-application programme depending on the outcome of this.

Pre-Examination, Autumn / Winter 2019

At this stage, the public will be able to register with the Planning Inspectorate to become an Interested Party by making a Relevant Representation. A Relevant Representation is a summary of a person's views on an application, made in writing. An Examining Authority is also appointed at the Pre-examination stage, and all Interested Parties will be invited to attend a Preliminary Meeting run and chaired by the Examining Authority. Although there is no statutory timescale for this stage of the process, it usually takes approximately three months from the Applicant's formal notification and publicity of an accepted application.

Examination, First half of 2020

The Planning Inspectorate has up to six months to carry out the examination. During this stage members of the public who have registered by making a Relevant Representation are invited to provide more details of their views in writing. Careful consideration is given by the Examining Authority to all the important and relevant matters including the representations of all members of the public, any supporting evidence submitted, and answers provided to the Examining Authority's questions set out in writing or posed at public hearings.

Recommendation, Autumn 2020 and Decision, Winter 2020

The Planning Inspectorate must prepare a report on the application to the Secretary of State for Transport, including a recommendation, within three months of the close of the six-month Examination stage. The relevant Secretary of State then has a further three months to make the decision on whether to grant or refuse development consent.

Indicative Development Timescales

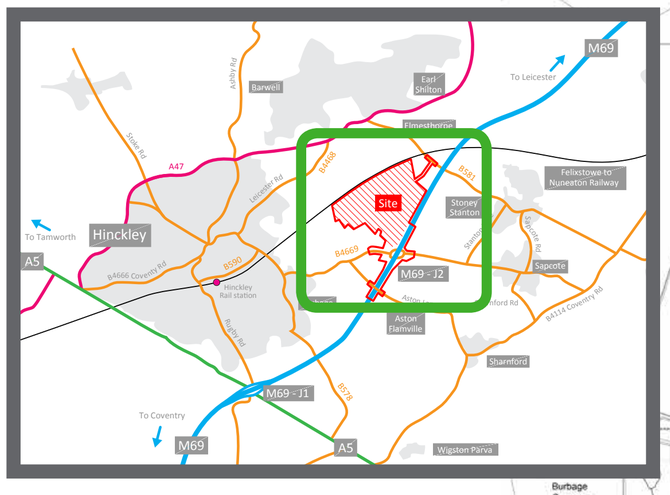
Subject to the grant of the Development Consent Order by the end of 2020, it is currently envisaged that preparatory site works would commence in 2021, thereafter: improvements to M69 Junction 2 2022/23; construction of the first unit 2024; and completion of the development in 2033 (i.e. approximately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

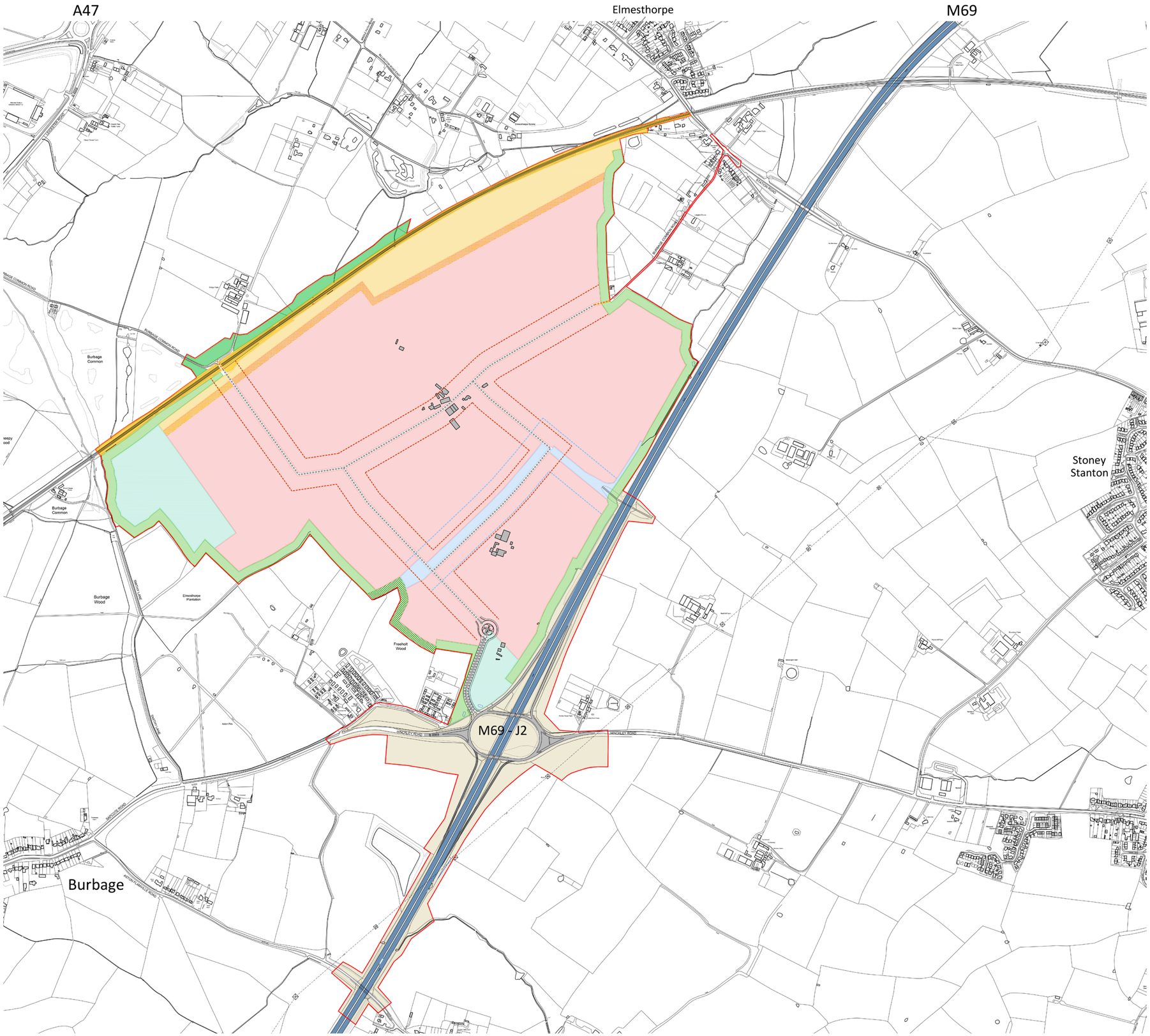
Call our Community Information Line on **0844 556 3002** (Mon-Fri, 9am-5.30pm)

Email our designated consultation email address at **hinckleynrfi@lexcomm.co.uk**

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