



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. 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
- 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.

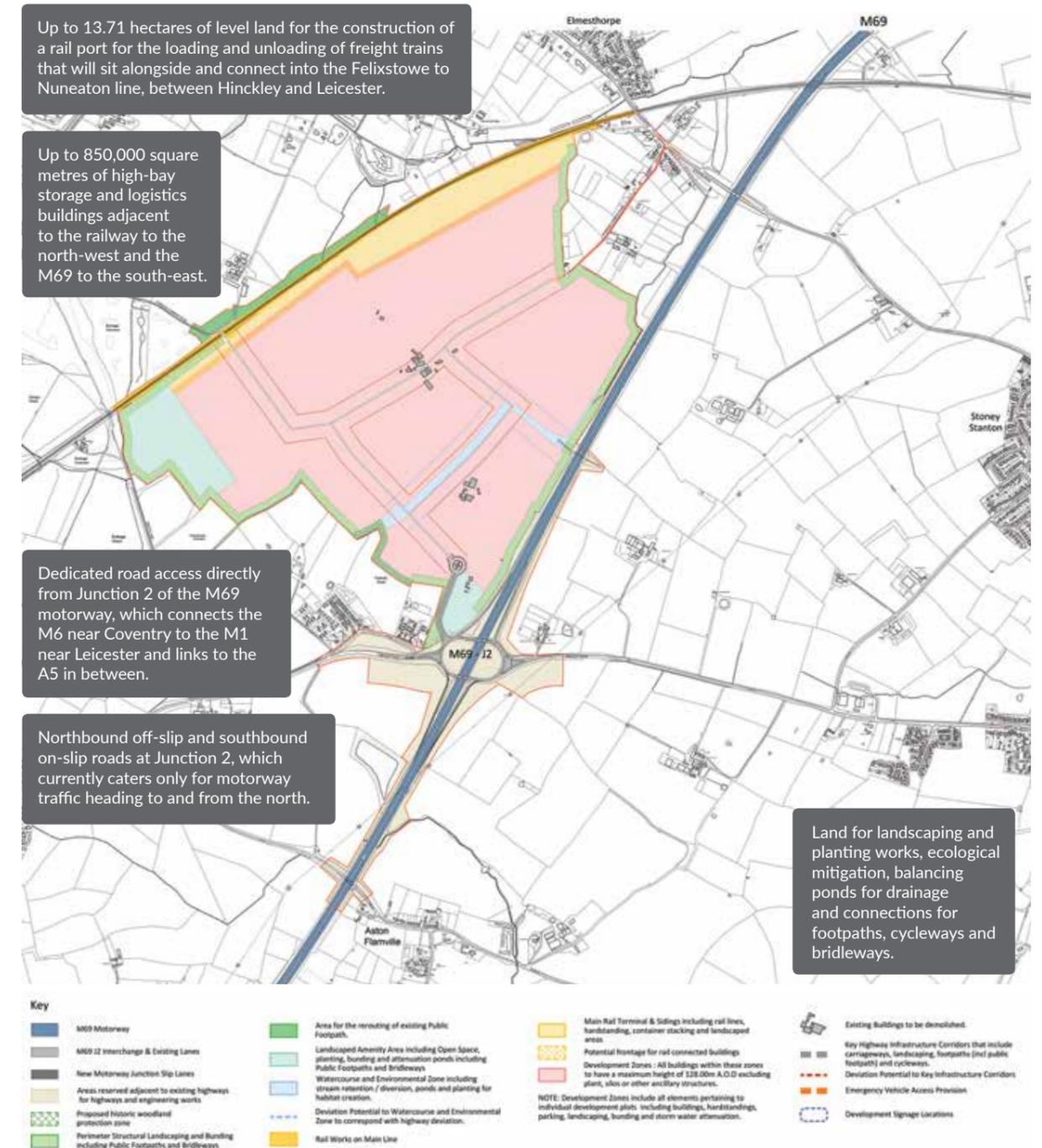
The East Midlands is home to a fifth of the UK's manufacturing capability. In addition, 45% of British rail freight goes through the Midlands. The Midlands sits at the heart of the UK economy and the plans for the HNRFI will deliver much needed facilities to enable this sector to grow as a major economic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

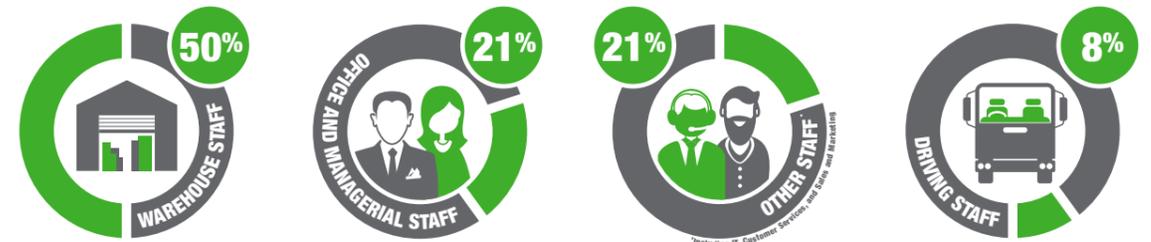
Economic benefits

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.

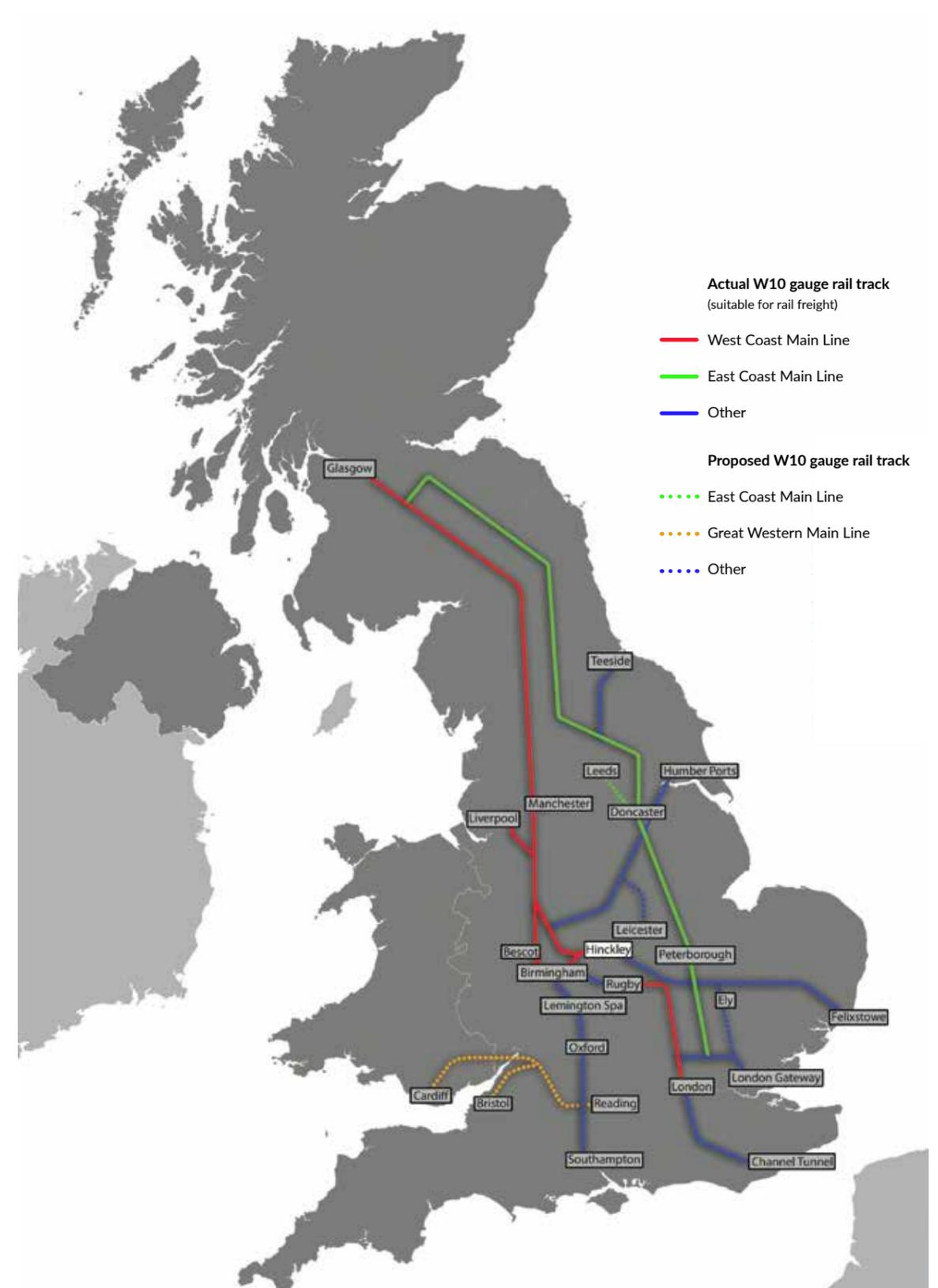
db symmetry is working closely with Network Rail on the design of access to the railway.

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



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

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).

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.

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