

Tritax Symmetry (Hinckley) Limited

# **HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE**

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## Preliminary Environmental Information Report

### **Chapter 1: Introduction**

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January 2022

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**This document forms a part of a Preliminary Environmental Information Report (PEIR) for the Hinckley National Rail Freight Interchange project.**

A PEIR presents environmental information to assist consultees to form an informed view of the likely significant environmental effects of a proposed development and provide feedback.

This PEIR has been prepared by the project promoter, Tritax Symmetry (Hinckley) Limited. The Proposed Development is described in Chapter 3 of the PEIR and is the subject of a public consultation running from 12 January to 9 March 2022.

**Details of how to respond to the public consultation are provided at the end of Chapter 1 of the PEIR and on the project website:**

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

This feedback will be taken into account by Tritax Symmetry (Hinckley) Limited in the preparation of its application for a Development Consent Order for the project.

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## Chapter 1 ◆ Introduction

### BACKGROUND

- 1.1. Tritax Symmetry (Hinckley) Limited ('TSH' or 'the Applicant') is promoting proposals for a new strategic rail freight interchange (SRFI) on land east of Hinckley, in Blaby District in Leicestershire. TSH is a subsidiary of Tritax Symmetry Limited, an established property development company with a portfolio of logistics floorspace across the UK. Further details on TSH and Tritax Symmetry Limited are set out below.
- 1.2. A SRFI is a multi-purpose freight interchange and distribution centre linked to both the national rail and road networks. SRFIs reduce the cost of moving freight and encourage the transfer of freight from road to rail. Under the Planning Act 2008, the SRFI proposals qualify as a Nationally Significant Infrastructure Project (NSIP) as they comprise a rail freight interchange as described in section 26 of the Planning Act 2008. In accordance with the Act, an application for a Development Consent Order (DCO) will be submitted in 2022 to the Planning Inspectorate (PINS), which will examine the DCO application on behalf of the Secretary of State for Transport.
- 1.3. To help inform the determination of the DCO application, the Applicant is undertaking an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.
- 1.4. The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects. The Applicant will submit an ES with its DCO application.
- 1.5. Extensive public consultation is required before a DCO application can be submitted. The Applicant undertook an informal public consultation in autumn 2018. Consultation feedback highlighted concern about the effects of the proposed development on local road traffic, particularly as a result of the proposed upgrade of Junction 2 of the M69 motorway, which would redistribute existing traffic flows on the local road network. In response, the Applicant carried out a further informal consultation in summer 2019 on off-site highway improvements.
- 1.6. In January 2022 the Applicant commenced a statutory consultation on the DCO application, including the SRFI, upgrades to M69 Junction 2 and other off-site highway improvements. These off-site highway improvements include a new road link between M69 Junction 2 and the B4668/A47 Leicester Road to the west of the proposed SRFI (referred to as the A47 Link Road) and minor junction improvements elsewhere. The

project will also require the closure of a section of Burbage Common Road and pedestrian level crossings and entail the diversion of some existing public rights of way.

- 1.7. The draft 'Order Limits', which define the area in which the proposed SRFI Site and related road and rail infrastructure development would take place, are shown in figures 1.1 and 1.2 of this report. The Order Limits are broadly comparable to the red line boundary in a planning application.
- 1.8. As explained in more detail later in this chapter, the purpose of the current report is to present environmental information compiled by the Applicant to enable consultees to develop an informed view of the likely significant environmental effects of the proposed development and provide feedback. The report is known as a Preliminary Environmental Information Report (PEIR). The Applicant will take the consultation feedback into account when finalising its proposal prior to the submission of the DCO application.
- 1.9. This PEIR is structured along the same lines as an ES. However, for the avoidance of doubt the information it contains is 'preliminary'. The Applicant is actively seeking consultees' comments and there will be the opportunity for amendments to both the design of the proposed development and the EIA to take into account comments received through this consultation, prior to final submission.

## PROJECT OVERVIEW

- 1.10. The Proposed Development is an SRFI and is known as the Hinckley National Rail Freight Interchange (HNRFI or 'the Project'). The general purpose of the Proposed Development is explained in paragraph 2.44 of the Department for Transport's *National Policy Statement for National Networks* (NPS, December 2014, page 20):

*'The aim of a strategic rail freight interchange (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, through co-location of other distribution and freight activities. 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, thereby reducing trip mileage of freight movements on both the national and local road networks'.*

- 1.11. The essential components of a SRFI development include direct rail connections to ports at which freight is imported and exported, and high quality strategic rail and road connections to the region or regions that the interchange will serve. An SRFI also requires a substantial area of broadly level and free-draining land for storage and logistics buildings and associated road haulage yards. It must also satisfy the criteria of the Planning Act set out at paragraph 1.20 below.
- 1.12. These requirements are all met by the proposed site for the HNRFI. The Site lies 3 km to the north-east of Hinckley, in a level area of mixed farmland to the north-west of M69 Junction 2. The railway between Leicester and Hinckley on the north-western boundary of the site is on Network Rail's strategic freight network, linking the west coast and east coast main lines and forming a primary link between Felixstowe and the Midlands and

North. Network Rail has already undertaken substantial capacity enhancements under its Felixstowe to Nuneaton freight capacity scheme (F2N).

- 1.13. The draft DCO Order Limits include the land between the Leicester to Hinckley railway and the M69 motorway to the south of Elmesthorpe, where the proposed SRFI would be located. This area is referred to as the 'Main HNRFI Site'. The draft DCO Order Limits also include contiguous extensions to the north-west, south and east of the Main HNRFI Site, respectively to contain the corridor of a proposed A47 Link Road, proposed works to M69 Junction 2 and a section of the B4669 Hinckley Road towards the village of Sapcote for which proposed traffic management measures are proposed.
- 1.14. The draft Order Limits also include additional non-contiguous areas of land at roads and junctions for which highway enhancements and traffic management measures are proposed. They also include some pedestrian level crossings on the Leicester to Hinckley railway that are subject to proposed works and restrictions.
- 1.15. The HNRFI includes the following main elements.

### The 'Main HNRFI Site'

#### **Railport**

- Railway sidings and a freight transfer area known as a 'Railport' are proposed alongside the existing two-track railway between Leicester and Hinckley, which is on Network Rail's strategic rail freight route between Felixstowe and Nuneaton. For this reason and more generally because of its central location between the west coast and east coast main lines, the HNRFI would enjoy good rail connections with the sea ports of Felixstowe, London Gateway and Liverpool, and is also well-placed in the national rail network to provide direct links to and from major cargo terminals at Southampton and the Humber estuary.

#### **Warehousing**

- Two plateaux bound by the Railport to the north-west and the M69 motorway to the south-east, for the development of high-bay use class B8 (warehouse or distribution) buildings. These B8 buildings will have a total area of up to 850,000 square metres gross internal area (GIA), comprising up to 650,000 square metres at ground level and up to 200,000 square metres of internal mezzanine floorspace<sup>1</sup>). These buildings will be up to a maximum of 33 metres in height above ground level although it is not envisaged that entire buildings will be this high. The proposed maximum building height would allow the scheme to accommodate modern automation systems and occupiers requiring high bay racking.

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<sup>1</sup> A mezzanine floor is an intermediate level built between the main floor and ceiling of a double-height building. A mezzanine floor does not extend across the whole area of the building and might have partly open sides. In B8 logistics buildings, mezzanine floors are often used to provide ancillary office space and staff facilities and/or additional storage space.

## Highway works

### M69 Junction 2

- A new road access to the HNRFI would be added to the existing roundabout at M69 Junction 2. The M69 motorway connects the M6 near Coventry to the M1 near Leicester and has 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 M69 Junction 2, which currently caters only for M69 motorway traffic heading to and from the north.

### A47 Link Road

- A link road from M69 Junction 2 to the B4668/A47 Leicester Road, including the demolition of an existing railway bridge and construction of a replacement bridge to provide a new highway. Access to the B8 buildings and Railport on the Main HNRFI Site will be taken from the A47 Link Road. That part of the A47 Link Road that lies between the existing roundabout at M69 Junction 2 and the railway lies within the Main HNRFI Site.

### Minor enhancement works

- Minor enhancement works at ten other junctions in the locality, as identified in Chapter 3: *Project description* and Chapter 8: *Transport and traffic* of this PEIR.

## Other works

- Landscape and planting works, ecological mitigation, drainage, a heavy goods vehicle parking area with driver welfare facilities and a HGV fuel station, an energy centre, a building providing offices and a marketing suite, and footpath, cycleway and bridleway routes and connections.
- Works and closures to a series of local pedestrian level crossings on the Leicester to Hinckley railway.

1.16. The Main HNRFI Site lies wholly within Blaby District in Leicestershire. The M69 motorway works are also located in Blaby District. The A47 Link Road extends into Hinckley and Bosworth Borough. The proposed off-site highway enhancement works are in Blaby District, Hinckley and Bosworth Borough, Rugby Borough and Harborough District.

## THE APPLICANT

1.17. Tritax Symmetry Limited was formed following the acquisition of db symmetry by Tritax Big Box REIT plc, a FTSE 250 company, in February 2019. Tritax Big Box REIT plc is a real estate investment trust (REIT) dedicated to investing in and funding the pre-let development of very large logistics facilities in the UK.

- 1.18. Tritax Symmetry Limited has a land portfolio of 1,680 hectares (ha) 4,150 acres), capable of accommodating 3.7 million sq. metres (40 million sq. ft) of logistics space. The portfolio is concentrated around the main motorway arteries of the UK and primarily along the M1 and M40 motorways in the Midlands and in the north-west's M6 and M62 motorway corridors.
- 1.19. TSH is a group company and was established for the purpose of promoting the HNRFI.

## THE DEVELOPMENT CONSENT ORDER PROCESS

- 1.20. The Planning Act 2008 introduced a bespoke approval process for nationally significant infrastructure projects (NSIPs), which include a range of transport, energy, waste and water proposals. Instead of applying to the local planning authority for planning permission, qualifying infrastructure providers apply for a Development Consent Order (DCO) from the government.

### Criteria for qualification as an NSIP

- 1.21. The Proposed Development qualifies as an NSIP under Section 26 of the Planning Act 2008 (as amended). The qualifying criteria are that the project must:
- be a part of the railway network in England;
  - be at least 60 ha in area;
  - be capable of handling consignments of goods from more than one consignor and to more than one consignee, and at least four goods trains per day; and
  - include warehouses to which goods can be delivered from the railway network in England either directly or by means of another form of transport.
- 1.22. The Project meets all of these criteria and the Applicant will therefore be applying for a DCO, the nature of which is explained below.

### Development Consent Orders

- 1.23. A DCO is a 'Statutory Instrument'. Statutory Instruments (SIs) are a form of legislation that allow the provisions of an Act of Parliament to be brought into force or altered without Parliament having to pass a new Act. They are also referred to as secondary, delegated or subordinate legislation.
- 1.24. A DCO can include a range of powers beyond a conventional planning permission. These include rights to undertake street works, identify landowners, enter land for surveys, remove or undertake works to protected trees and hedgerows, override easements, discharge water, etc. It can include 'Protective Provisions' that define how existing utilities infrastructure will be maintained during the development. A DCO can grant rights to compulsorily purchase land, extinguish private rights over land or impose

restrictive covenants. It can also include a wide range of ‘Associated Development’, which may be off-site (outside the Order Limits) but which is necessary to help deliver the main development.

- 1.25. The DCO application process is ‘front-loaded’ meaning it requires extensive pre-application consultation and design refinement prior to submission. Once submitted and accepted, applications are administered by the Planning Inspectorate (PINS or ‘the Examining Authority’) in accordance with a timetabled process. The process provides extensive scope for public and local authority engagement. After a six-month examination of a DCO application, the Examining Authority has three months to report its findings to the relevant Secretary of State – in this case, the Secretary of State for Transport. The Secretary of State then has a further three months in which to decide whether to ‘make’ (i.e. approve) the DCO.

### National Policy Statements

- 1.26. DCO applications are determined in accordance with National Policy Statements (NPS) approved by Parliament. The NPS for National Networks (Department for Transport, December 2014) includes a clear acknowledgement of the national need for SRFI development. The NPS can be viewed via the following weblink:

<https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>

## ENVIRONMENTAL IMPACT ASSESSMENT

### The need for EIA

- 1.27. EIA for NSIP developments is undertaken in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (‘the EIA Regulations’). Regulation 6 determines development to be ‘EIA development’ if any of the following circumstances apply:
- the applicant notifies the Secretary of State in writing under regulation 8(1)(b) that it proposes to provide an ES in respect of proposed development; or
  - the Secretary of State or an Examining Authority adopts a screening opinion to the effect that the development is EIA development; or
  - the Secretary of State directs an accepted application to be EIA development.
- 1.28. Schedule 2 of the EIA Regulations identifies the types of development that might require ES if likely to have significant effects on the environment by virtue of factors such as their nature, size or location. The Proposed Development is included in the following parts of Schedule 2 of the EIA Regulations:
- Part 10(a) ‘Industrial estate development projects’;



- Part 10(c) ‘construction of intermodal transshipment facilities and of intermodal terminals’;
  - Part 10(d) ‘construction of railways’; and
  - Part 10(f) ‘construction of roads’.
- 1.29. Following consideration of the characteristics of development, the location of development and the types and characteristics of potential impacts, the Applicant concluded that its proposals are EIA development and volunteered to provide an ES to accompany the application for a DCO. The Applicant has notified the Secretary of State in writing under regulation 8(1)(b) that it proposes to provide an ES in respect of the Project.

### The scope of the EIA

- 1.30. On 14 March 2018 the Applicant requested an EIA scoping opinion from the Secretary of State for Transport under Regulation 10 of the EIA Regulations. A scoping opinion request seeks the decision maker’s written confirmation of the scope of the EIA. The request was accompanied by the Applicant’s ES scoping report entitled ‘*Hinckley National Rail Freight Interchange: application for an EIA scoping opinion*’. This report set out the Applicant’s considered views on likely significant environmental effects and the scope of information the Applicant considered was appropriate to assess the environmental effects of the scheme. A weblink to this report is provided below.

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR050007/TR050007-000010-HRFI%20-%20Scoping%20Report.pdf>

- 1.31. On 24 April 2018 PINS issued the Secretary of State’s response, entitled *Scoping Opinion - Proposed Hinckley National Rail Freight Interchange 2018*. A weblink to this scoping opinion is provided below.

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR050007/TR050007-000023-HRFI%20-%20Scoping%20Opinion.pdf>

- 1.32. Subsequent assessment of the effects by the Applicant of the Proposed Development on road traffic indicated that the scope of the ES needed to be extended. In particular, transport modelling suggested that the proposed upgrade of M69 Junction 2 would change patterns of existing non-HNRFI-related road traffic in the locality, creating new routes on the local road network with consequential environmental effects. In response the Applicant submitted an updated ES scoping request on 12 November 2020. A new ES scoping opinion was adopted by the Secretary of State on 22 December 2020 (the 2020 Scoping Opinion). Weblinks to both documents are provided below, and later chapters of this PEIR explain how TSH is taking the new scoping opinion into account in its ES.

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR050007/TR050007-000062-HRFI%20-%20Scoping%20Report.pdf>

<https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR050007/TR050007-000055-HRFI%20-%20Scoping%20Opinion.pdf>

## THE EIA PROCESS AND THE PEIR

1.33. PINS has published a series of advice notes to guide the preparation and examination of DCO applications. *Advice Note Seven: Environmental Impact Assessment: Process, Preliminary Environmental Information and Environmental Statements* (version 7, June 2020) explains in paragraph 9.3 that PINS considers a good ES to be one that:

- *provides a clear description of the Proposed Development through all phases of the development consistent with the DCO - i.e. in terms of construction, operation and decommissioning phases;*
- *clearly explains the processes followed to develop the ES including the established scope for the assessment;*
- *explains the reasonable alternatives considered and the reasons for the chosen option taking into account the effects of the Proposed Development on the environment;*
- *details the forecasting methods for the assessment and the limitations (as relevant);*
- *assesses in an open and robust way the assessment of likely significant effects explaining where results are uncertain;*
- *provides sufficient details of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects, the likely efficacy of such measures and how they are secured;*
- *details the need for any ongoing monitoring or remediation; and*
- *demonstrates that the information is sufficient to enable a reasoned conclusion to be reached.*

1.34. In respect of the PEIR, para. 8.4 of Advice Note 7 states that:

*'There is no prescribed format as to what PEI should comprise and it is not expected to replicate or be a draft of the ES. However, if the Applicant considers this to be appropriate (and more cost-effective) it can be presented in this way. A good PEI document is one that enables consultees (both specialist and non-specialist) to understand the likely environmental effects of the Proposed Development and helps to inform their consultation responses on the Proposed Development during the pre-application stage'.*

1.35. The Applicant has taken Advice Note 7 into account in the production of the current PEIR, which takes the form of a draft of the ES based on the environmental information currently available to the Applicant. The standard structure of an ES will be familiar to

statutory consultees and provides clear signposting to individual environmental topics of interest to local communities.

## THE ROCHDALE ENVELOPE

- 1.36. The ES for the Project will be undertaken in accordance with what are known as ‘Rochdale Envelope’ principles in reflection of the fact that the DCO will need to retain flexibility around the internal layout and design of the HNRFI <sup>2</sup>. Broadly, this means that the DCO application will be similar in concept to an application for outline planning permission. The DCO application will fix the outer envelope or ‘parameters’ of the Proposed Development including its position, land uses and the overall maximum dimensions of built features such as buildings, roads and landscape areas. If the DCO is made, the Applicant will be required to submit details of individual buildings and development phases to Blaby District Council or Hinckley and Bosworth Council for approval prior to construction of those elements. These design details would be within the assessed and approved parameters.
- 1.37. The EIA Regulations require that the development parameters must be identified with sufficient precision so that their likely significant environmental effects can be defined and assessed. Paragraph 2.4 of PINS *Advice Note 9: Using the Rochdale Envelope* (version 3, July 2018) identifies the guiding principles for the use of the Rochdale Envelope as follows:
- *‘the DCO application documents should explain the need for and the timescales associated with the flexibility sought and this should be established within clearly defined parameters;*
  - *the clearly defined parameters established for the Proposed Development must be sufficiently detailed to enable a proper assessment of the likely significant environmental effects and to allow for the identification of necessary mitigation, if necessary, within a range of possibilities;*
  - *the assessments in the ES should be consistent with the clearly defined parameters and ensure a robust assessment of the likely significant effects;*
  - *the DCO must not permit the Proposed Development to extend beyond the ‘clearly defined parameters’ which have been requested and assessed. The Secretary of State may choose to impose requirements to ensure that the Proposed Development is constrained in this way;*

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<sup>2</sup> *The Rochdale Envelope approach originated in two court decisions in 1999 and 2000, in which it was established that a planning application for a development requiring EIA could be made in outline provided that sufficient design detail was provided to inform a reliable assessment of environmental effects in accordance with the EIA Regulations. The court decisions concerned a planning application for a business park in Rochdale.*

- *the more detailed the DCO application is, the easier it will be to ensure compliance with the Regulations’.*

### The need for flexibility

1.38. The flexibility implicit in the Rochdale Envelope approach is essential for the HNRFI Project for the following reasons.

- The needs of the freight logistics industry are rapidly evolving and the sector is in the midst of a technical revolution. Given the envisaged 15-year timeframe for the full delivery of the HNRFI, it is essential that the DCO affords sufficient flexibility to accommodate developments in rail and road transport, freight handling and storage, construction methods, energy supply, employees’ transport arrangements, etc.
- There is a need to cater for the requirements of individual logistics occupiers – particularly with respect to the dimensions of individual buildings and freight handling areas.

## THE PROJECT TEAM

1.39. Table 1.1 identifies the team that TSH has appointed to progress the DCO application for the HNRFI. The consultants, and the sub-consultants and individuals that are assigned to the Project constitute ‘competent experts’ for the purpose of Regulation 14(4)(a) of the EIA Regulations.

**Table 1.1: The consultant team appointed by the Applicant to progress the HNRFI project**

<b>Specialism</b>	<b>Consultant</b>
Legal	<b>Eversheds Sutherland (International) LLP</b> , 115 Colmore Row, Birmingham B3 3AL
Planning	<b>Framptons</b> , Oriel House, 42 North Bar, Banbury Oxfordshire OX16 0TH
ES coordination	<b>Savills</b> , 33 Margaret Street, London W1G 0JD
Socio-economic effects	
Land referencing	<b>Terraquest</b> , Quayside Tower, 252-260 Broad Street, Birmingham, B1 2HF
Transport and traffic	<b>BWB Consulting ('BWB')</b> , 5 <sup>th</sup> Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ
Air quality	
Noise and vibration	
Surface water and flood risk	
Hydrogeology	
Geology, soils and contaminated land	
Energy and climate change	
Materials and waste	<b>Capita Real Estate and Infrastructure</b> , 65 Gresham Street, London EC2V 7NQ
Landscape and visual effects	<b>The Environmental Dimension Partnership ('EDP')</b> , Tithe Barn, Barnsley Park Estate, Barnsley, Cirencester, Gloucestershire GL7 5EG
Ecology and biodiversity	
Cultural heritage	
Community engagement	<b>Lexington Communications</b> , 198 High Holborn, London WC1V 7BD
Architects	<b>AJA Architects</b> , Elliot Court, 1170 Herald Ave, Coventry CV5 6UB
Strategic rail advisor	<b>Baker Rose Consulting</b> , 53 Davies Street, London W1AK 5JH
Railway engineers	<b>WSP Parsons Brinckerhoff</b> , 1 Queens Drive, Birmingham B5 4PJ
Utilities adviser	<b>RPS Planning and Development</b> , Sherwood House, Sherwood Avenue, Newark, Nottinghamshire NG24 1QQ
Quantity surveyor	<b>Feasibility Limited</b> , No. 5 Hagley Court North, The Waterfront, Level Street, Brierley Hill DY5 1XF

## CONSULTATIONS

1.40. Section 47 of the Planning Act 2008 places a duty upon applicants to engage meaningfully with affected communities, local authorities and other statutory consultees over their proposals at the pre-application stage. An explanation of how the Applicant is consulting with interested parties is set out in a Statement of Community Consultation (SoCC, updated in December 2021), a weblink to which is provided below.

<https://www.hinckleynrfi.co.uk/formal-consultation/>

1.41. The SoCC explains how TSH is fulfilling its obligations to consult the local community. The Applicant is also consulting with landowners and the holders of land rights, in accordance with Sections 42-44 of the Planning Act 2008, and will further publicise the consultation as required under section 48 of the Planning Act 2008.

## THIS REPORT

1.42. In accordance with Regulation 12(2) of the EIA Regulations, the purpose of this PEIR is to present environmental information compiled by the Applicant that will assist consultees to develop an informed view of the likely significant environmental effects of the development. The PEIR is arranged as follows.

- **Chapter 2** describes the proposed site of the HNRFI, including its location in the East Midlands, the site and its surroundings.
- **Chapter 3** provides a description of the proposed development. It begins with an explanation of the purpose of SRFIs and then describes the proposed rail and road connections, the logistics park and arrangements for landscape, planting and public rights of way. The chapter concludes with a description of how the HNRFI would operate, once built.
- **Chapter 4** explains the considerations that informed the selection of the proposed site for the HNRFI, and outlines other options that were considered, including 'do nothing', alternative sites and alternative designs.
- **Chapter 5** identifies the need for new SRFI capacity as specified in national and county policy. Local planning policy is also summarised.
- **Chapter 6** sets out the scope and general methodology of the ES for the project.
- **Chapters 7 to 19** provide environmental information about the proposals under the chapter headings listed below.
  7. *Land use and socio-economic effects*
  8. *Transport and traffic*
  9. *Air quality*

10. *Noise and vibration*
11. *Landscape and visual effects*
12. *Ecology and biodiversity*
13. *Cultural heritage*
14. *Hydrogeology*
15. *Surface water and flood risk*
16. *Geology, soils and contaminated land*
17. *Materials and waste*
18. *Energy and climate change*
19. *Major accidents and disasters*

- 1.43. For each topic the chapters begin with an explanation of the study methods and data sources used and the topic-specific consultations undertaken to date. Baseline conditions including the existing character of the site and surrounding area are then described. The potential environmental effects of the proposals are identified and, where necessary, mitigation is proposed to address any adverse environmental effects. The residual effects of the proposed development with the identified mitigation in place is then described.
- 1.44. Most of the topic-based chapters are accompanied by technical appendices, identified on the contents page of this PEIR.
- 1.45. Finally -
- **Chapter 20** describes the cumulative and in-combination environmental effects for the project as a whole. Consideration is also given to the ‘trans-boundary effects’ of the project – the potential for significant environmental effects beyond the UK border.
  - **Chapter 21** presents the interim conclusions of the PEIR and describes the proposed structure of the ES that will accompany the DCO application for the HNRFI.
- 1.46. A non-technical summary of the PEIR is also available.

## CONTACTS AND FURTHER INFORMATION

- 1.47. Information about the Proposed Development, including the PEIR and other consultation documents, is available at the following website:

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

- 1.48. Any questions can be directed to the project team in the following ways:
- *e-mail* - [hinckleynrfi@lexcomm.co.uk](mailto:hinckleynrfi@lexcomm.co.uk)
  - *telephone* - 0844 556 3002 (Mon-Fri, 9am-5.30pm)
  - *in writing* – Hinckley NRFI Lexington Communications, Third Floor, Queens House, Queen Street, Manchester, M2 5HT.

1.49. A link to the Hinckley National Rail Freight Interchange consultation website is also available on the project's social media platforms as follows:

- *Facebook / Meta* - 'Hinckley National Rail Freight Interchange – HNRFI'
- *Twitter* - @HinckleyRail
- *Instagram* - 'hinckleynationalrailfreight'