

OVERVIEW

This is a Community Newsletter to update on progress of the Hinckley National Rail Freight Interchange (HNRFI) following consultation earlier this year. It provides an overview on how the scheme has changed following consideration of your comments and explains the next steps in the process. We are not seeking any further feedback at this stage, but you will be able to submit comments on the proposals following submission of the application later this year.

HNRFI is a proposed multi-purpose freight interchange and distribution centre located on land to the south of Elmesthorpe, between the Leicester to Hinckley railway to the north-west and the M69 motorway to the south-east.

Strategic Rail Freight Interchanges (SRFIs) are distribution centres which are connected to both the rail and strategic road network, optimising the use of rail in freight journeys. The Government supports the creation of a series of SRFIs across the UK, to reduce lorry movements from the roads and transfer them onto the rail network, reducing both road traffic congestion and carbon emissions.

Before construction can begin, we need to apply for and obtain various permissions, including a Development Consent Order (DCO) from the

KEY POINTS RAISED AT CONSULTATION

Some 2,695 responses were received from members of the public together with responses from Blaby District Council, Hinckley and Bosworth Borough Council, Leicestershire County Council and other statutory consultees and stakeholders. A full response on how Tritax has responded to any issues raised in the consultation will be set out in the consultation report that is submitted with the application. The main areas of concern raised by the public related to:

- Traffic impacts and generation of the development, principally through local towns and villages.
- Public transport availability for employees locally, and HGV routing to manage HGV traffic away from local towns and villages.
- The potential for additional barrier downtime at Narborough Level crossing causing congestion.
- Air quality and ensuring this has been sufficiently considered as part of the environmental impact assessment.
- Climate impact and ensuring this has been sufficiently considered as part of the environmental impact assessment.
- Suggestions of alternative locations such as Magna Park and providing a rail terminal into this existing logistics park.
- The proposal's proximity to DIRFT III, East Midlands Gateway both existing local SRFIs.
- Impact on cultural heritage of the site and surrounding landscape, such as Burbage Common, as well as local settlements.
- Impacts on ecology and wildlife, and the project's response to this.
- Flood risk impacts downstream of the site on towns/villages and farmland.
- Health impacts related to the air quality, noise and any loss of amenity.
- Landscape and visual impacts as well as scale of buildings on the local area,
- Economic impacts to ensure the local jobs, skills and training are all improved to the betterment of the region.
- The impact of in-migration of employment.
- Cycling, walking and Public Rights of Way (PRoW) impacted, ensuring the access proposals for HNRFI are sufficiently improved.

Secretary of State (SoS) for Transport under the Planning Act 2008.

CONSULTATION SUMMARY

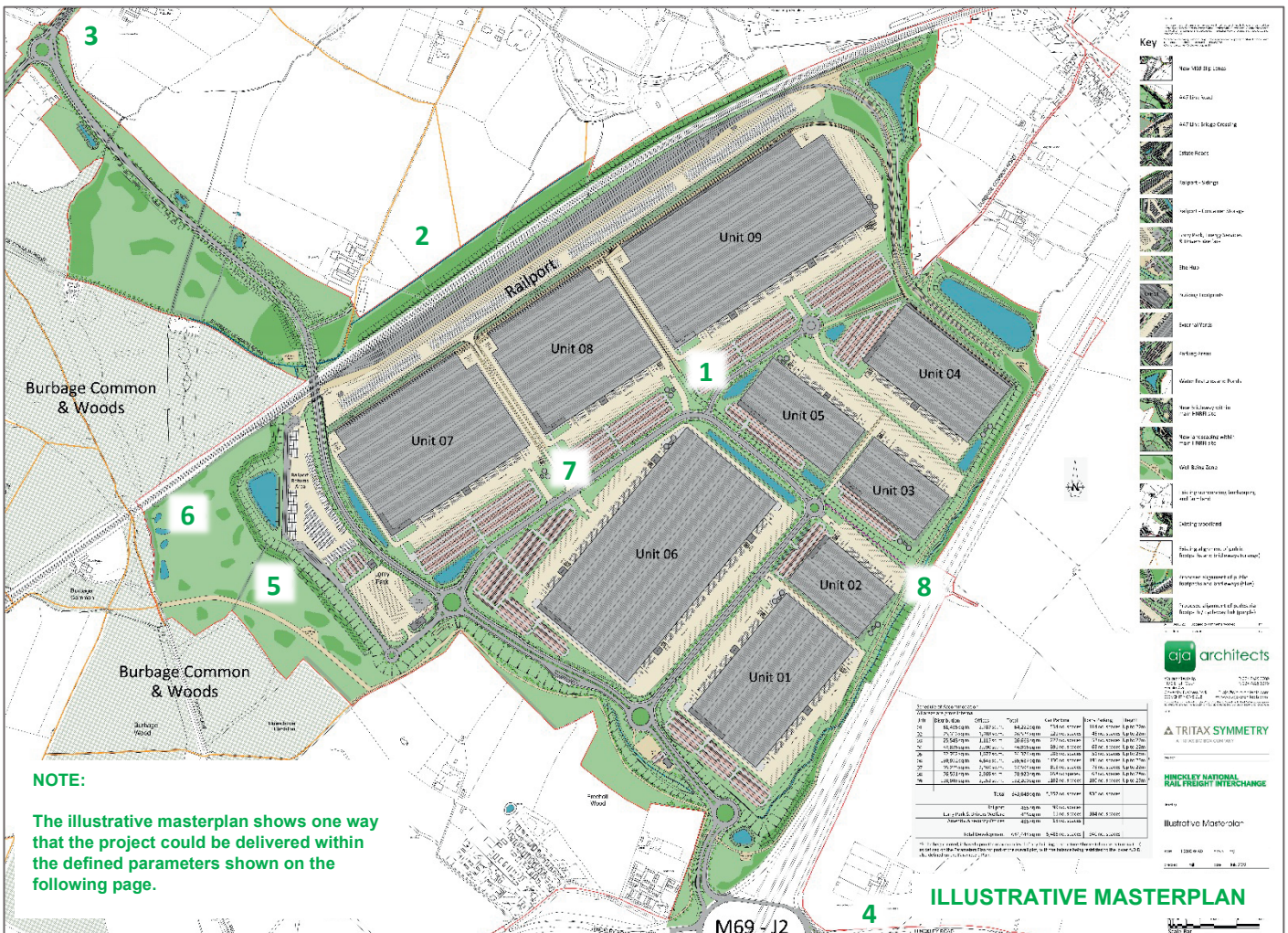
An informal consultation in 2018 introduced HNRFI to the local community, this was followed by an informal consultation focused on the principle of an Eastern Villages Bypass and a link between the M69 J2 to Leicester Road (B4668), Hinckley in 2019. As part of these consultations, more than 75,000 notification letters were sent to residents and businesses in the local area. These consultations allowed us to present the findings of our early technical and environmental work to the local community and your feedback helped us to develop the scheme presented at the Statutory Consultation stage.

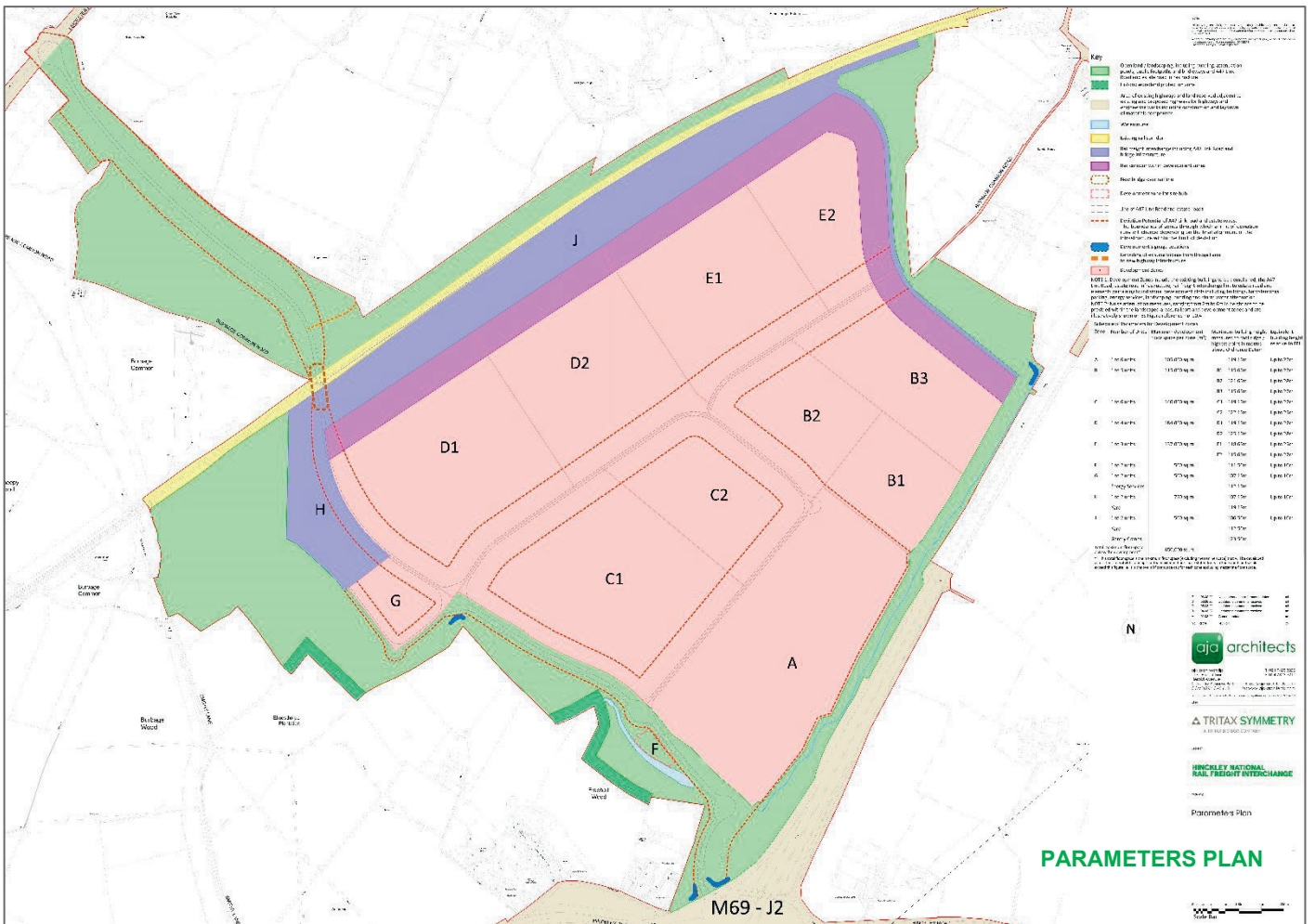
The Statutory Consultation took place between January and April this year. We consulted with prescribed consultees; relevant local authorities and non-prescribed consultees; along with the local community under Sections 42 and 47 of the Planning Act 2008. As part of the consultation, we wrote to 51,000 addresses located within the core consultation zone; undertook nine public exhibitions; presented two online webinars; placed public notices in newspapers and on site and issued press releases to online publications.

CHANGES MADE SINCE THE STATUTORY CONSULTATION

We had regard to the responses from the Statutory Consultation in finalising our scheme. In so doing the following amendments have been made to the proposal as are shown on the updated illustrative masterplan and parameters plan below:

1. Building heights have been reduced across the site originally ranging from 27m – 33m, and now ranging from 22m to 28m above ground level.
2. Additional land has been included in the redline on the north western side of the railway line to provide more strategic landscaping adjacent to the rail line to improve amenity for the relocated PRowS, and provide better screening of the development from north of the railway.
3. The redline has been increased on the B4668 to include land where vegetation management may be required for highway visibility.
4. The redline has been reduced from M69 Junction 2 along the B4669 to exclude land not required for the development.
5. Additional 15m landscaped screening buffer proposed to the west of the Container Returns area, this creates additional screening of the development from the newly created amenity land, PRowS, and Burbage Common.
6. Change in the illustrative waterbody design from one balancing pond to four for improved ecological design within the new amenity area.
7. Introduction of a connection from the railport to the main internal estate road in the illustrative masterplan to provide an alternative route for internal estate traffic using the Link Road.
8. Improved connectivity between the onsite footpath / cycleway network and the proposed public footpath / bridleway network via an additional link between units 2 and 3 as shown on the illustrative masterplan.
9. Provision of pedestrian footbridge at the Outwoods railway crossing by Hinckley Golf Club to retain public footpath connectivity and provide a safe crossing point (not shown labelled below).





ABOUT US

Tritax Symmetry is a specialist logistics development company which was formed following the acquisition of db symmetry by Tritax Big Box REIT plc – a FTSE 250 company – in February 2019.

We are committed to delivering a rail served development which will bring significant social, environmental, and economic benefits to Leicestershire and the wider region.

COMMUNITY BENEFIT FUND

As part of the Corporate Social Responsibility (CSR), Tritax Big Box REIT generally establishes a Community Benefit Fund (CBF) for strategic scale logistics projects. A CBF will be established for HNRFI which will make payments upon first occupation of the logistic buildings. By reason of the scale of HNRFI, a substantial fund will be amassed. Communities within parishes close to HNRFI will be able to make requests for funds from the CBF. The CBF will set up a governance structure for the distribution of monies to support charitable objectives.

HOW CAN I FIND OUT MORE?

This newsletter and other documents, including plans showing the changes made to the project site boundary are available to download and view via the dedicated project website – <https://www.hinckleynrfi.co.uk>

NEXT STEPS

We are currently finalising our application documents and plan to submit our DCO Application in Q4 2022