



A TRITAX BIG BOX COMPANY

MEDIA PRESENTATION

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE DEVELOPMENT CONSENT ORDER

January 2022



[TRITAXSYMMETRY.COM](https://www.tritaxsymmetry.com)



A TRITAX BIG BOX COMPANY

Introduction



In February 2019, Tritax Big Box REIT Plc (TBBR) completed the acquisition of an 87% economic interest in db symmetry, which owns **one of the UK's largest strategic land portfolios** for the development of Big Box assets and related logistics facilities



39 Staff across offices in Northampton, Manchester and London



db symmetry re-branded as 'Tritax Symmetry' in September 2019



The portfolio comprises both consented and strategic land, offering the Company phased access to a portfolio:

- with the potential to deliver **40 million** sq ft of Big Box and related logistics assets
- provides a unique opportunity to offer new bespoke buildings across the country to existing customers



Introduction

HNRFI is a Strategic Rail Freight Interchange (SRFI) which lies south of Elmeſthorpe between the Leicester to Hinckley railway line and the M69 motorway at Junction 2.

Main site totals c.450 acres of land





HNRFI - A Strategic Rail Freight Interchange (SRFI)

What is a Nationally Significant Infrastructure Project (NSIP)?

Some types of development are considered by the government to be Nationally Significant Infrastructure Projects (NSIPs), such applications are determined by the relevant Secretary of State.

Permission for these projects is granted directly by government with local authorities instead playing an important consultative role.

What is a SRFI?

A SRFI is considered an NSIP and comprises a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems.

The aim of a SRFI is to optimise the use of rail in the freight journey by maximising rail and minimising some elements of the secondary distribution leg by road, through co-location of warehousing and freight activities.



Nationally Significant

Logistics is the life blood of the national economy.

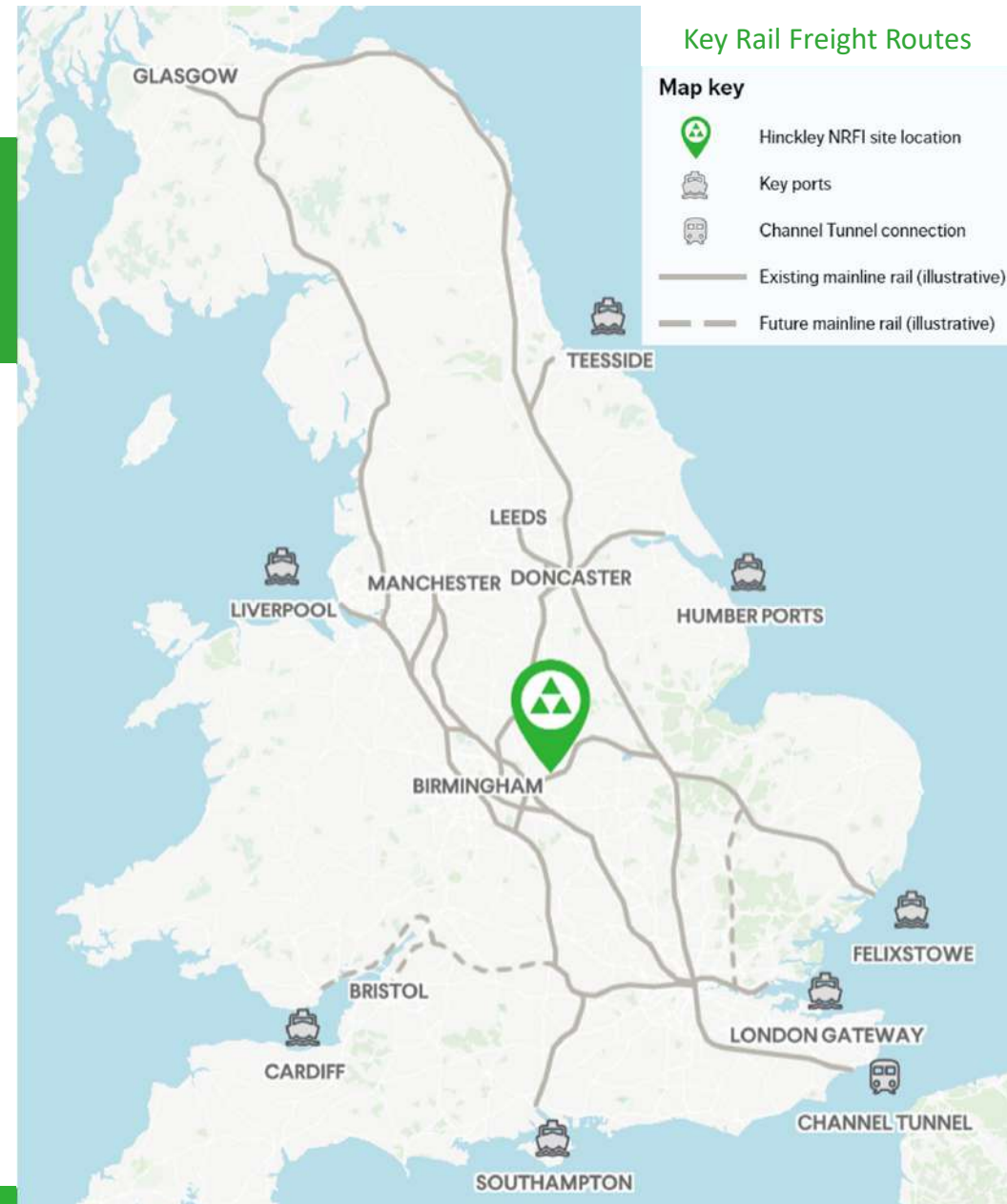
During the pandemic, it has become obvious how critical supply chains are; and that they are rapidly changing.

From food and clothes to everyday essentials our homes, businesses, hospitals and hospitality industries all rely on logistics.

HNRFI is centrally located between the West Coast Mainline and the East Coast Mainline, on Network Rail's Strategic Freight line connecting Felixstowe to the Midlands and the North.

The site is a central hub location on Network Rail's Strategic Freight Network.

The Midlands has no coast. So, unlike the other major manufacturing and consumer markets in the UK, all but air freighted imports and exports have to be moved into the region by road or rail.





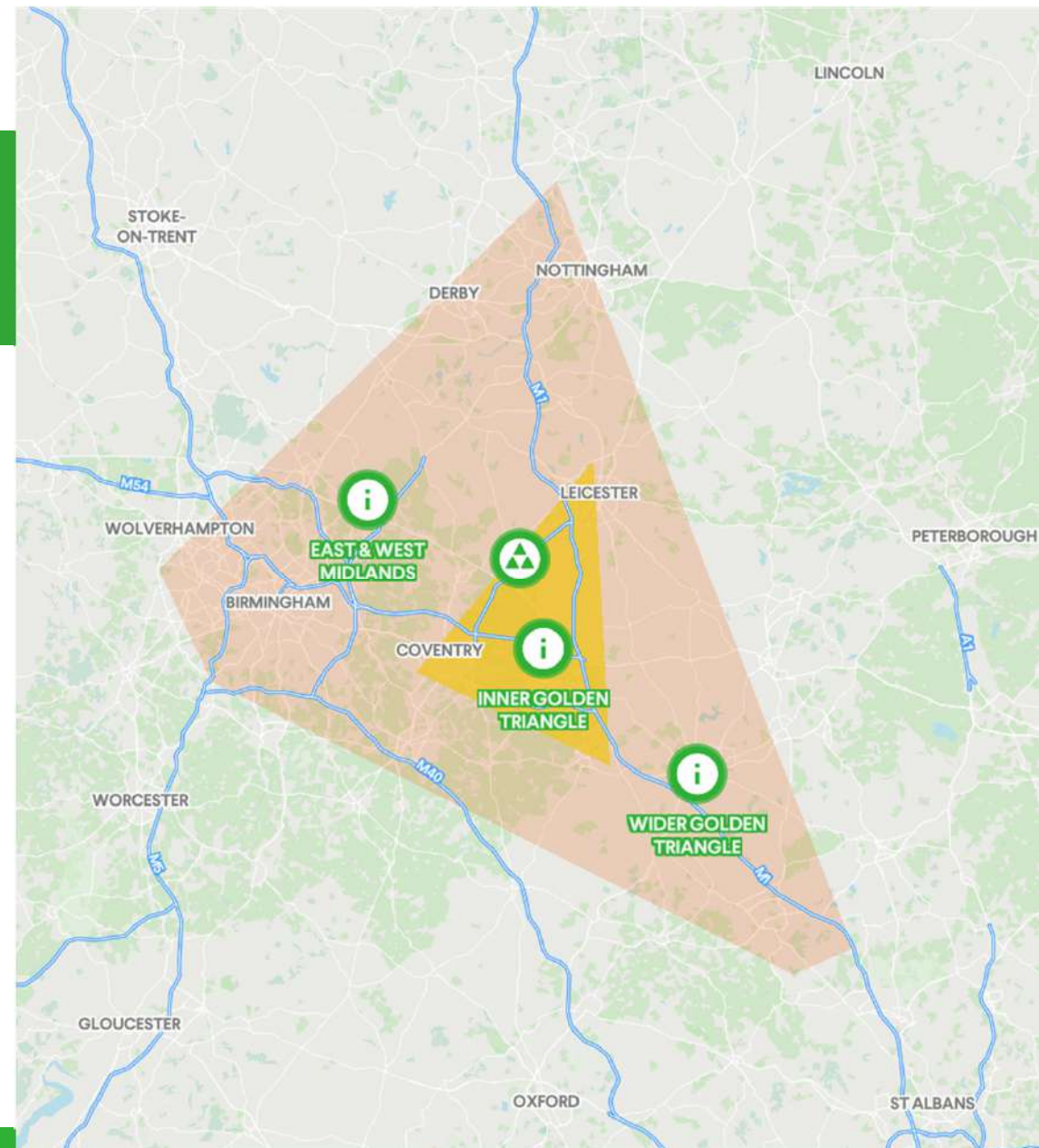
Why Here?

The Midlands region is central to UK logistics, with the majority of goods going to end consumers through facilities in this region.

The Midlands also has a large manufacturing base which has been developed using sophisticated international supply chains.

It is critical that to achieve carbon reduction and net zero targets, and for the Midlands to be sustainable and competitive, the volume of freight moved by rail must increase. To do so optimally, it needs to do so utilising SRFI's.

Hinkley is the most efficient rail hub location for the Midlands region for the import and export of parts and products by rail to and from every major UK deep seaport.





THE BENEFITS



All units will be built to net zero carbon in construction



Creating 8,400 local jobs – plus even more in the supply chain



Will create training and apprenticeship opportunities



HNRFI will generate Business Rates of £24.65 million annually



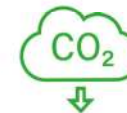
£316 million Gross Value Added annually



Committed to delivery of Biodiversity Net Gain



£0.55 billion in private investment



Freight rail produces 76% less CO₂ emissions than HGV



Strong rail connectivity to Freeports and major deepsea ports (Felixstowe, London Gateway, and Liverpool)



Key supply chain location to the Midlands automotive industry



Each freight train can remove up to 76 HGVs from our roads, removing 1.6 Billion HGV kilometres annually



'Golden Triangle' location – where 80% of freight rail passes through



Development Parameters

As the logistics sector is constantly evolving, it is not possible at this stage to fix the size and scale of buildings and other components of HNRFI.

It is anticipated that all buildings will be built to suit the bespoke requirements of occupiers or built speculatively.

In response, a **parameters approach** is proposed in order to assess the environmental impact of HNRFI. The Parameters Plan on the next page shows the:

- road corridors, including the A47 link
- the rail freight interchange
- the rail corridors within development zones
- the development zones which control the number of buildings within each development zone
- the maximum floorspace within each development zone
- the maximum building height above Ordnance Datum – the tallest buildings will be located in the central part of the site
- the open land/structural landscaping and Public Rights of Way
- noise attenuation measures

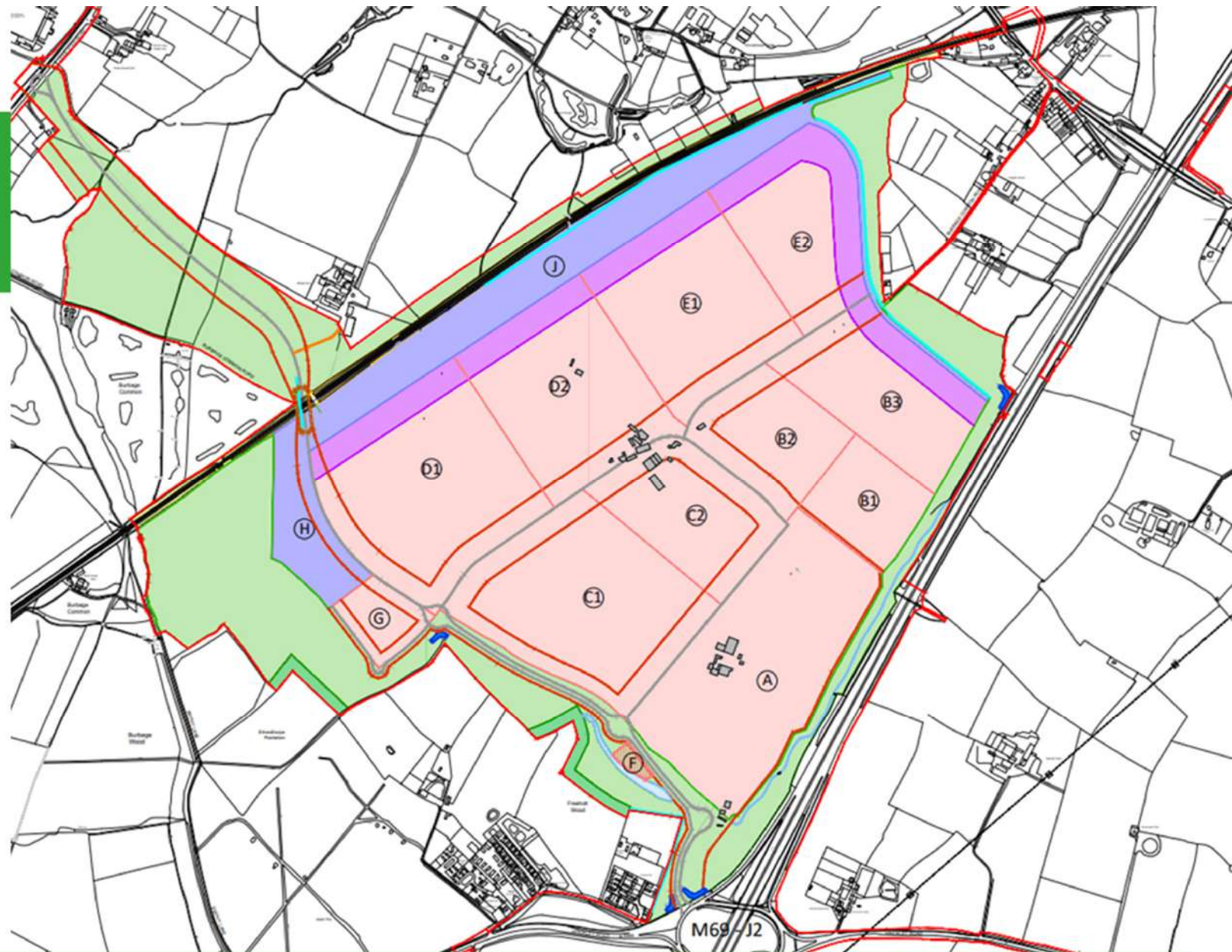


Parameters Plan

Key

-  Open land / landscaping, including bunding, attenuation ponds, public footpaths and bridleways and A47 Link Road and estate road infrastructure
-  Historic woodland protection zone
-  Watercourse
-  Existing rail corridor
-  Rail freight interchange including A47 Link Road and bridge infrastructure
-  Rail corridor within development zones
-  New bridge over rail line
-  Development zone for site hub
-  New M69 junction slip lanes
-  Line of A47 Link Road and estate roads
-  Deviation Potential to estate roads.
The boundaries of zones through which a limit of deviation runs will change depending on the final alignment of the infrastructure within the limit of deviation
-  Noise attenuation (acoustic fencing or landscape screening).
-  Existing Buildings to be demolished.
-  Development Signage Locations
-  Rerouting of existing linkage from Bridge Farm to new highway infrastructure
-  Development Zones

NOTE: Development Zones include A47 Link Road and estate road infrastructure and elements pertaining to individual development plots including buildings, hardstandings, parking, energy services, landscaping, bunding and storm water attenuation.





Illustrative Masterplan

- A Railport (circa 40 acres) capable of accommodating up to 16 trains up to 775m in length per day.
- Up to 850,000sqm of warehousing (650,000sqm footprint and up to 200,000sqm mezzanine floorspace).
- A lorry park.
- A site hub building for security and meeting space.
- Pedestrian, equestrian and cycle access routes.
- Southern slip roads at M69 Junction 2.
- A new A47 Link Road from the modified M69 Junction 2 to the B4668/A47 Leicester Road.
- Strategic landscaping, including creation of public open space linking to Burbage Common.

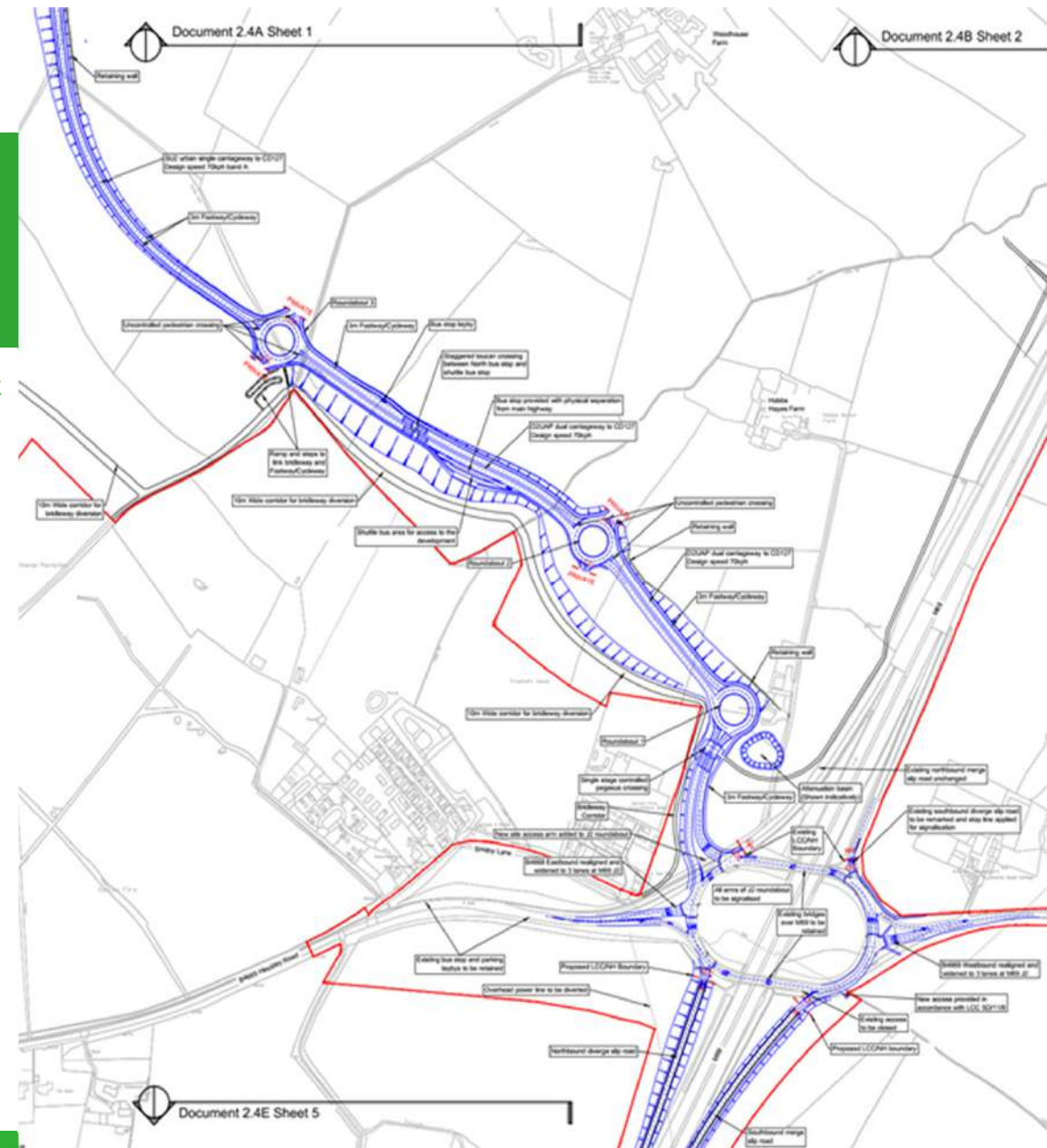




Access directly to the Strategic Road Network from the Site is critical to the functioning of the Proposed Development.

Two major pieces of infrastructure will form part of the first phase of construction:

1. M69 Junction 2 south facing slips (a two-lane northbound off slip and a two-lane southbound on slip) and signalisation of the roundabout. These works will provide improved access from the south to M69 Junction 2 and alleviate existing traffic through Hinckley.

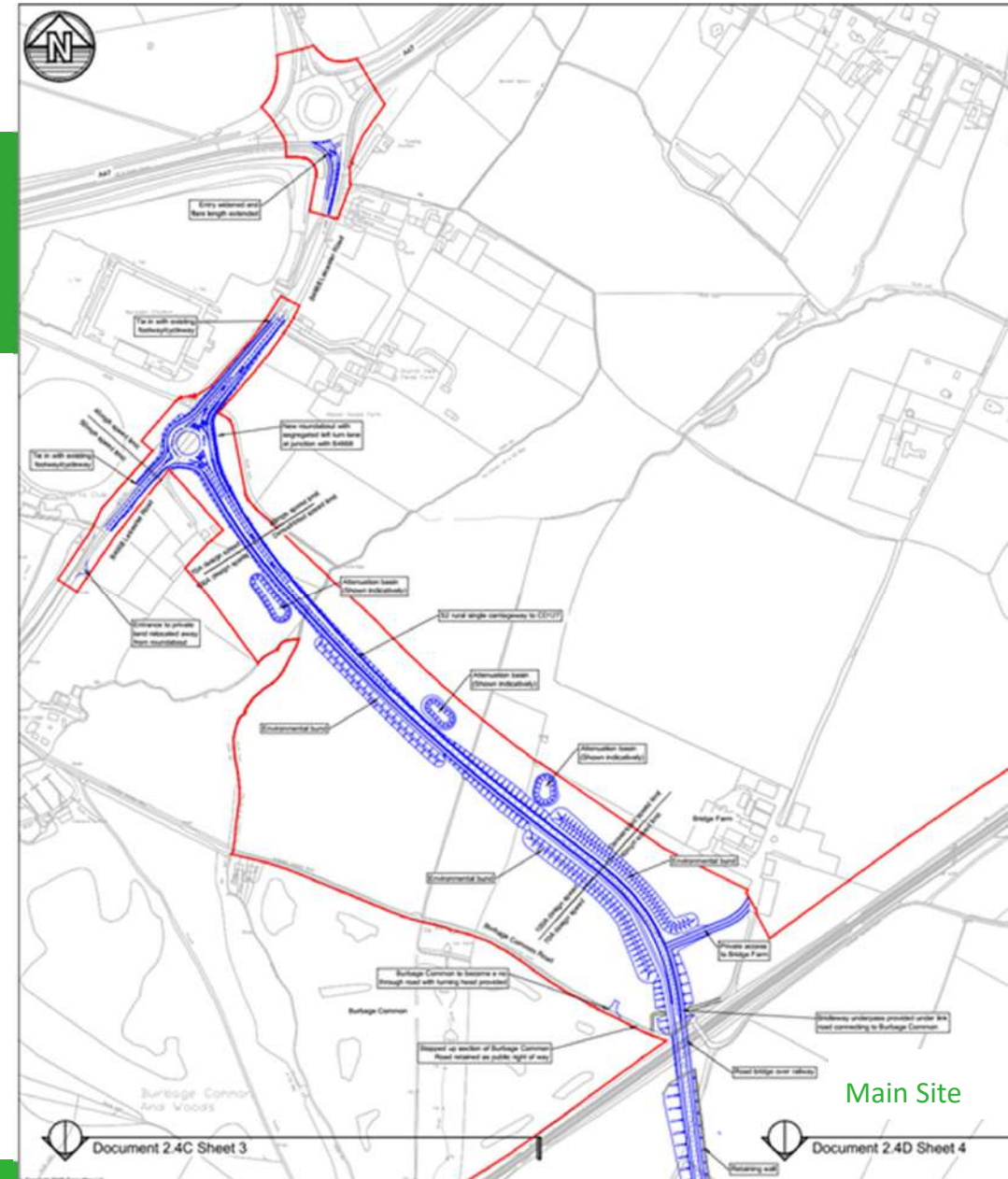




2. A link road from a new access arm at M69 Junction 2 (dual to the railway line and then single carriageway over the railway) to the B4668 where a new roundabout is proposed.

The infrastructure provides improved access from the south to M69 Junction 2 and alleviates existing traffic through Hinckley.

The new link road provides a direct access to the M69 motorway for settlements to the north and west, including Earl Shilton, Barwell and Elmesthorpe, which will reduce pressure on local roads around Hinckley and Sharnford.





Transport Modelling

Pan-Regional Transport Model (PRTM)

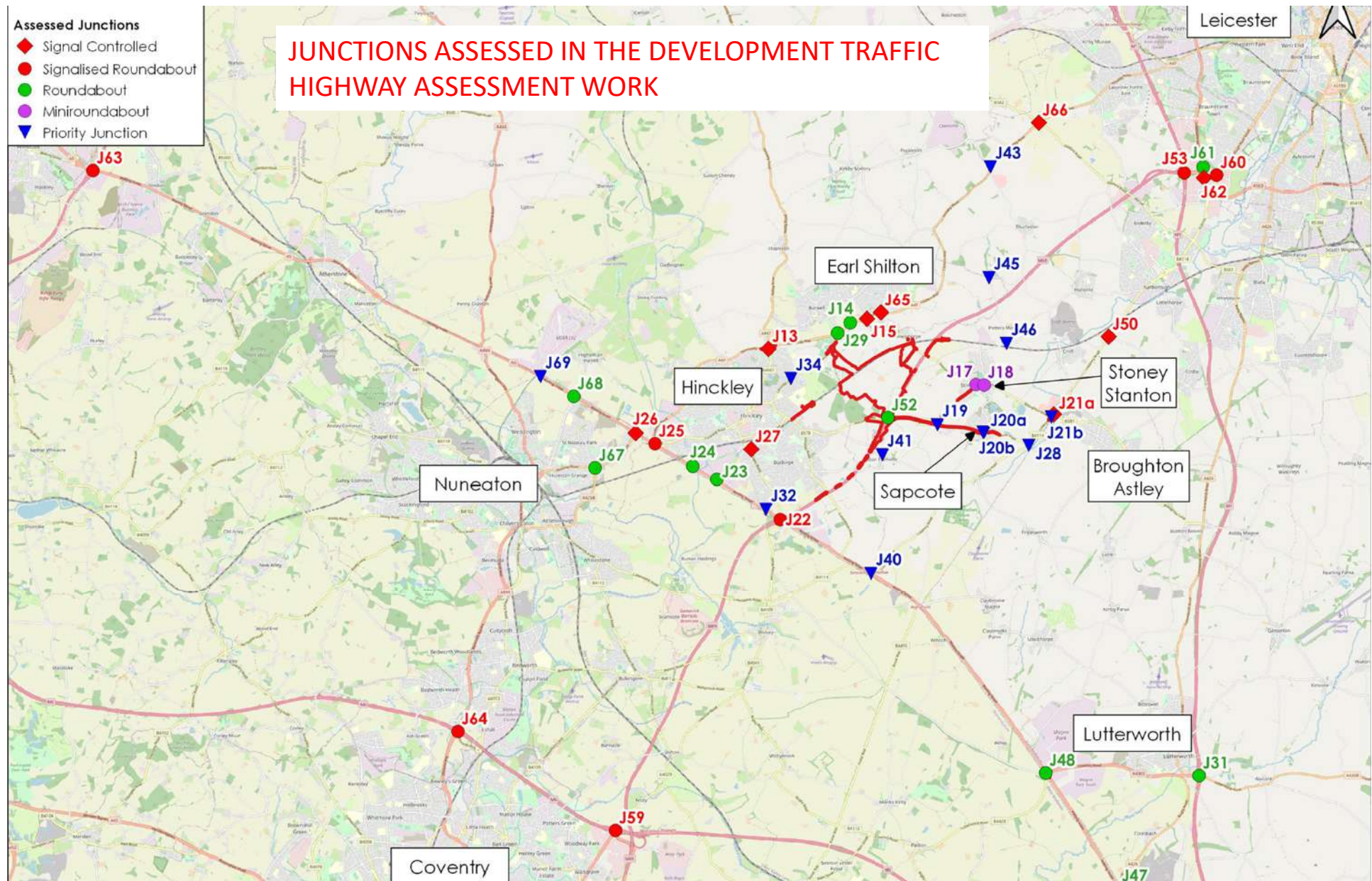
- All of the modelling to date has been discussed with respective highway and planning authorities through a monthly Transport Working Group (TWG) The latest TWG group has met for the past 14 months to agree assumptions and inputs. A previous TWG group had met as far back as 2018.
- Pan-Regional Transport Model (PRTM) is a SATURN (Simulation and Assignment of Traffic to Urban Road Network) model and is maintained by LCC, covering the county and the wider Midlands area. The outputs from the model have been used to assess the capacity and impacts on the highway network with and without the Proposed Development in future years.
- The PRTM is a further development of the original Leicester and Leicestershire Integrated Transport Model (LLITM) model.
- This high-level assessment identified junctions within the Study Area which might be at risk of reaching or exceeding their capacity and these have then been modelled in detail at a local level with use of industry standard software.
- A package of transport infrastructure improvements has been developed to mitigate adverse transport impacts associated with the Proposed Development.



Assessed Junctions

- ◆ Signal Controlled
- Signalised Roundabout
- Roundabout
- Miniroundabout
- ▼ Priority Junction

JUNCTIONS ASSESSED IN THE DEVELOPMENT TRAFFIC HIGHWAY ASSESSMENT WORK



Approach roads to this junction would be widened to accommodate additional traffic. Indicative right turn and two lanes would be provided through the junction in a westbound direction. Formal signal-controlled pedestrian crossing points would be introduced.

Widening of the entry arm on the B4668 Leicester Road

New traffic signal junction to replace mini-roundabout

Lane widening on southbound approaches

Improvements to newly implemented signals, to include widening of northbound lanes and enhanced capacity to left turning traffic

Reduction of speed limit to 40mph and formalisation of on-street parking

New traffic signal junction with pedestrian facilities

Traffic calming features, creation of cycle infrastructure and wider footways, public realm and junction improvements and a bus stop relocation at junction of Church Street and B4669. A new pedestrian crossing is included

Widened lane entries, with two lanes marked for longer distances for traffic approaching the junction on the A5 Watling Street southbound and on Coal Pit Lane.

HNRFI PROPOSED HIGHWAY IMPROVEMENTS

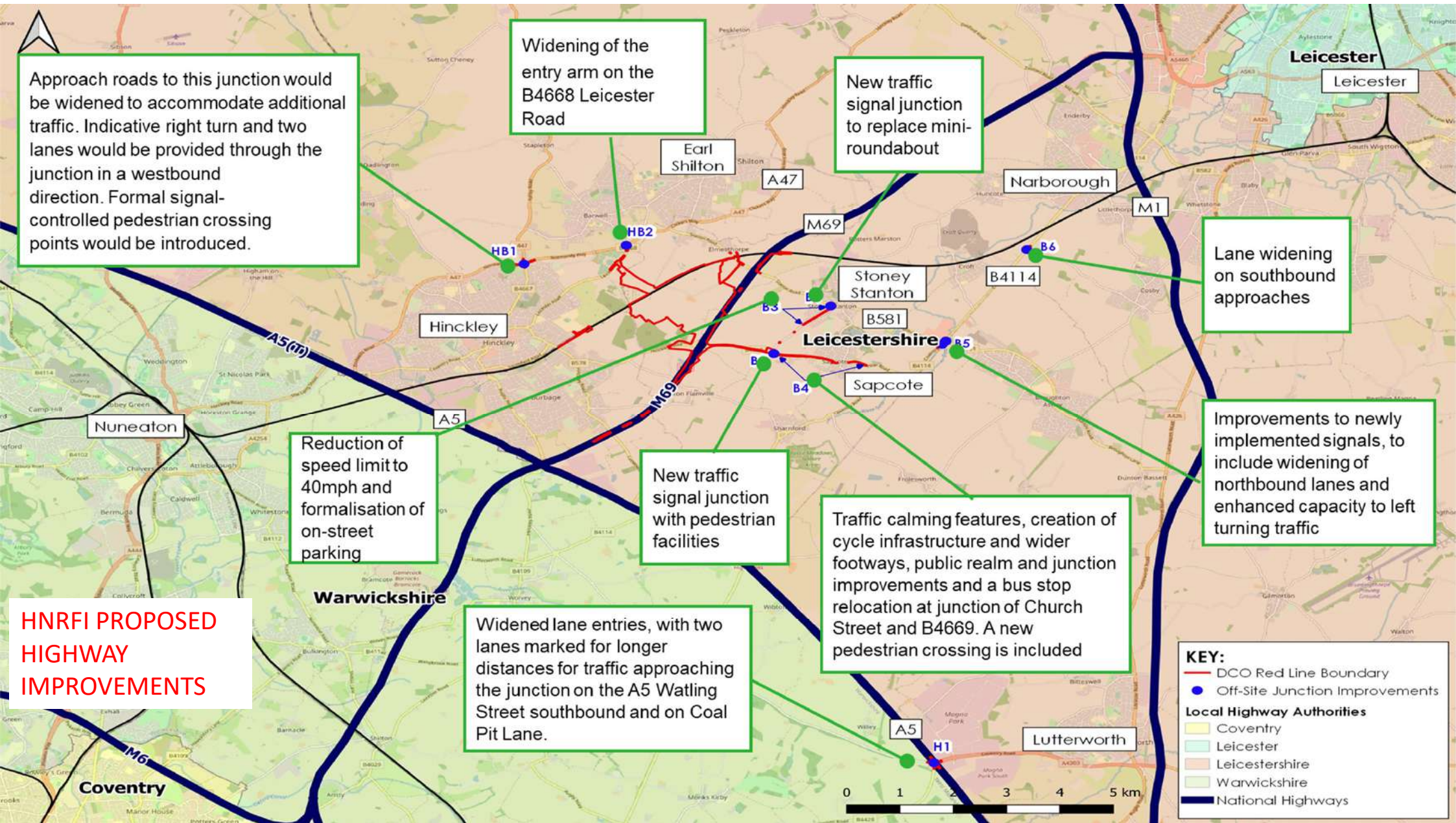
KEY:

- DCO Red Line Boundary
- Off-Site Junction Improvements

Local Highway Authorities

- Coventry
- Leicester
- Leicestershire
- Warwickshire

National Highways





Eastern Villages Impacts

- Informal highway consultation in 2019 gauged local opinion. The vast majority of responses regarding the by-pass proposals around either Stoney Stanton or Sapcote were negative . The A47 Link Road had a neutral response.
- Comparisons between the Without Development With Access Infrastructure and With Development indicate significant flow redistribution as a result of the proposed M69 Junction 2 southern slip roads and A47 Link Road.
- Development-only trips are proven to be a relatively low proportion of the change in traffic flow.
- Redistributive impacts appear to be 'moving' traffic from one part of the network to another. With multiple access options, in reality, this is likely to balance as traffic finds the most convenient routes to destinations.
- Much of the traffic going to Sapcote and Stoney Stanton is rerouted existing traffic to the villages rather than new vehicles on the network. Accessibility is improved to the Eastern Villages as a whole.
- Based on the evidential traffic flows it is recommended that the Eastern Villages bypass is not required as part of the development proposals.

SUMMARY OF HIGHWAY IMPACTS

Construction of a further high capacity link around Sapcote will induce additional traffic at Junction 2 and the B4669 to the east. This places greater pressure on the B4114.

New A47 Link Road shifts background traffic flow due to redistribution from other routes; B581, B4114 and links through Hinckley.

Movements reduced to and from J21

Reductions on M1 due to removal of Smart Motorways scheme J19 to 23a push traffic to alternative routes.

Reductions in traffic on B581 through Elmhurst and Stoney Stanton and B4114 (south) in Sharnford

Background traffic is rebalanced through Eastern Villages. Key routes experience a reduction in flow. Including Sharnford to the south

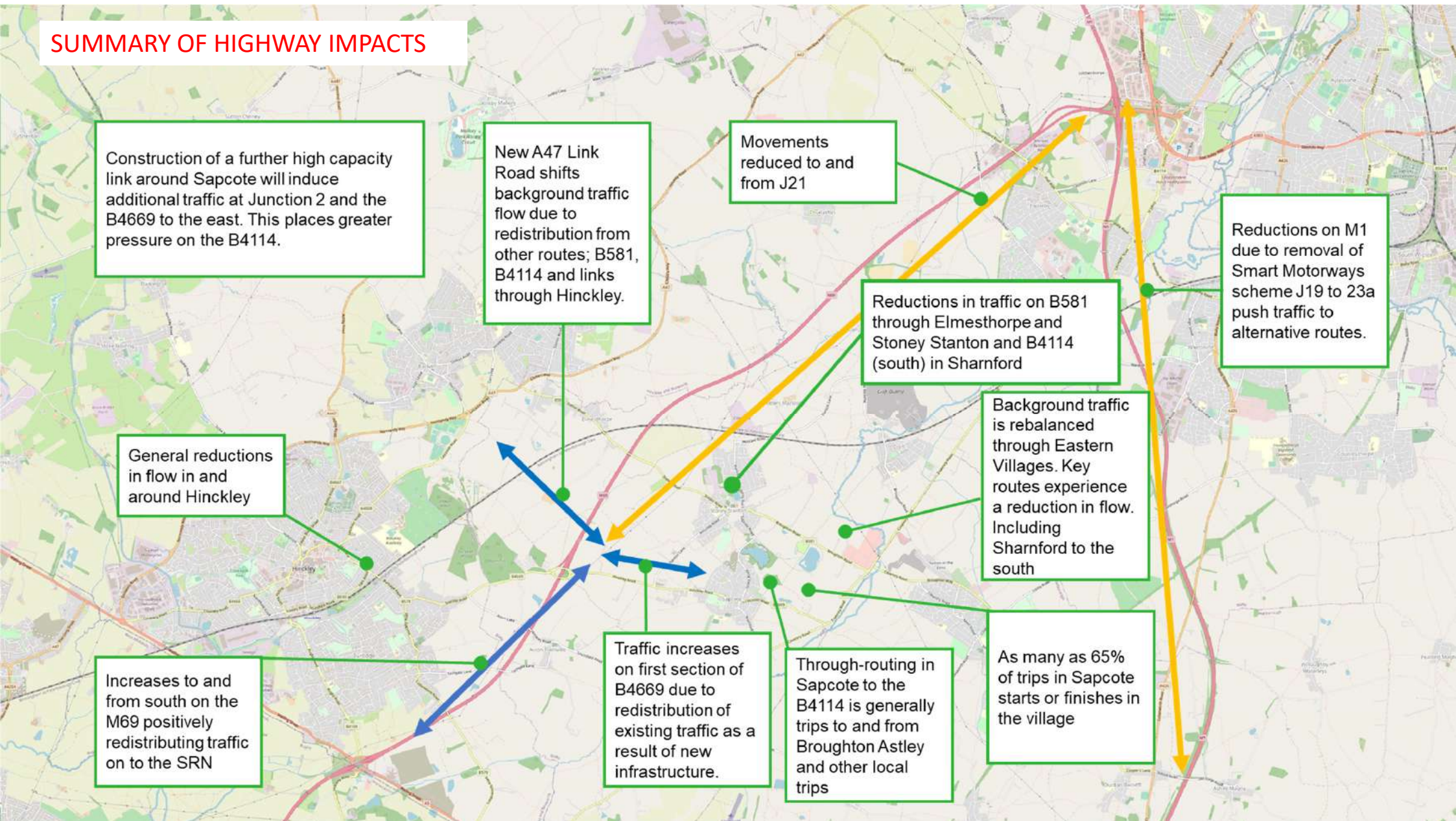
General reductions in flow in and around Hinckley

Increases to and from south on the M69 positively redistributing traffic on to the SRN

Traffic increases on first section of B4669 due to redistribution of existing traffic as a result of new infrastructure.

Through-routing in Sapcote to the B4114 is generally trips to and from Broughton Astley and other local trips

As many as 65% of trips in Sapcote starts or finishes in the village





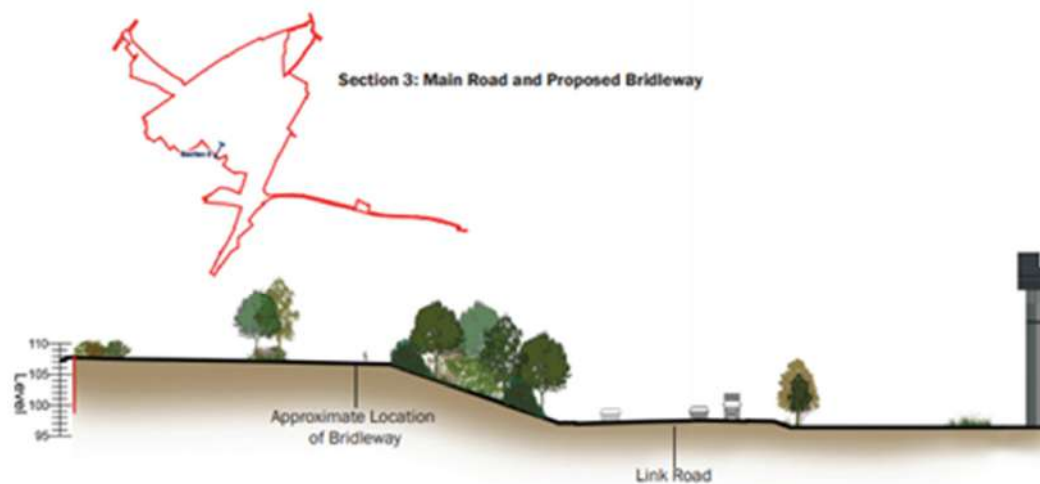
Proposed Landscape Strategy

- Site Boundary
- Retained Hedgerow
- Proposed Species-rich Hedgerow
- Proposed Tree Planting
- Watercourse
- Retained Woodland
- Proposed Woodland
- Scrub
- Wildflower Grassland Mix
- Shade Tolerant Meadow Grassland Mix
- Wet Grassland
- Marginal Aquatic Species
- Permanently Wet Basin
- Footpaths
- Bridleways
- Acoustic Fencing

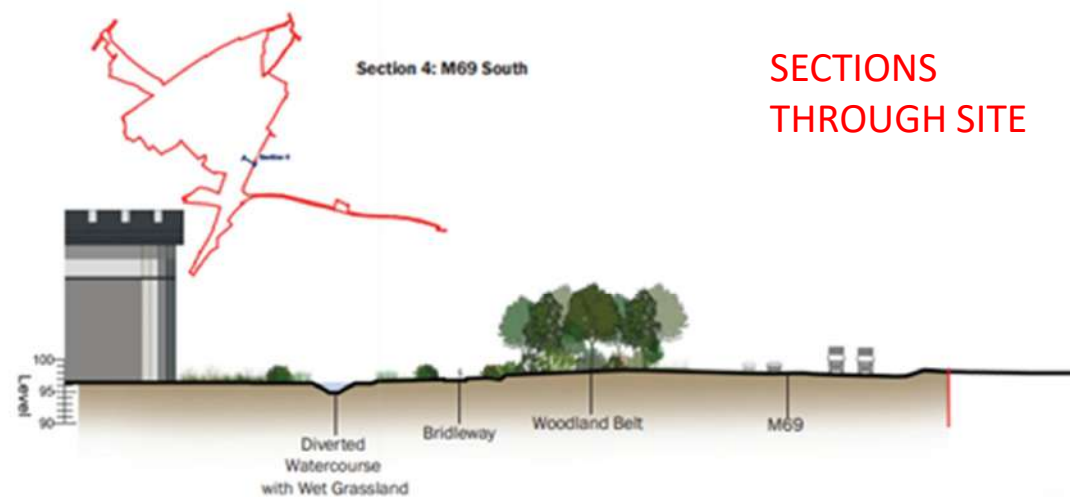


SECTIONS THROUGH SITE

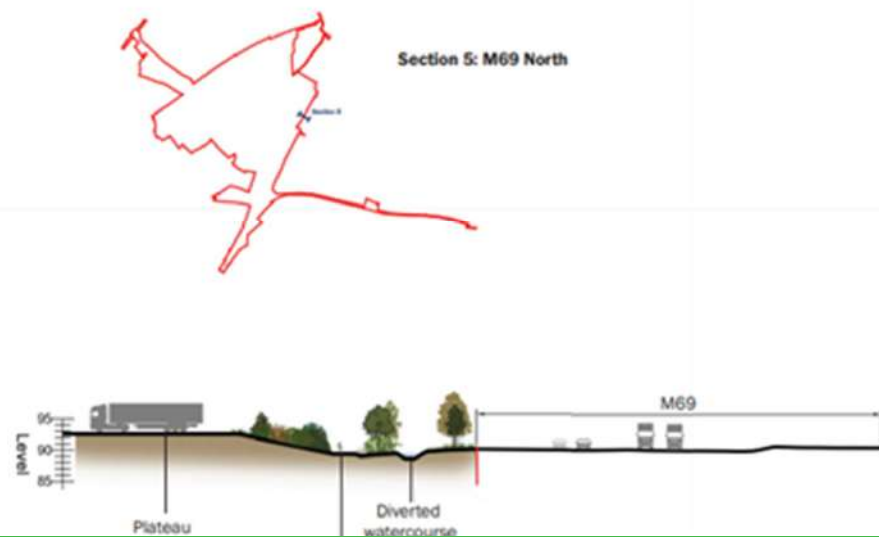
Section 3: Main Road and Proposed Bridleway



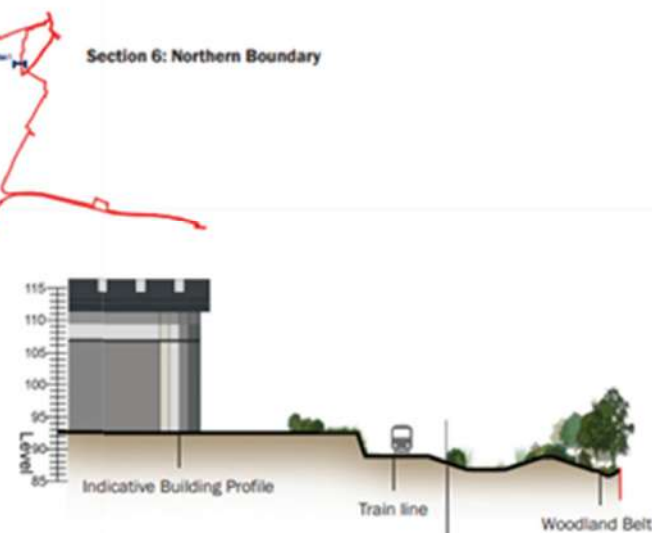
Section 4: M69 South



Section 5: M69 North



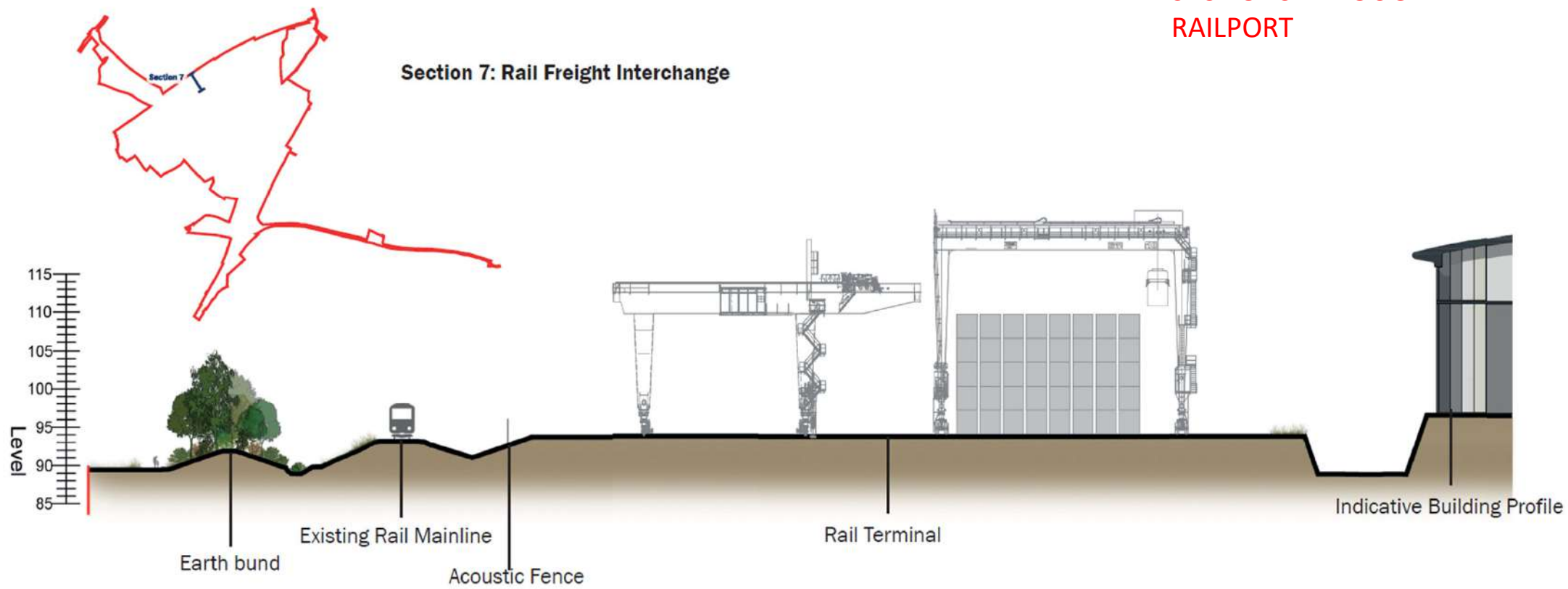
Section 6: Northern Boundary





SECTIONS THROUGH RAILPORT

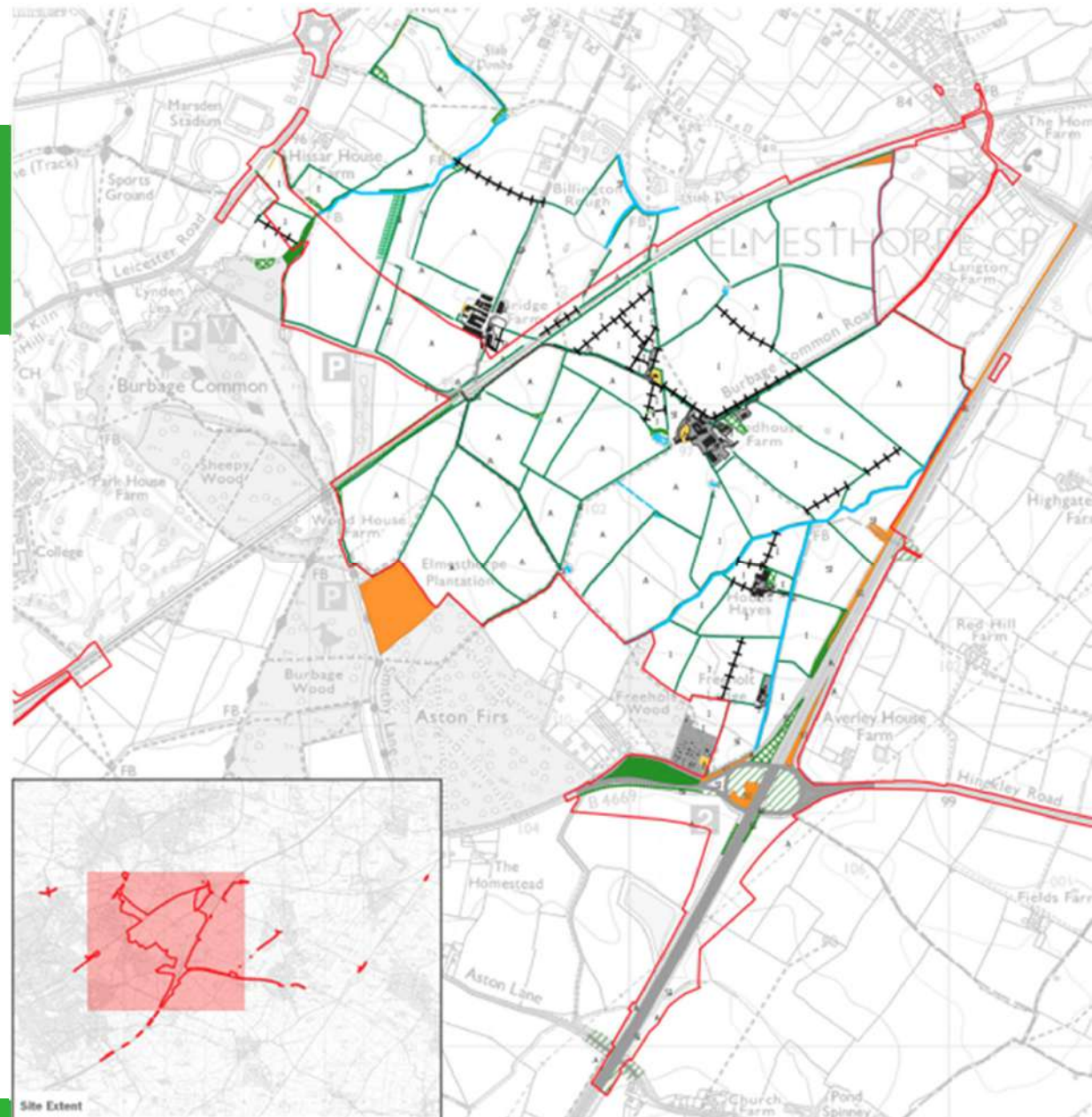
Section 7: Rail Freight Interchange

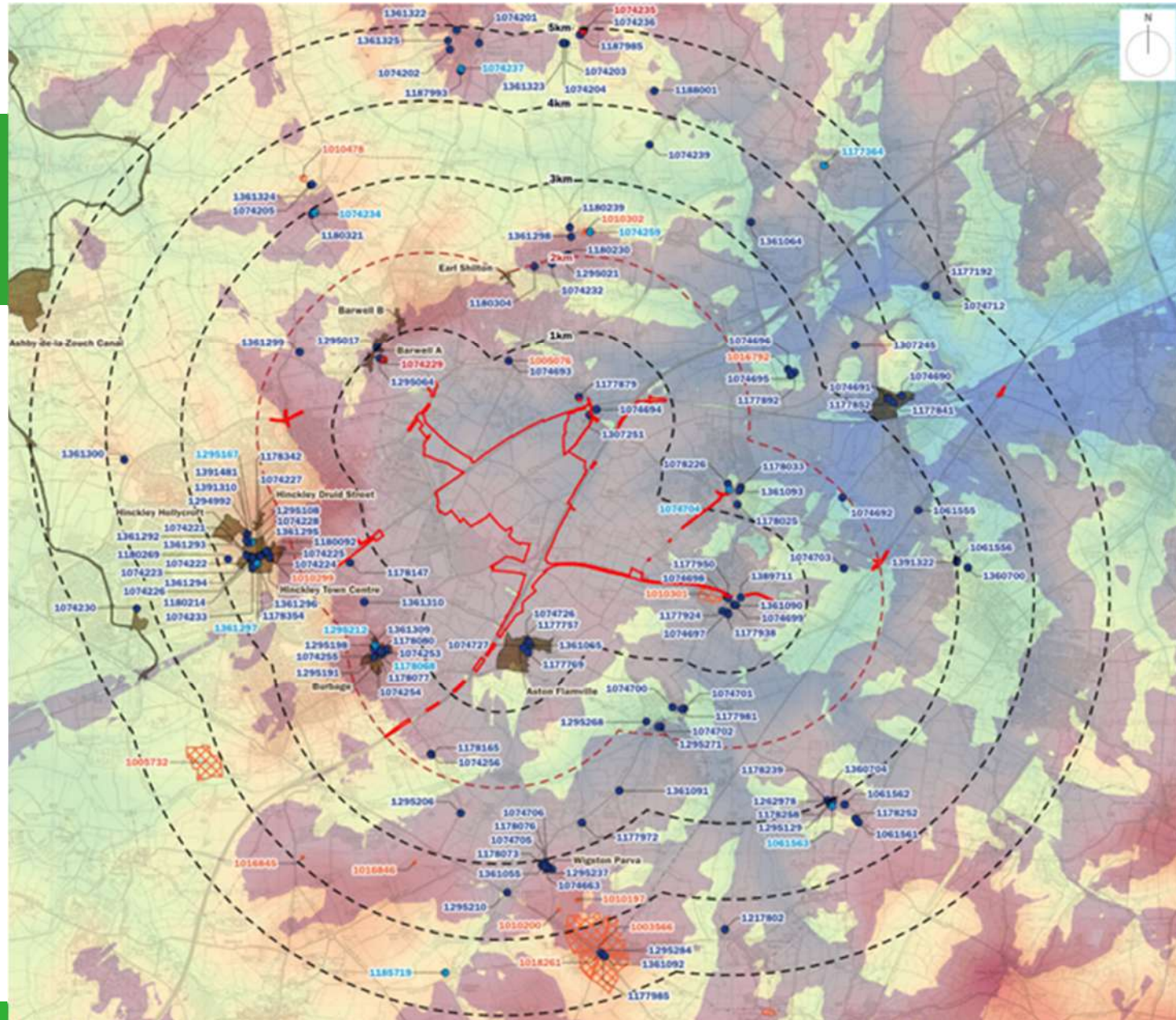




Ecology

	Site Boundary		Hardstanding
	Broadleaved Semi-natural Woodland		Building
	Broadleaved Plantation Woodland		Tall Ruderal
	Arable Grassland		Marsh/Marshy Grassland
	Improved Grassland		Intact Species-rich Hedgerow
	Amenity Grassland		Intact Species-poor Hedgerow
	Poor Semi-improved Grassland		Defunct Species-poor Hedgerow
	Semi-improved Neutral Grassland		Scattered Trees (Broad-leaved)
	Unimproved Neutral Grassland		Scattered Trees (Coniferous)
	Dense Continuous Scrub		Running Water
	Scattered Scrub		Wet Ditch
	Standing Water		Dry Ditch
	Bare Ground		Fence
	Hardstanding/Bare Ground		

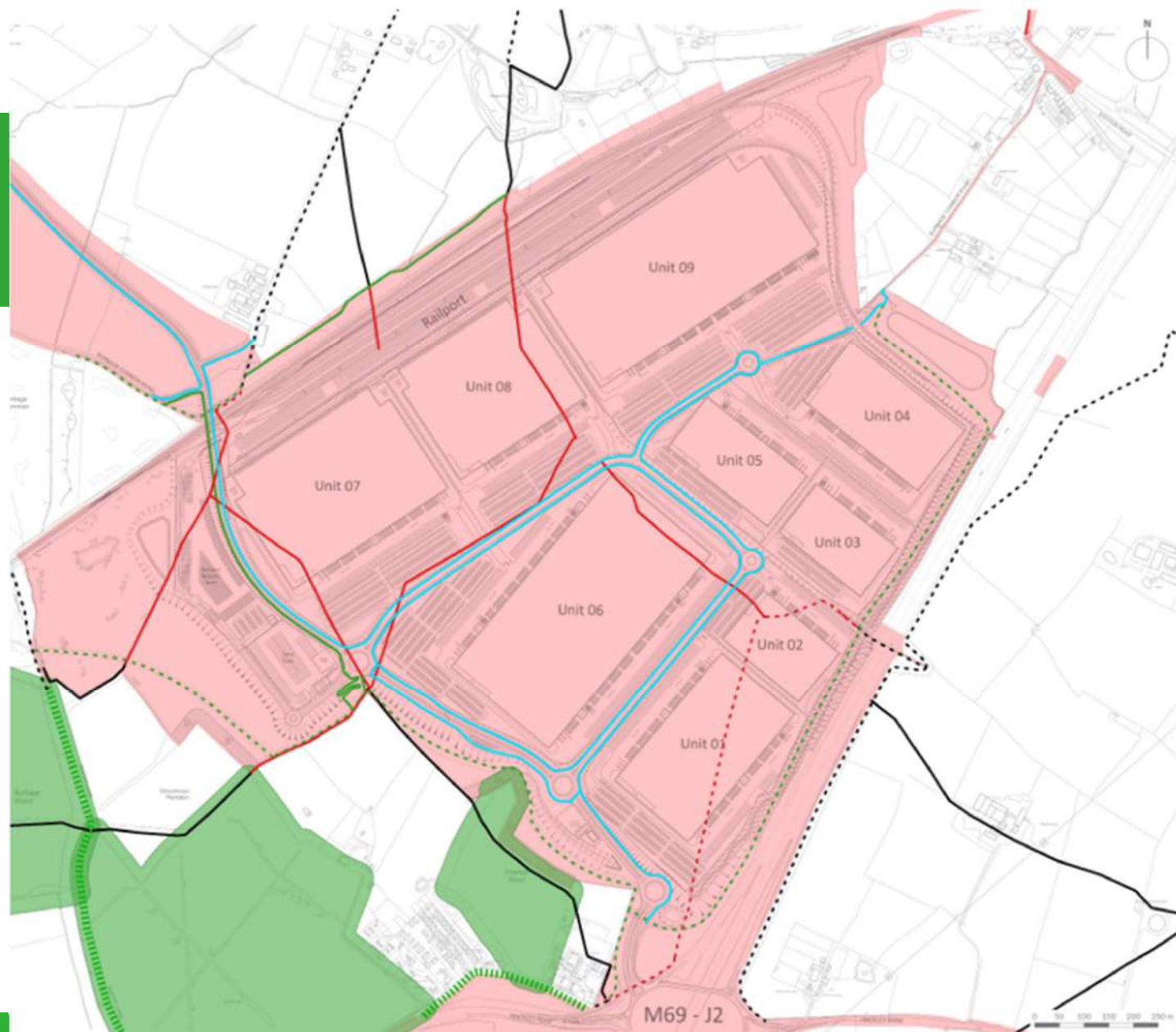






Public Rights of Way

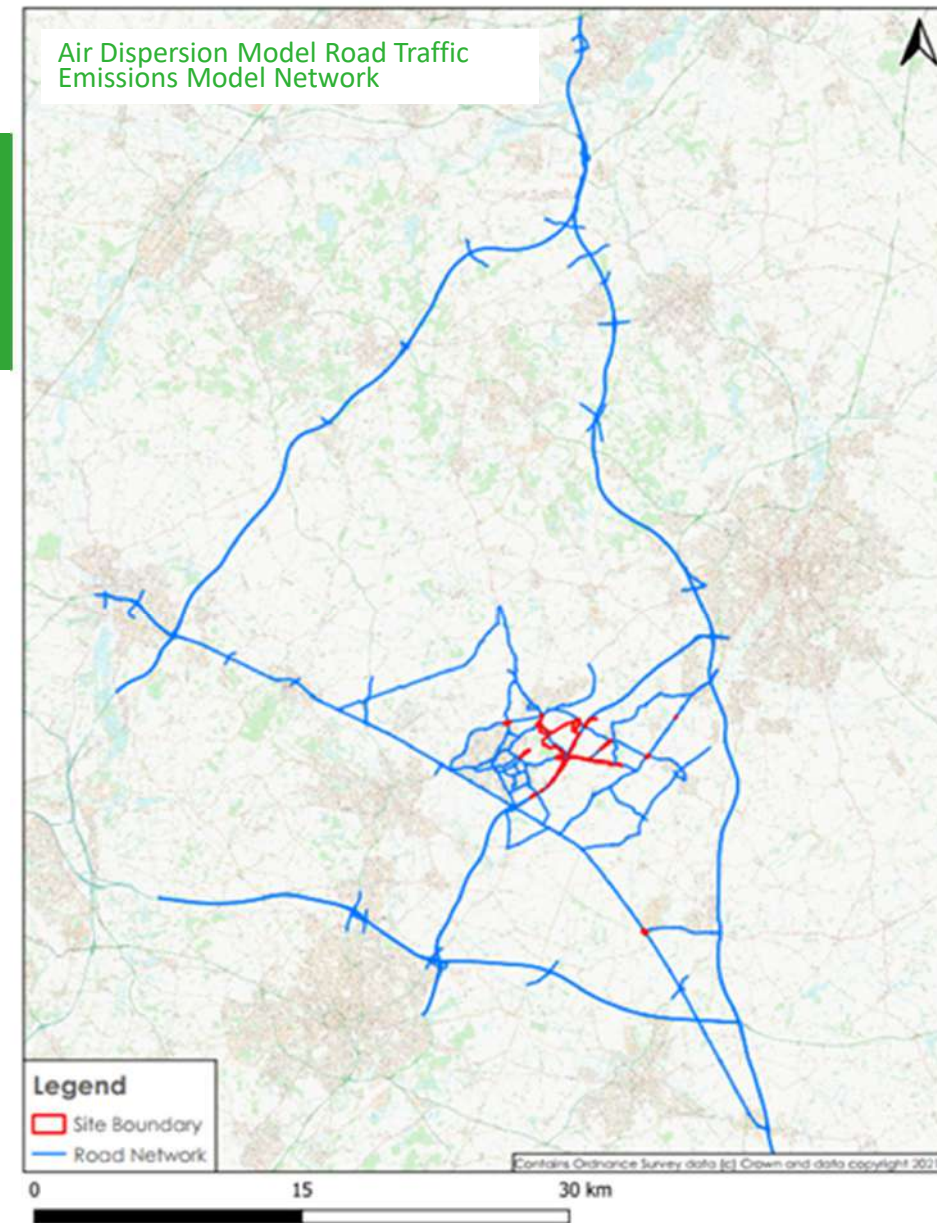
-  DCO Order Limits
-  Existing Bridleway
-  Existing Footpath
-  Proposed Bridleway
-  Proposed Footpath
-  Removed Bridleway
-  Removed Footpath
-  Proposed Shared Path/Cycleway
-  Other Routes with Permitted Access
-  Ancient Woodland 25m Buffer





Air Quality

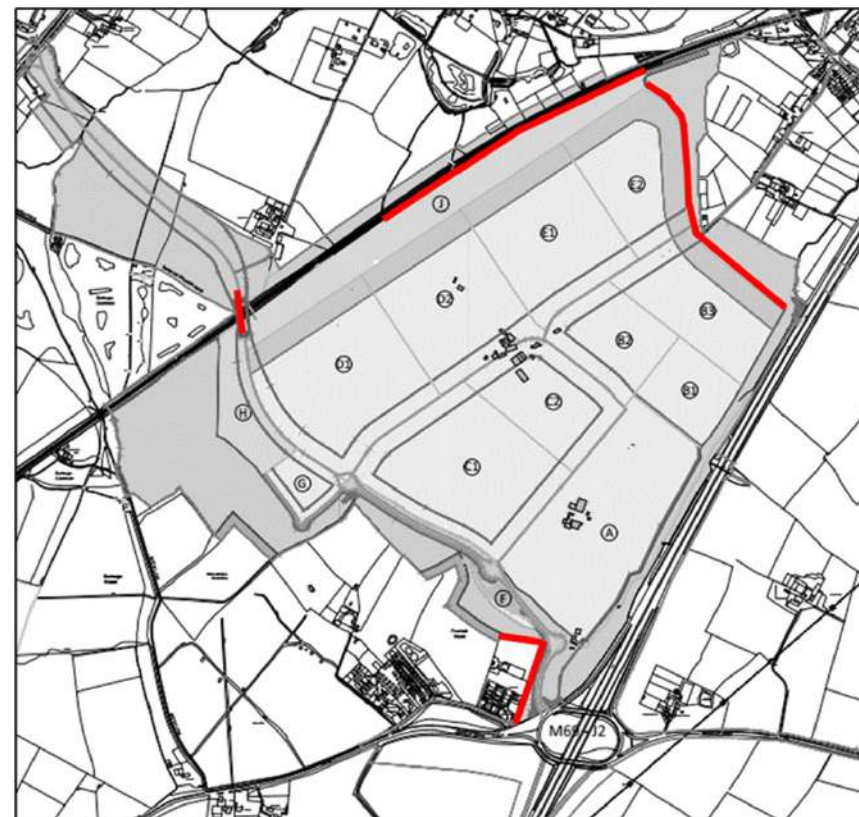
- The impact of the development on air quality at both sensitive human and ecological receptors and was considered with regard to construction and operational phases of the development.
- The assessment methodology was agreed with the Environmental Health department at both Hinckley and Bosworth Borough Council and Blaby District Council.
- A qualitative construction phase dust assessment and detailed road traffic emissions air dispersion modelling was undertaken and the impacts were predicted to be negligible.
- Dust mitigation measures were recommended to be incorporated into a Construction Environment Management Plan.
- Measures are incorporated into the Proposed Development to minimise emissions associated with operations. These include Electric Vehicle charging points, new pedestrian and cycle links and cycle parking facilities.





Noise

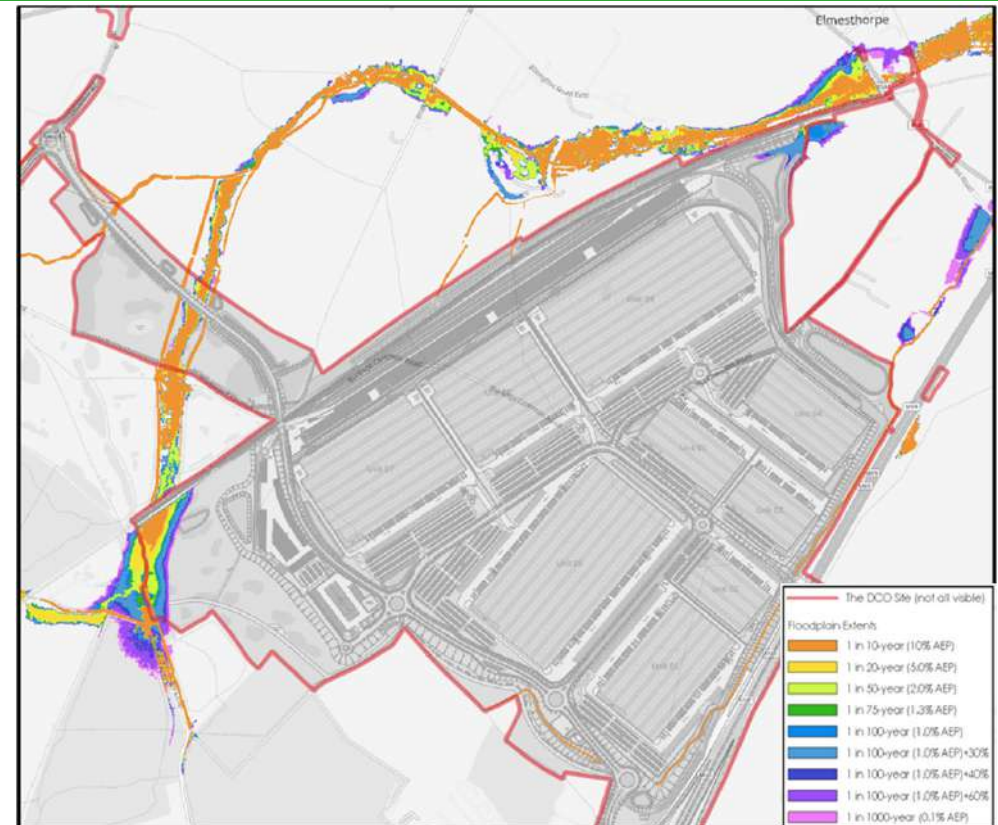
- A preliminary assessment has been undertaken to understand potential worst-case significant effects from the Proposed Development on residents and nearby outdoor sensitive areas.
- Consultation with BDC and HBBC was undertaken to help define the requirements of the assessment.
- Noise and vibration has been assessed for the following scenarios;
 - Construction Phase from on-site construction activities; and
 - Operational Phase including additional rail and road traffic movements, loading/unloading and fixed plant sources.
- Any significant effects should be reduced with mitigation in the form of the following;
 - Construction Phase –selection of quiet plant, localised screening, good working practices and controlled through a Construction Environmental Management Plan.
 - Operational Phase - acoustic barriers, bunds and selection of quiet plant.





Flood Risk & Surface Water

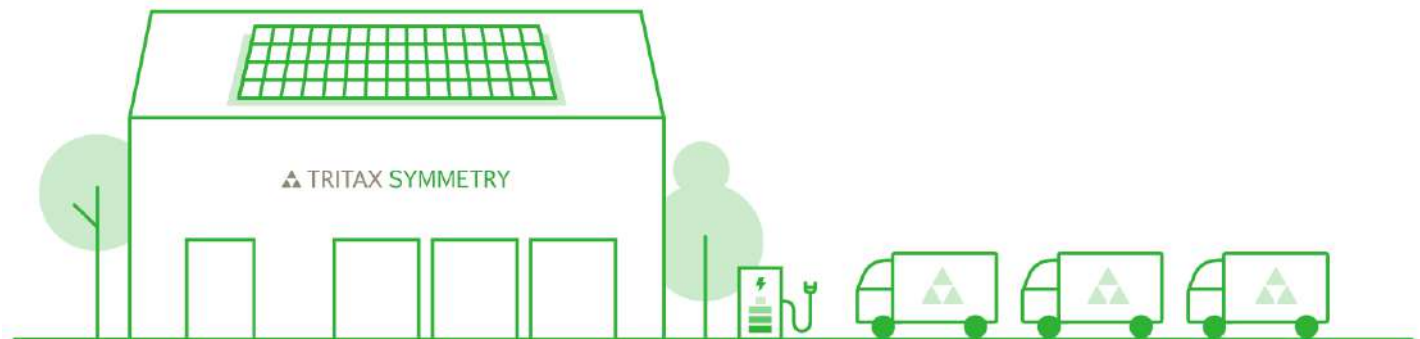
- The Site is primarily located in Flood Zone 1.
- A hydraulic model of local watercourses has been developed in consultation with the EA.
- The development has generally been located outside of the floodplain. Where there is a potential interaction, mitigation measures are proposed which include:
 - Realigning the watercourse in the Site
 - Providing culverts beneath the new link road
 - Implementing a surface water drainage strategy
- Storm water discharge from the development will be restricted at the pre-development rate, with attenuated storage provided within the Site.
- Storing storm water runoff within the development will offer a betterment to the floodplain immediately downstream of the Site.





Climate Change

- SRFIs are part of the government's commitment to a low carbon economy and helping to address climate change
- Rail freight produces 76% less carbon dioxide emissions than HGVs
- Each freight train can remove up to 76 HGVs from our roads – removing 1.6 billion HGV kilometres annually
- All units will be built to net zero carbon in construction – in keeping with TSL's core business model
- Committed to biodiversity net gain
- Electric vehicle charging infrastructure
- Solar panels installed on available roof space





How you can find out more

- The comments section on www.hinckleynrfi.co.uk
- Email: hinckleynrfi@lexcomm.co.uk
- Call the Community Information Line:
0844 556 3002 (Mon-Fri, 9am-5.30pm)
- Write to: C/O Lexington Communications, 3rd Floor, Queens House,
Queen St, Manchester, M2 5HT
- Complete a feedback form online on the project website or post a
feedback form to C/O Lexington Communications:
3rd Floor, Queens House, Queen St, Manchester, M2 5HT

We will be providing further information on the scheme via the following platforms:

- Public consultation exhibitions and webinars
- A dedicated project website: www.hinckleynrfi.co.uk
- Social media adverts
- Press notifications



Next Steps

Formal Consultation Q1 2022

Following formal consultation there will be a fully reasoned response to the feedback received which will inform the submission version of the application and will be recorded in a consultation report which will be submitted as part of the application documents

DCO Application Submission and Acceptance Stage Q3 2022

The Acceptance stage will begin when we apply for development consent to the Planning Inspectorate. There follows a period of up to 28 days 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.

Pre-Examination Q3 2022

At this stage, the public will be able to register with the Planning Inspectorate to become an Interested Party by making a Relevant Representation. An Examining Authority is also appointed at this stage and all Interested Parties will be invited to attend a Preliminary Meeting run and chaired by the Examining Authority. This stage usually takes 3 months.

Examination Q4 2022 - Q1 2023

The Planning Inspectorate has up to 6 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.

Recommendation Q3 2023

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 6-month Examination stage.

Decision Q4 2023

The relevant Secretary of State then has 3 months to make the decision on whether to grant or refuse development consent.