

17 March 2023



Mr Bart Bartkowiak  
Case Manager  
Major Applications and Plans  
The Planning Inspectorate  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Erin Banks  
E: [REDACTED]@savills.com  
DL: [REDACTED]

Wessex House  
Wimborne BH21 1PB

**By Electronic Submission only**

Dear Mr Bartkowiak

**Planning Act 2008  
Tritax Symmetry (Hinckley) Limited**

**Application pursuant to section 37 for a Development Consent Order in respect of the construction of a rail freight interchange and associated development (Hinckley National Rail Freight Interchange)**

This letter accompanies an application submitted on behalf of Tritax Symmetry (Hinckley) Limited pursuant to Section 37 of the Planning Act 2008 ("the Act") seeking authorisation for a Rail Freight Interchange and associated development, being a Nationally Significant Infrastructure Project complying with the criteria set out in Section 26 of the Act.

In summary, the application seeks consent for the following works:-

**Main Site**

- a) The demolition of Woodhouse Farm, Hobbs Hayes Farm, Freeholt Lodge and the existing bridge over the Leicester to Hinckley railway on Burbage Common Road;
- b) new rail infrastructure including points off the existing Leicester to Hinckley railway providing access to a series of parallel sidings at the HNRFI, in which trains would be unloaded, marshalled and loaded;
- c) an intermodal freight terminal or 'railport' capable of accommodating up to 16 trains up to 775m in length per day, with hard-surfaced areas for container storage and HGV parking and cranes for the loading and unloading of shipping containers from trains and lorries;
- d) up to 850,000 square metres (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 650,000 square metres and up to 200,000 square metres of mezzanine floorspace, including the potential for some buildings to be directly rail connected if required by occupiers. These buildings might incorporate ancillary data centres to support the requirements of HNRFI occupiers and operators. They will also incorporate roof-mounted photovoltaic arrays with a generation capacity of up to 42.4 megawatts (MW), providing direct electricity supply to the building or exporting power to battery storage in the energy centre;
- e) an energy centre incorporating an electricity substation connected to the local electricity distribution network, battery storage (adjacent to each unit and at the energy centre) and a gas-fired combined heat and power plant (designed to be ready for 100% hydrogen in the grid gas supply) with an electrical generation capacity of up to 5 megawatts (MW). Total electricity generation capacity at the Main HNRFI Site is therefore 47.4 MW;

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

Savills (UK) Limited. Chartered Surveyors. Regulated by RICS.

A subsidiary of Savills plc. Registered in England No. 2805138. Registered office: 33 Margaret Street, London, W1G 0JD



- f) a lorry park with welfare facilities for drivers and HGV fuelling facilities;
- g) a site hub building providing office, meeting space and marketing suite for use in connection with the management of the HNRFI and ancillary car parking;
- h) terrain remodelling, hard and soft landscape works, watercourse diversion, amenity water features and planting;
- i) noise attenuation measures, including acoustic barriers up to six metres in height;
- j) habitat creation and enhancement, and the provision of publicly accessible amenity open space at the south-western extremity of the HNRFI near Burbage Wood and to the south of the proposed A47 Link Road between the railway and the B4668/A47 Leicester Road;
- k) pedestrian, equestrian and cycle access routes and infrastructure, including a new dedicated route for pedestrians, cyclists and horse riders from a point south of Elmesthorpe to Burbage Common;
- l) utility compounds, plant and service infrastructure;
- m) security and safety provisions inside the HNRFI including gatehouses, fencing and lighting;
- n) drainage works including surface water retention ponds, underground attenuation tanks and swales;

#### **Highway works**

- a) works to M69 Junction 2 comprising the reconfiguration of the existing roundabout and its approach and exit lanes, the addition of a southbound slip road for traffic joining the M69 motorway and the addition of a northbound slip road for traffic leaving the M69 motorway at Junction 2.
- b) a new road ('the A47 Link Road') from the modified M69 Junction 2 to the B4668 / A47 Leicester Road with a new bridge over the railway, providing vehicular access to the proposed HNRFI from the strategic highway network. The A47 Link Road will be intended for adoption as a public highway.
- c) modifications to several junctions and amendments to Traffic Regulation Orders on the local road network in response to the different traffic flow pattern resulting partly from the trips generated by the HNRFI development and principally from the change in movements as a result of the M69 Junction 2 upgrade;
- d) works affecting existing pedestrian level crossings on the Leicester to Hinckley railway at Thorney Fields Farm north-west of Sapcote, at Elmesthorpe and at Outwoods between Burbage and Hinckley. In addition, pedestrian level crossings serving footpaths that connect Burbage Common Road to Earl Shilton and Barwell are proposed for closure with the associated footpaths being diverted;
- e) off-site (outside the Order Limits) railway infrastructure including signals and signage.

The proposed development is more fully described in Schedule 1 of the draft Development Consent Order (Document 3.1).

The boundary of the proposed development is shown on the Order Limits Plan (Document 2.27).

An overview of the application documentation is contained in the Guide to the Application (Document 1.4).



A complete set of application documents as set out in the enclosed Electronic Application Index (Document 1.5) accompany this letter.

Further to the receipt of section 51 advice from the Planning Inspectorate on 8 March 2023, a signposting document has been provided to demonstrate how and where the Applicant has responded to the comments raised (Document 1.6).

In recognition of the publication of the consultation draft for the National Networks NPS, the Applicant has prepared a response document entitled Response to Draft National Policy Statement National Networks (Document 7.2).

The fee of £7,448.00 has been paid to the Planning Inspectorate on 15 March 2023 with reference TR050007.

Also enclosed to assist the Planning Inspectorate, is a completed Section 55 checklist which demonstrates that the application complies with the Planning Act 2008, the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 and related guidance. Appended to the checklist is a table setting out the Applicant's response to the PINS draft document review process which took place during September and October 2022.

The application is accompanied by a Consultation Report as required by Section 37(3)(c) (Document 5.1). The extensive non-statutory and statutory consultation is set out in the Consultation Report. The Report also explains the evolution of the scheme in response to the consultation responses.

We note that pursuant to section 55 of the Act The Planning Inspectorate now has twenty-eight days (beginning the day after the day on which the application is received) to decide whether or not to accept the application.

We look forward to hearing from you in relation to formal acceptance of the application and if any further assistance is required in that regard, please do not hesitate to contact myself using the contacts at the start of this letter.

Yours sincerely



Erin Banks  
Associate Director

cc. Sinead Turnbull - Tritax Symmetry (Hinckley) Ltd.  
Laura-Beth Hutton - Eversheds Sutherland