

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Consolidated Note on the Benefits of HNRFI to the Local Community

Document reference: 18.10

Revision: 1

14 November 2023

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(q)

Our Ref: PJF/am/PF/9575

Hinckley National Rail Freight Interchange

Consolidated Note of the Applicant's position on the benefits of HNRFI

The following benefits would arise from the delivery of HNRFI

Investing in the National Network of SRFIs

1. HNRFI would provide in excess of £755m of private capital investment into national infrastructure and contribute to economic growth at a national and a regional scale (Funding Statement Document Ref: 4.2 paragraph 7.1 – App 089)
2. HNRFI would help address the '*compelling need*' for an expanded network of SRFIs, to support the Government's rail freight and sustainable transport objectives.
3. HNRFI would allow rail to be optimised for the long haul freight journeys from the deep sea ports, and when fully operational is estimated to reduce HGV road freight movement by 83 million miles per annum (p13 '*Response to Parishes*' Written Representations).
4. HNRFI by reason of its central location within the strategic rail network is '*uniquely placed*' to act as a national hub for smaller terminals and ports, so as to consolidate freight movement between different origins and destinations ('*Market Needs Assessment*' Document Ref: 16.1 Rev 05 paragraphs 4.28 -4.29 APP-357).
5. The study ('*Warehousing and Logistics in Leicester and Leicestershire: Managing growth and Change*' April 2021) commissioned by the Local Planning Authorities in the county and the Leicester and Leicestershire LLEP, has identified a shortfall of 786,000 sqm (307 hectares) of rail served logistics sites, for the period up to 2041. HNRFI would meet this sub-regional need.

6. The LAs acknowledge in the Statement of Common Ground relating to *'Strategic Warehousing and Logistics Needs'* (Entered into by the local authorities in Leicestershire) (September 2021 paragraph 3.4 – 3.5) that *'For rail served sites a supply shortfall starts to emerge around the mid 2020's* (Document Ref: 19.12).

7. The *'Leicester and Leicestershire Economic Growth Strategy 2021-2030'* acknowledges that Leicestershire is the *'UK's central logistics hub'* and logistics is identified as one of the *'Growth Sectors'*. The Strategy has a priority objective to improve rail infrastructure and services. *'Support is given to greater use of rail transport'*. HNRFI will help fulfil the 4 Pillars of Economic Strategy.

Creating Jobs

8. The construction of HNRFI is estimated to create an average of 461 on-site construction jobs per annum, across the 10 year construction period (Chapter 7 - Land Use and Socio-Economic Effects - Table 12 Document Ref 6.1.7 APP-116).

9. It is estimated that an additional 275 jobs will be created off-site per annum over the 10 year construction period. (Chapter 7 - Land Use and Socio-Economic Effects - paragraph 7.204, Table 7.14 Document Ref 6.1.7 APP-116)

10. HNRFI would provide an estimated net additional job (on site), of between 6300 – 7800 (ES Chapter 7 - Land Use and Socio-Economic Effects - Table 7.17 Document Ref 6.1.7 APP-116).

11. HNRFI is estimated to safeguard 2100 – 2600 jobs in the LLEP area, by enabling relocation of existing logistics activities to a more sustainable location and built environment (ES Chapter 7 Land Use and Socio-Economic Effects - Paragraph 7.224 Document Ref 6.1.7 APP-116).

12. An obligation is being entered into by the Applicant for a Skills and Training Programme, to promote careers in logistics for young people and the economically active who are disadvantaged including ex-offenders and person leaving the military.
13. HNRFI is estimated to induce off-site employment of between 2000 – 2500 jobs (ES Chapter 7 - Land Use and Socio-Economic Effects Document Ref: 6.1.7 - Table 7.17 PP-116).

Generating Value

14. HNRFI, for the completed operational phase, is estimated to generate between £329m and £406m in direct GVA (ES Chapter 7 - Land Use and Socio-Economic Effects - Document Ref: 6.1.7 - Table 7.19 APP-116).
15. In addition, HNRFI is estimated to generate between £247m and £305m in indirect GVA through the creation of additional jobs in the Study Area (X).
16. The GVA, safeguarded by the availability of HNRFI for existing companies to relocate into modern rail severed premises, is estimated to be between £82 m and £102m (x).
17. ES Chapter 7 – (Land Use and Socio-Economic Effects - Document Ref: 6.1.7 – APP-116) estimates that the potential total Business Rates generated will be £24m, with Business Rates retained by BDC being 40% at £9.6m. Leicestershire County Council would receive £2.2m (9%) and Leicestershire Fire Authority £240,000 (1%) (ES Chapter 7 Land Use and Socio-Economic Effects – Document Ref: 6.1.7 Table 7.20). Table 7.2 acknowledges that for BDC the current Business Rates Retention Scheme imposes a 50% levy on rates over and above the baseline funding.

Environmental

18. The approximate saving of 83 million HGV road miles per annum in comparison with the non-rail connected development, will save approximately 194.3kt CO₂ c in litres per annum (measure of CO₂ emissions). (ES Chapter 18, paragraph 18.226 Document Ref: 6.1.8 APP-127)
19. HNRFI will deliver a 22 hectare extension to Burbage Common and Woods Country Park for open public access. This enlargement comprises some 25% of the existing country park area.

New Road and Rail Infrastructure

20. New highway infrastructure in the form of the A47 Link will significantly improve traffic movement around Hinckley and Burbage, by drawing Southbound and Northbound traffic out of the town centre and suburbs, via the new link road as explained in the '*Highways Position Statement*' (Document Ref 18.2.1 Paragraph 3.38 REP1-033).
21. HNRFI will procure the closure of some 5 surface railway crossings with diversion routes for the PRoW. At the Outwoods, a railway bridge will be provided, which is wheelchair access enabled. These provisions contribute to an overall improvement in societal safety levels (NPS NN paragraph 4.72).