

Tritax Symmetry (Hinckley) Limited  
**HINCKLEY NATIONAL  
RAIL FREIGHT INTERCHANGE**

---

**The Hinckley National Rail Freight  
Interchange Development Consent Order**  
Project reference TR050007

**Applicant's response to Deadline 5 Submissions [part 8 -  
Parish Councils]**

Document reference: 18.19

Revision: 01

**20 February 2024**

---

Planning Act 2008

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

Matter	Applicant's Response
<p><b>Burbage Parish Council - Comments on any additional submissions received by Deadline 4</b></p>	
<p><b>Assessment of the Impact of Motorway Closures</b></p> <p>We specifically asked that the “emergency motorway network closures” be covered in ISH2</p> <p>In the afternoon of ISH2, we were extremely pleased that the subject was discussed and further encouraged that Mr Jackson gave useful guidance on the subject.</p> <p>I quote; “but we should do that [that is model the traffic in this situation], then we need to know what the effects of that would be. And whether those are acceptable, because if they are not acceptable, then there has to be a question as to whether the whole development is acceptable”</p> <p>The action was summarised as follows: “Submission of an emergency plan for HGV routing should the M69 be closed, with consideration of the effects of such closure.”</p> <p>I have to say that the applicant’s two-page response to this, rather specific, guidance is poor and undermines the potential seriousness of this situation to the residents of Burbage.</p> <p>At ISH2 the discussion was about modelling the impact of the closure of the M69, in their reply on the impact of such circumstances is that; • Other routes will be used</p> <ul style="list-style-type: none"> <li>• “short term congestion in the local area is to be expected”</li> </ul>	<p>Detail on the impact of emergency closures came primarily from National Highways in a separate document submitted at Deadline 4 (document reference: 17.8.1, REP4-115). This document sets out established procedure used by NH on the SRN close to the site.</p>

Matter	Applicant's Response
<p>In my opinion <b>this is NOT an assessment</b> of the impact in any characterisation of that requirement, it is “a statement of the obvious”</p> <p>The document is completely silent upon the risks or impacts of HGVs most importantly but also other vehicles taking non-preferred routes in these circumstances.</p> <p>These are real concerns, because residents here have experienced such situations even with the present levels of traffic in our area. A two page note on such things is not what our residents had expected and hope the ExA will require the applicant to carry out an assessment of the impact of motorway closure disruption.</p>	
<p><b>Monitoring HGV Movements</b></p> <p>We have reviewed the latest HGV Route Management Plan (REP4-114) and the document has not been updated to take account of any discussion of the closure of the motorway network or even minor congestion issues which will be far more frequent.</p> <p>The monitoring of the routes being undertaken is predicated entirely on ‘normal’ traffic conditions whereby monitoring cameras are proposed understandably in Sapcote, but also in relatively distant villages of Pailton, Wolvey and Monks Kirby where ‘normal’ modelling has flagged sensitivity.</p> <p>We are concerned that a very likely route from the proposed development is to Magna Park on the A5. It is clear that the ‘normal’ route would be via the M69 to the A5 at junction 1. However, any minor congestion at the M69 Junction 1/A5 could encourage a route</p>	<p>The latest issue of the HGV Route Plan and Strategy (document reference: 17.4D) contains further details on camera locations. The commitments within the report set out requirements to monitor and engage with stakeholders to ensure that any issues are addressed because of development HGV impacts.</p> <p>Improvements to the M69 J2 and the A47 link will provide better alternative access for HGVs around the area.</p>

Matter	Applicant's Response
<p>through Burbage taking the B4669 West to Burbage, turning through the village on the B578 and joining the A5 to the East of the M69/A5 junction. This route has no current or proposed weight restrictions for HGVs and only discouraged with the label 'Prohibited route'. The management of 'Prohibited Routes' being;</p> <ul style="list-style-type: none"> <li>• An information campaign, to <b>'avoid these routes'</b></li> <li>• Leaflets <b>'to guide'</b> drivers</li> <li>• Regular engagement</li> </ul> <p>We are strongly of the opinion that HGV enforcement cameras are additionally essential to monitor traffic leaving the site west bound on the B4669 Sapcote Road, such camera will protect all routes accessed from this direction. David Bill MBE Chairman Burbage Parish Council</p>	
<b>Elmesthorpe Parish Council - Responses to ExA's Further Written Questions</b>	
<p><b>2.0.1 Revised National Planning Policy Framework</b>            In December 2023 a revised version of the National Planning Policy Framework was published. All Interested Parties [sic] are given the opportunity to make representations on how any changes affect consideration of the Proposed Development.</p> <p>Answer:            The NPPF issued December 2023 refers at paragraph 181:</p> <p>"Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework<sup>62</sup>; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for</p>	<p>The response is directed to the concern of 'removal of agricultural land'.</p> <p>There is a compelling need in the national interest for an expanded network of SFRIs - which by statutory definition occupying large areas of land – in excess of 60 hectares (Planning Act 2008 S26). The local authorities accept that there is no suitable location for a SFRI within existing urban areas. As such a location beyond the confines of an existing urban area is required. The NPS-NN acknowledges that due to the requirements of a SRFI <i>'it may be that countryside locations are required.'</i> (NPS-NN 4.84)</p> <p>No location within adequate access to the road and rail network has been identified within the countryside in Leicestershire which does not involve the loss of agricultural land.</p>

Matter	Applicant's Response
<p>the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.”</p> <p>Followed by footnote 62:</p> <p>“ 62 Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered, alongside the other policies in this Framework, when deciding what sites are most appropriate for development.</p> <p>“ As per the Applicant’s application document <b>APP-111 6.1.2 Environmental Statement – Chapter 2 – Site Description</b>, paragraph 2.46 refers:</p> <p>“Natural England maintains a grading system for agricultural land on a scale of 1 (excellent) to 5 (very poor). Farmland within the Main Order Limits generally falls within grade 3a (good) and 3b (moderate). In general terms this means that the land can be farmed for a variety of purposes with a few limitations that affect the choice of crops, timing and type of cultivation, harvesting or the level of yield.”</p> <p>Aside from the obvious ramifications on amenity value associated with the removal of many PRoW and building immediately adjacent to an SSSI, there is the concern of removal of agricultural land.</p>	<p>The Soils and Agricultural Land Quality Report (Appendix 11.3 to ES Chapter 11 of the ES) (document reference: 6.1.11B, REP4-041) establishes that 83% of the Main HNRFI site is agricultural land of sub-grade 3b. Only 1% of the land comprises land within grade 3a – being <i>‘best and most versatile agricultural land.’</i></p> <p>So HNRFI fully satisfies national planning policy at Footnote 62 of the Framework in being overwhelmingly located on poorer quality agricultural land (99%).</p>

Matter	Applicant's Response
<p>Agricultural land of Grade 3a falls into the category of Best Most Versatile (BMV) land, alongside grades 1 and 2, and therefore building on valuable farmland such as this contradicts the NPPF.</p>	
<p><b>Elmesthorpe Parish Council</b></p>	
<p><b>2. Sustainable Transport</b></p>	
<p>Alternatively, if the site is unable to sustain its own green travel requirements on public holidays, bank holidays and weekends, consider ceasing or reducing operation on these days</p>	<p>The Sustainable Transport Strategy submitted at Deadline 5 (document reference: 6.2.8.1C, REP5-009) includes a clear table of commitments (Table 1) which sets out all the main points of the Strategy and Plan in one place. This has key facts regarding the delivery, monitoring, enforcement and how it is secured.</p>
<p>2.1. Elmesthorpe Parish Council still remains concerned with regards to commuter traffic; particularly when considering the immature sustainable travel strategy.</p>	<p>The STS (document reference: 6.2.8.1D) will be implemented from first occupation which allows the plan to develop when employee numbers are relatively low. This is to embed the desired travel behaviours from the earliest phases of the plan.</p>
<p>2.2. The site proposes to operate 365 days per year: without dedicated public transport provisions provided by the applicant for the site's employees, issues with sustainable transport would be experienced on weekends, bank holidays and public holidays.</p>	<p>The Sustainable Transport Strategy submitted at Deadline 5 (document reference: 6.2.8.1C, REP5-009) includes a clear table of commitments (Table 1) which confirms that the X6, 8 and DRT service will operate Monday to Sunday, the service will not operate on Christmas Day, Boxing Day and New Years Day.</p>
<p>2.3. The applicant should provide several options of dedicated public transport provisions to support their employees.</p>	<p>The Sustainable Transport Strategy submitted at Deadline 5 (document reference: 6.2.8.1C, REP5-009) includes a clear table of commitments (Table 1) which sets out all the main points of the Strategy and Plan in one place. This has key facts regarding the delivery, monitoring, enforcement and how it is secured. This table includes a suite of sustainable transport and active travel commitments.</p>
<p><b>3. HGV Route Management Plan and Strategy: 17.4B Hinckley NRFI HGV Route Management Plan and Strategy</b></p>	

Matter	Applicant's Response
<p>3.1. Within the HGV Management Strategy (and in other documents), Elmesthorpe is consistently omitted from maps (see appendix 1) and descriptions of the site. Paragraph 2.19 describes Elmesthorpe's existence on the B581 as 'intermittent residential frontage.' The village is incredibly close to this site and the reporting of the site location is disingenuous.</p>	<p>The creation of the A47 link which runs in parallel to the B581 in Elmesthorpe is forecast to remove traffic from the B581 Station Road. This includes general traffic and HGVs.</p>
<p>3.2. Paragraph 5.24. We consider it imperative that Elmesthorpe Parish Council is included in this list of Parish Councils to be provided with the details of the Site Management Company in charge of investigating breaches.</p>	<p>Parish Councils will be notified of the monitoring reports as set out in the latest HGV Route document submitted at DL5 (document reference: 17.4C, REP5-022).</p>
<p>3.3. The routes described within the HGV Management Strategy are welcome however the enforcement appears to require further detail. Residents in the surrounding areas should not suffer long periods and high instances of breaches before penalties and action are enforced. This is particularly important when breaches of HGVs through the narrow villages present such a safety risk to vulnerable pedestrians and road users. These routes are undesirable for a reason; we aren't merely wishing to inflict fines because we don't like the idea of HGVs on the roads, we are considering the very real possibility that life-changing events will likely happen, as a direct result of a poorly enforced HGV Management Strategy</p>	<p>The management strategy is intended to remove the development traffic from sensitive routes. Full details of the revised breach levels and the monitoring are included within the Deadline 5 update of the HGV Route Plan and Strategy (document reference: 17.4C, REP5-022) Tables 4, 5 and 6</p>
<p>3.4. We are currently still unclear, how many breaches an occupier, or an individual, are able to make before fines are enforced.</p>	<p>Full details of the revised breach levels and the monitoring are included within the Deadline 5 update of the HGV Route Plan and Strategy (document reference: 17.4C, REP5-022). Tables 4,-6</p>
<p>3.5. We are still unsure how frequently data will be reviewed to identify offenders.</p>	<p>Full details of the revised breach levels and the monitoring are included within the Deadline 5 update of the HGV Route Plan and Strategy (document reference: 17.4C, REP5-022). Tables 4,-6</p>
<p>3.6. We are unclear exactly who will be enforcing these fines, as well as whom the benefactors of these fines will be. 3.7. These ambiguities</p>	<p>Full details of the revised breach levels and the monitoring are included within the Deadline 5 update of the HGV Route Plan and Strategy</p>

Matter	Applicant's Response
make it difficult to understand how effective this strategy may or may not be.	(document reference: 17.4C, REP5-022). Tables 4,-6 Further detail on the fines are included in sections 5.47 to 5.55
<b>4. Noise</b>	
<p>4.1. Elmesthorpe Parish Council requested information from the Applicant on 23/01/24 ahead of ISH6. We requested signposting to details regarding freight train time assumptions in order to help inform our understanding regarding anticipated timing for peak train and operational noise; particularly at night. Information was received on 06/02/24 however only detailed the assumptions for Eastbound trains and therefore we are still awaiting complete information. We reserve our comments on this matter until this information is received.</p>	<p>BS4142:2014+A1:2019 Method for rating an assessing industrial and commercial sound requires operational noise associated with the Proposed Development to be assessed over a 15-minute period during the night-time. The assessment assumes one train per 15-minute period. A train would not arrive and depart within the same 15-minute period, nor would there be a situation of 2 trains arriving within the same 15-minute period. Therefore, a worst-case scenario has been assessed i.e. one train in any 15-minute period, and the methodology and results are robust. The operational phase modelling inputs and source data is agreed through the Statement of Common Ground with BDC and HBBC.</p> <p>For clarity, the assumption is there will be 6 arrivals from the west and 6 departures westwards per 24-hour period. The capacity study undertaken with Network Rail assessed these between 05:00 and 23:00.</p>
<p>4.2. 18.13 Applicant's response to deadline 3 submissions [Part 9 – Noise]. The applicant's Response Number 4 states: "For receptors to the north, noise from the rail freight interchange will influence the future noise climate. However, the existing noise climate in this area is dominated by road noise and rail movements. The proposed operations include HGV movements, rail movements and engine noise from reach stackers and gantry cranes, all of which are in-keeping with the existing noise climate."</p>	<p>See response to point 4.3 below</p>
<p>4.3. Elmesthorpe is immediately to the north of the proposed site. The Parish Council rejects the assertion that the current noise climate is dominated by road noise and rail movement. The predominant sounds</p>	<p>From observations undertaken during the site survey, the noise climate was noted to be dominated by distant road traffic, train pass-bys on the rail line and natural sources, which aligns with the Parish Councils description.</p>



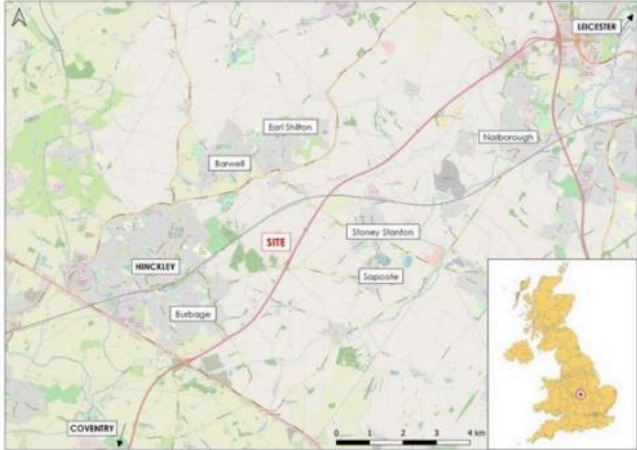

Matter	Applicant's Response
<p>in the area are low levels of background traffic noise, birdsong and general peacefulness, occasionally interjected with passing rail traffic.</p>	
<p>4.4. Engine noise from reach stackers and gantry cranes (along with other associated operational noise) are absolutely not in-keeping with the existing noise climate, and to make such a claim is baseless.</p>	<p>To clarify the Applicant's position, from observations undertaken during the site survey, the noise climate was noted to be dominated by distant road traffic, train pass-bys on the rail line and natural sources. Noise from future HGV movements, rail movements and engine noise from reach stackers and gantry cranes will not be dominant over the existing noise climate.</p>
<p>4.5. We still remain deeply concerned about the impact of prolonged construction and 24 hour general operational noise, on the residents of the village and the effect upon their lives, educations, health and livelihoods</p>	<p>Noise from both the construction and operational phases has been assessed at nearby receptors, which includes daytime and night-time periods over weekdays and weekends. The assessment shows that with mitigation in place, noise levels are predicted to fall below the Significant Observed Adverse Effect Level at all nearby receptors in the assessments undertaken. This includes receptors off Billington Road East, which are located closer than receptors within the village of Elmesthorpe. This can be found within the Residual Environmental Effects section of the Noise and Vibration Chapter (document reference: 6.1.10A, REP4-039).</p>
<p><b>5. Visual Impact</b></p>	
<p>5.1. Elmesthorpe Parish Council have requested from the Applicant signposting to details regarding the proposed height of the A47 Link Road and consequent heights of proposed lighting. The proposed A47 Link Road will be raised to prevent it from being flooded by the local watercourses. This was requested on 23/01/24 ahead of ISH6 and information has been received on 06/02/24. Unfortunately, there is no design on lighting for this part of the scheme yet and therefore we are unable to make a representation upon the effect of the A47 Link Road's lighting scheme on residents, local habitats or wildlife.</p>	<p>The levels of the A47 link road are shown on drawing 2.4J Highway Plans Long Sections (Sheet 1 of 2) (document reference: 2.4J, APP-030).</p> <p>There is no lighting proposed on the section of the A47 link road to the north of the railway as it is classified as a Rural Link Road. There are no junctions along its length between Bridge Farm and the B4668 and in common with other similar rural links (for example the A47 to the east of Earl Shilton) is to remain unlit.</p>
<p>5.2. 6.3.11.12a Hinckley NRFI ES Figure 11.12 Night-time Views and Photomontages. Photo Viewpoint 20 is the view from the M69 bridge</p>	<p>The change in angle between the daytime and night-time view is noted. This was not intentional and is the first time the discrepancy has been</p>

Matter	Applicant's Response
<p>B581, perhaps the most important and telling photo viewpoint of them all. This viewpoint doesn't correspond with the viewpoint 20 supplied at 6.3.11.16 Daytime Photomontages (April 23) so it appears the applicant has opted to either change the angle of the photo and point the theoretical 'camera' away from the proposed site, or the wrong images have been included. Standing on the M69 bridge on the B581 as per the daytime photomontages viewpoint 20, would show significant change at night. With the current error or omission in information supplied, no-one is able to see the massive scale of change in the character of the area, or the effect of the lighting on those living just 300-350m from the site itself on Stanton Lane (B581/Burbage Common Road junction).</p>	<p>brought to the applicant's attention. It does not however change the nature of the assessment which does take into account the broader view as well as the impact of the motorway at night, the fleeting nature of the view from the bridge and the nature of the receptors.</p> <p>With regard to those living in the vicinity, the residential assessment identifies a higher significant effect on those living on the B581 to the east of the M69 (see Residential Assessment No 6, Appendix 11.6 - document reference: 6.2.11.6, REP4-063) and those living on the B581 west near the Burbage Common Road Junction (see Residential Assessment No 7, Appendix 11.6 - document reference: 6.2.11.6, REP4-063).</p>
<p><b>7. 18.13 Applicant's response to deadline 3 submissions [Part 8 – Parish Councils]</b></p>	
<p>7.1. Response Number 3: The stress and anxiety being experienced by Residents of Elmesthorpe that the Parish Council communicated at OFH1 has been interpreted as being associated with the NSIP Planning Process. For clarity the stress, anxiety and other problems described during our oral representation are associated with the constant, overwhelming worry that residents feel at the possibility of living with the devastating effects of having a NRFI in their small, quiet village. Despite the Applicant's statement that "every technical topic area is linked to people, their health and wellbeing," residents feel like every real and valid area of concern, has been wrongfully dismissed: achieving quite the opposite effect.</p>	<p>It is understood that the SFRIs – being large scale infrastructure projects – will necessarily have an impact on a wider area than the site itself. The Applicant in the design of HNRFI has endeavoured to minimise the environmental impacts. The Applicant's position is that the residual impacts are firmly outweighed by the benefits which will be realised by the development of HNRFI at both a national and local level.</p>
<p>7.2. Response Number 7: Elmesthorpe Parish Council notes the result of the preliminary road safety audits and the concluding action of moving the location of the new proposed T89 uncontrolled crossing to</p>	<p>The location of the crossing has been revised in the submitted GDSR at Deadline 5 (document reference: 2.29B, REP5-004). This provides suitable</p>

Matter	Applicant's Response
<p>further north along the B581. We welcome this decision and trust the dDCO will be revised accordingly.</p>	<p>visibility to and from the crossing in both directions as illustrated on the plan appended to the GDSR document.</p>
<p>7.3. Response Number 9: The applicant has explained why the chosen site is exceptional when compared to the other sites explored within the very limited area set at the genesis of the project. The applicant has not yet managed to explain why no other site in the whole of the nation (which must be considered when creating a nationally strategic infrastructure), cannot deliver similar benefits as this site. An alternative site elsewhere in the country, that may already have stronger, existing surrounding infrastructure in place with less constraints.</p>	<p>National planning policy for the provision of critical national infrastructure does not require an Applicant to assess every potential site across the entire country before selecting a preferred site. National planning policy identifies a compelling need for an expanded network of SFRI's. No limit is set on the number of SFRI's which may come forward. The NPS-NN specifically acknowledges that <i>'investment decisions on strategic rail freight interchanges will be made in the context of a commercial framework.'</i> (NPS-NN Footnote 61) No commercial framework would realistically envisage a developer undertaking a site search on a nationally geographic basis.</p> <p>The Local Authorities accept that there is a need for a SFRI in Leicestershire evidenced from the key findings of the <i>'Warehousing and Logistics in Leicester and Leicestershire: managing growth and change'</i> a study commissioned by Leicester and Leicestershire Authority (March 2022) (Document Ref: 16.1 APP-357) <i>'Rail Freight Market Demand and Supply'</i> has identified the Midlands market which will be served by HNRFI. Absent HNRFI, this market would still need to be served by a SRFI. The scale and locational requirements for a SRFI – large site greater than 60 hectares, good road and rail access, are such that a number of locations for viable sites are 'limited' (NPS-NN paragraph 2.56)</p>
<p>7.4. Response Number 10. Sub-point 4.5. Mitigation at New Road/Hinckley Road/Station Road B581 has now been explained as to "ensure traffic moves more efficiently...whilst enhancing pedestrian safety." Up until this point, the mitigation proposed (replacing the mini roundabout with a traffic light signaled junction) was described as to introduce delays to make the route undesirable to HGVs. The planned</p>	<p>Mini roundabouts are not efficient in dealing with equal traffic flows on all arms as giving way from the right results in a 'stand off' situation with all vehicles giving way to each other. The introduction of signals here will address this issue and make the junction operate more efficiently. In addition, the introduction of signals here but more notably at the Stanton Lane/B4669 junction will serve to make the route less desirable to large</p>

Matter	Applicant's Response
<p>mitigation hasn't changed, so we are unsure how the effect has now changed.</p>	<p>vehicles as the Stanton Lane/B4669 signals introduce a stop at the signals that is not currently required.</p>
<p>7.5. Response Number 16: Having read the response from the Applicant it is quite clear that their main concern with regard to the colour palette of the buildings, is that they fit their company branding and look stylish to reach "the required levels of appropriateness" associated with a large scale development. There appears to be little willingness to genuinely consider how this will assimilate with the surrounding character and environment. It is not considered enough effort has been extended to integrating this development to its surroundings when the applicant states that 'it allows the natural elements of the environment to change throughout the year and make their own statement.' One could surmise that if certain colour schemes must be used to be appropriate for an SRFI development of this scale, and those colour palettes are so inconducive with assimilation to the existing site surroundings, then the chosen site is inappropriate.</p>	<p>As noted previously, a lot of design consideration has gone into the development of the colour palette chosen, to assist with the assimilation of the units into the local environment, most notably the skyline. It is considered that the photomontages demonstrate the recessive nature of the units in terms of colour and facade design, particularly when viewed against the skyline.</p>
<p><b>8. PRoW</b></p>	
<p>8.1. Elmesthorpe Parish Council provided the Applicant with details of the commonly utilized, and enjoyed, circular route by residents. It incorporates Burbage Common, Acorns Café and Children's Play Area, passing by the village pub (and currently the local Farm Shop which stands to be demolished entirely). The section of the walk along Station Road B581 is less than ideal but does not stand to be altered by the proposed development therefore is disregarded in this comparison. The current walk continues down a peaceful Bridlepath Road past the land settlement homes, through Burbage Common, returning back along Burbage Common Road surrounded by open fields on either side of you until you arrive back at Station Road B581. At appendix 2 you can see this route, at 4.13 miles/6.65km.</p>	<p>Noted</p>

Matter	Applicant's Response
<p>8.3. The first alternative circular route is 5.45miles/8.77km (incorrectly annotated as 8.74km on their map). This route travels mostly down the A47 link road and is an undesirable route. The increase to the existing route is +1.32miles/2.12km</p>	<p>This route has been designed as a direct route to facilitate those commuting rather than a recreational route, although noting there is the alternative option of routing through Burbage Common or along Burbage Common Road rather than the A47 Link Road if a greater level of amenity is sought.</p>
<p>9. The increase in the length of the alternative PRowS is really quite long, and for some, now too long. As well as the decrease in amenity value of our PRow, they are now more inaccessible to those with mobility issues, small children, poor health or simply just the time constraints of daily life</p>	<p>The alternative PRowS offer additional accessible options for those with mobility issues including surfaced traffic free routes and access to seating and well-being areas along the route. These well-being areas would either serve as a resting place or a destination in itself, offering a shorter recreational option when time is more constrained.</p>

Matter	Applicant's Response
<p data-bbox="309 236 548 256">Figure 1: Main HNRFI Site location</p>  <p data-bbox="309 746 712 767">Edited to annotate Elmesthorpe on the map:</p> <p data-bbox="309 794 548 815">Figure 1: Main HNRFI Site location</p>  <p data-bbox="297 1326 448 1358">Appendix 2</p>	