

Hinckley National Rail Freight Interchange

Community Explanation Document

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1. Introduction to the Hinckley National Rail Freight Interchange

1.1 This document, referred to as the 'Community Explanation Document' (CED), is intended to provide a straightforward summary of our proposals for a Strategic Rail Freight Interchange known as the Hinckley National Rail Freight Interchange (HNRFI) or the 'Proposed Development'. HNRFI is located west of the M69 and east of the Felixstowe to Nuneaton railway, south of Elmesthorpe. The plan below shows the location of Hinckley National.



2. Tritax Symmetry (Hinckley) Ltd – The Applicant

2.1 The project is being promoted by Tritax Symmetry (Hinckley) Ltd (TSH) (The Applicant), which has been established by Tritax Symmetry Ltd especially for this development proposal. Tritax Symmetry Ltd was formed in February 2019 following the acquisition of db symmetry by Tritax

Big Box REIT plc, a FTSE 250 company. Tritax Symmetry Ltd has a land portfolio comprising some 4150 acres of land that is capable of accommodating 40 million sqft of logistics space.

2.2 Through Tritax Symmetry Ltd, TSH has become a Gold Leaf Member of the UK Green Building Council (UKGBC) committing to the low carbon agenda. The buildings will achieve net zero carbon in construction through initiatives such as funding high quality accredited and verified offset schemes. Any offset scheme selected will be in line with the current principles set out in UKGBC's net zero framework.

3. What is a Strategic Rail Freight Interchange?

3.1 A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems, with good rail connectivity to the main ports, reducing the need for road traffic between ports and major towns and cities.

3.2 The aim of an SRFI is to optimise the use of rail in the freight journey by maximising rail trunk haul and minimising some elements of the secondary distribution leg by road.

3.3 Government policy is that SRFIs are important because they can provide a range of transport, environmental, and economic benefits. These include moving freight by rail instead of lorries to get freight off the roads and on to trains, and as a result the national policy is that there should be a network of SRFIs in the UK. The transfer of freight from road to rail has an important part to play in a low carbon economy and in helping to address climate change.

3.4 Rail projects including SRFIs are covered by the National Policy Statement (NPS) for National Networks. This states that *'SRFIs are a key element in reducing the cost to users of moving freight by rail and are important in facilitating the transfer of freight from road to rail'*. Amongst other things, the National Networks NPS also provides guidance on the environmental impact assessment of SRFI proposals. TSH is following this policy advice.

4. The Emerging Proposals

4.1 The main features of HNRFI comprise:

- a) New rail infrastructure providing access to the series of parallel sidings
- b) Intermodal freight terminal ('railport') capable of accommodating up to 16 trains per day of up to 775m in length
- c) Hard surface areas for container storage
- d) Up to 850,000m² GIA of warehousing and ancillary buildings with a total footprint of 650,000m² and up to 200,000m² of mezzanine floorspace
- e) Lorry park with HGV fuel filling station
- f) Energy services area incorporating an electricity sub-station connected to the local distribution network and a gas-fired heat and power plant (10MW generation capacity fed from solar PV including standby capacity (20MW) and battery (20MW))
- g) Terrain remodelling, hard and soft landscape works, amenity water features and planting
- h) Noise attenuation measures – acoustic barriers up to 6m in height
- i) Pedestrian, equestrian and cycle access routes and infrastructure
- j) A new link road from M69 junction 2 to the B4668 / A47 Leicester Road including:
 - New access road connecting to an internal road network serving the SRFI
 - New rail bridge within the SRFI site
 - New junction at B4668 / A74 Leicester Road
- k) Works to the M69 motorway at Junction 2 comprising:
 - Reconfiguration of existing roundabout and approach lanes
 - Additional southern slip roads

An illustrative masterplan has been prepared which is displayed below:

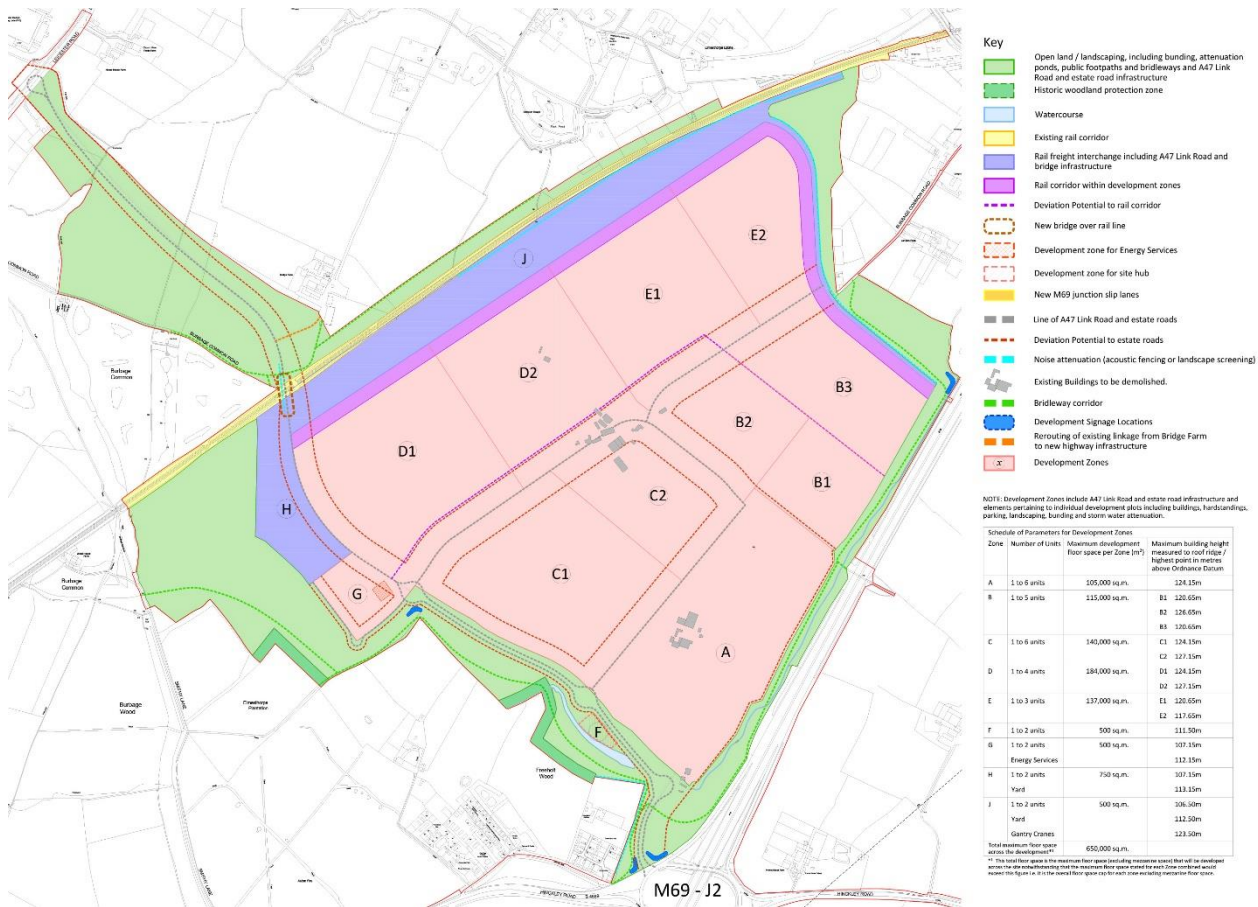


4.2 Other development associated with HNRFI comprises:

- a) Railway infrastructure including signals, signage and electricity connections.
- b) Utility compounds, plant and service infrastructure including an energy centre.
- c) Data centres to support the requirement of the HNRFI and its occupiers and operators.
- d) Drainage works, including groundwater retention ponds, swales and underground attenuation tanks.
- e) Habitat creation and enhancement and public access, including the provision of amenity open space at the south-western extremity of the SRFI near Burbage Wood. Provision is made for new Public Rights of Way.
- f) Works affecting existing pedestrian level crossings on the railway.
- g) Security and safety provisions inside the SRFI including fencing and lighting.
- h) A new road bridge spanning the proposed railway sidings and the existing railway in the vicinity of the existing Burbage Common Road bridge, with a new road turning north-westwards to the B4668 Leicester Road and linking on to the A47 (referred to as the 'A47 link'). This new road would complete a through-route that would originate at M69 junction 2 and run north-westwards across the southern end of the HNRFI, over the railway and onwards to Leicester Road.
- i) Off-site highway works

4.3 The DCO will be determined against a Parameters Plan which will set out the limitations to the proposed development for example in terms of the scale of buildings and the amount of floorspace.

The Parameters Plan for the purposes of the Statutory Consultation is shown below:



5. Statutory Consultation on the HNRFI

5.1 The CED has been prepared as part of the Statutory Consultation. The purpose of this document is to provide a short overview of the proposals; explain the context for them and set out the main components of the proposals and consultation process.

5.2 HNRFI meets the definition of a Nationally Significant Infrastructure Project (NSIP) (a Strategic Rail Freight Interchange (SRFI)). This means that, rather than preparing a planning application for the Local Planning Authority, an application for a Development Consent Order (DCO) is submitted to the Planning Inspectorate. The Planning Inspectorate will consider whether the submission can be accepted, and will then examine the proposals. The decision-taker will be the Secretary of State for Transport. The examination process will normally comprise the exchange of written representations, and hearing sessions.

- 5.3 Following the Statutory Consultation, TSH is required to consider all responses received on the proposals. A Consultation Report has to be prepared which sets out the Applicant's response to these comments. TSH may consider it is expedient to amend the proposals in response to the comments received, or alternatively will provide a response as to the reasoning why the scheme should be submitted to the Planning Inspectorate without amendment in response to individual comments.
- 5.4 For more information on the project please visit www.hinckleynrfi.co.uk. Here you will be able to provide your feedback via an online feedback form. You will also be able to access our Preliminary Environmental Information Report (PEIR), which has been prepared in the same format as an Environmental Impact Assessment. The PEIR provides greater detail on the Proposed Development when assessed against a range of technical and environmental considerations. The PEIR and other documents forming the Statutory Consultation can be accessed via the website without charge. Hard copies can be obtained at a reasonable charge.
- 5.5 The Statutory Consultation will be undertaken pursuant to the provisions of the Statement of Community Consultation (SoCC). TSH has prepared a Statement of Community Consultation (SoCC) with input from the local authorities including Blaby District Council, Hinckley and Bosworth Borough Council and Leicestershire County Council. The SoCC provides detail on how the applicant will consult with local people and is available to view on the project website. A hard copy can be purchased at a reasonable charge.
- 5.6 The charges for providing hard copies of documents are as follows:
- Statement of Community Consultation £20.00 + VAT
 - Preliminary Environmental Information Report £35.00 +VAT
 - Community Explanation Document £5.00 + VAT
 - Full set of all consultation material comprising all documents being made available for public consultation including appendices and plan £125.00 + VAT

6. The Statutory Consultation

6.1 The Statutory Consultation period commences on 12th January 2022 and runs until 9th March 2022.

6.2 **Public exhibitions** are proposed at the following locations:

<i>Date</i>	<i>Time</i>	<i>Location</i>
Wednesday 19th January 2022	2.00 – 8.00pm	Elmesthorpe Village Hall
Friday 21st January 2022	12.30 - 6.30pm	Stoney Stanton Village Hall
Saturday 22nd January 2022	10.00 am -1.00pm	Elmesthorpe Village Hall
Monday 24th January 2022	3.00 – 8.00pm	Burbage Millennium Hall
Wednesday 26th January 2022	2.00 – 8.00pm	Sapcote Methodist Church
Friday 28th January 2022	2.00 – 8.00pm	The George Ward Centre, Barwell
Saturday 29th January 2022	10.00am – 1.00pm	St Francis Community Centre Hinckley
Monday 31st January 2022	2.00 – 8.00pm	Ashby Road Sports Club, Hinckley
Tuesday 1st February 2022	1.00 – 9.00pm	Narborough Parish Centre

TSH is aware of the potential for changes in guidance relating to public spaces due to the Covid-19 pandemic and we take public health and safety arrangements very seriously. At the time of writing this letter, those potential changes cannot be known. We are therefore currently planning to proceed with the events as outlined above. We will, however, keep this under review

and in the event that any changes are needed in relation to those arrangements, such as restrictions on numbers, booking slots to attend the events or possibly even the need to hold more virtual events in place of those face-to-face exhibitions, we will publicise updates to explain any necessary changes, through our project website, the social media platforms listed above and through local press where possible.

6.3 Webinars are being held on:

Tuesday 25th January 2022 2.00 – 4.00pm

Wednesday 2nd February 2022 6.00 – 8.00pm

6.4 The public wishing to attend the webinars are invited to register their interest via the project website <https://www.hinckleynrfi.co.uk/> or the Community Information Line 0844 556 3002.

6.5 Views on the project can be submitted via a questionnaire which is available online or a request can be made via the Community Information Line for receipt of a hard copy.

6.6 All documents submitted for the Statutory Consultation are available on line without charge. Electronic copies have been made available to local councils, including parish councils, and libraries. The following authorities have been asked whether a hard copy of the consultation material may be made available for inspection by members of the public:

- Blaby District Council
- Coventry City Council
- Hinckley & Bosworth Borough Council
- Leicestershire County Council
- Nuneaton & Bedworth Borough Council
- North Warwickshire Borough Council
- Rugby Borough Council
- Warwickshire County Council

Members of the public should enquire with the local authority whether a hard copy is available for inspection. Alternatively, an enquiry may be made via the Community Information Line (0844 556 3002).

6.7 Details of local exhibitions and webinars will be published on:

- The project website <https://www.hinckleynrfi.co.uk/>
- Facebook ‘Hinckley National Rail Freight Interchange – HNRFI’, Twitter ‘@HinckleyRail’ and Instagram ‘hinckleynationalrailfreight’
- Press Notices
- Site Notices
- A postal communication to all premises within 3km of the main HNRFI site; all premises within the parishes of Barwell and Narborough, and all premises within at least 100m of each of the off-site highway works, including IDI Gazeley and all the occupiers of Magna Park.

6.8 All District, Borough and Parish Councils within 10km of the main HNRFI site will be provided with details of the public exhibitions and webinars.

6.9 Full details of the range of steps taken to ensure adequate consultation are contained in the SoCC.

7. Informal Consultation

7.1 The Statutory Consultation on Hinckley National follows two rounds of informal consultation on the emerging proposals which took place during 2018 and 2019. The 2019 round of informal consultation focussed specifically upon potential off-site highway proposals.

8. Policy Context

National Policy Statement for National Networks 2014

8.1 The Government has issued a series of National Policy Statements (NPS) for major infrastructure projects. The National Policy Statement for National Networks (NPS) sets out the Government's policies to deliver development of nationally significant infrastructure projects on the national road and rail network in England and Wales. In determining the HNRFI proposals the Secretary of State will use this NPS as the 'primary basis for making decisions' on Hinckley National. The NPS sets out:

- The need for development of the national networks and Government's policy;
- The need for development of strategic rail freight interchanges (SRFIs);
- Government policy for addressing need for SRFIs;
- Wider Government policy on the national networks;
- Assessment Principles;
- Specific policy provisions for SRFIs;
- Generic impacts of national networks infrastructure.

8.2 A Planning Statement forms part of the consultation documents and addresses the merits of Hinckley National in the context of the NPS and other relevant policy provisions, including:

- Leicester & Leicestershire Strategic Growth Plan 2050: Our Vision for Growth December 2018
- Blaby District Growth Plan (undated)
- Leicester and Leicestershire Strategic Distribution Sector Study - Warehousing and Logistics in Leicestershire: Managing growth and change April 2021
- Midlands Connect Transport Strategy 2017

8.3 The Leicester and Leicestershire Strategic Distribution Sector Study published in final form in 2020 has identified a shortfall of 768,000 sq m (307 hectares of logistics space) at rail served

logistics sites. The recommendation of the Study is that this shortfall should be addressed.

9. Meeting the need for SRFIs

9.1 Due to the need for SRFIs to be located close to both the rail and road network, the number of locations for SRFIs that are suitable and feasible is limited. The location of HNRFI offers access to the Felixstowe to Nuneaton railway line which enables direct rail connections to and from the main ports of Felixstowe, London Gateway, Southampton and Liverpool.

9.2 HNRFI offers direct access onto the motorway network at Junction 2 of the M69. The East Midlands is home to a fifth of the UK's manufacturing capability. In addition, 45% of rail freight goes through the Midlands. The Midlands sits at the heart of the UK economy and the plans for the HNRFI will deliver much needed facilities to enable this sector to grow as a major economic driver, and facilitate delivery of the Midlands Connect Strategy.

9.3 The Department for Transport Rail Freight Strategy states *'each tonne of freight transported by rail reduces carbon emissions by 76% compared to road and each freight train removes 43 to 76 lorries from the road'*. The HNRFI will embrace a strategic position and role in the UK logistics market and will help reduce carbon emissions.

10. Why this location?

10.1 HNRFI would meet the needs of the logistics industry, including port operators, in serving manufacturers, distributors and retailers. The site is located in what the UK logistics industry regards as the 'Golden Triangle' and the proposals would embrace Leicestershire's strategic position and role in logistics throughout the UK.

10.2 The particular locational features of Hinckley National are:

- Direct rail access to the Felixstowe to Nuneaton railway as part of the main rail freight network;

- Connectivity to the main ports of Felixstowe, London Gateway, Southampton and Liverpool;
- Direct road access to the strategic highway network from M69 Junction 2, aided by the addition of slips to the motorway south of Junction 2;
- The land is not subject to significant environmental designations;
- Within the Leicestershire Local Enterprise Partnership's designated South-West Leicestershire Growth Area.

11. Highway Works

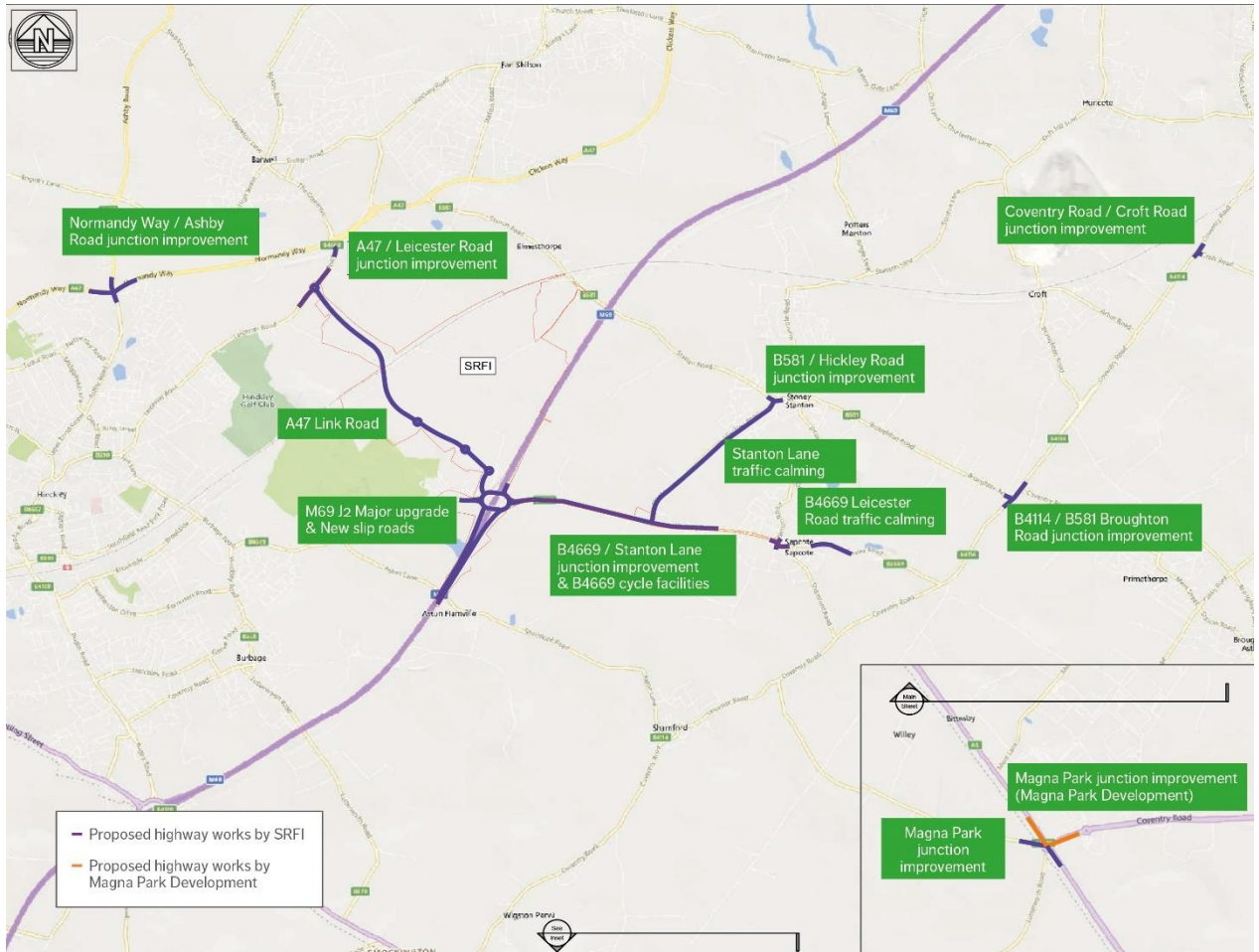
11.1 As referred to above, the second informal consultation exercise sought community views on two potential highway schemes, namely:

- i. A road link between M69 J2 accessing Hinckley National and with the construction of a new railway bridge passing over the Felixstowe to Nuneaton railway so as to connect with the B4468. This link has been named the 'A47 Link'.
- ii. A by-pass for the villages of Sapcote and Stoney Stanton. Alternative alignments were displayed at the exhibition. This was known as the Eastern Villages By-Pass (EVB) or the Eastern Villages Link (EVL).

11.2 Since the holding of these exhibitions, extensive traffic modelling has been undertaken in accordance with the requirements provided by Leicestershire County Highways Authority. Transportation Consultants advising TSH have concluded that the provision of the EVB / EVL is not a necessary highway requirement arising from the traffic associated with Hinckley National and the re-routing of traffic on the highway network following the provision of the south facing slips onto M69 J2. The EVB / EVL does therefore not form any part of the Statutory Consultation.

11.3 TSH propose off-site highway works at a number of junctions which are listed below and shown on the accompanying plan. These highway improvements are under consideration with the relevant highway authorities and have not as yet been agreed.

Transport ID	No.	Location
Blaby District Council		
J17	B1	Junction of B581 Station Road / New Road and Hinckley Road, Stoney Stanton
J19	B2	Junction of B4669 Hinckley Road and Stanton Lane, west of Sapcote
Reduction of speed limit to 40mph from national speed limit, traffic calming features and formalisation of on carriageway parking	B3	Stanton Lane / Hinckley Road, south-west of Stoney Stanton
Traffic calming features, creation of cycle infrastructure and wider footways. Public realm, junction improvements and bus stop relocation at junction of Church Street and B4669. New pedestrian crossing included.	B4	B4669 Hinckley Road/ Leicester Road, Sapcote
J21a and J21b	B5	Junction of B4114 Coventry Road and B581 Broughton Road at Soar Mill, south-east of Stoney Stanton
J50	B6	Junction of B4114 Coventry Road and Croft Road, south-west of Narborough
J52		M69 Junction 2 (Access Infrastructure)
New road		New A47 Link Road (Access Infrastructure)
Hinckley and Bosworth Borough Council		
J13	HB1	Junction of A47 Normandy Way and A447 Ashby Road, Hinckley
J29	HB2	Junction of A47 Normandy Way / Leicester Road, the B4668 Leicester Road and The Common, south-east of Barwell
New junction		Junction of B4668 and New A47 Link Road, north east of the site access (Access Infrastructure)
Harborough District Council		
J48	H1	Cross in Hand roundabout at the junction of the A5 Watling Street, A4303 Coventry Road, B4428 Lutterworth Road and Coal Pit Lane, west of Lutterworth



11.4 The outputs of the transport modelling is that with the provision of the A47 Link Road there are a number of areas that benefit from the proposed changes to the road network. These include Sharnford, Hinckley, Burbage and Elmesthorpe with reductions in traffic on the east – west routes crossing the M69 and north – south on the B4114.

11.5 The proposed south facing slip roads at M69 J2 offer direct or more convenient access to the Strategic Road Network for the residents of Sapcote, Stoney Stanton and other villages east of M69 including Huncote and Broughton Astley. Limited vehicle numbers are shown to go through either Stoney Stanton or Sapcote toward Broughton Astley and with the recent changes to speed limits on the B4114, a more attractive route north to Huncote and Narborough is via the Huncote Road north of Stoney Stanton.

12. Economic Benefits

- 12.1 Rail Freight is a significant and growing part of the national economy and the most efficient way to service the deep-sea ports. The total value of goods carried today in the UK by rail is estimated to be in the region of £30 billion annually. Through access to the ports, it allows local businesses the opportunity to reach world markets. New jobs will be created on site once construction commences, and following occupation of each unit.
- 12.2 Businesses in the local and regional economy would benefit from the trade linkages that would be established to construct the development, meaning that further indirect jobs would be supported locally in suppliers of construction materials and equipment.
- 12.3 Local businesses would also benefit from temporary increases in expenditure as a result of the direct and indirect employment effects of the construction phase, e.g., Construction workers spending their wages in local shops, accommodation and other facilities. The jobs created on site will cover a variety of different roles and skill sets.

The benefits from HNRFI are identified below:

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

12.4 It is acknowledged that a development of this scale will necessarily have some impacts which will be minimised through good design. The examination of the application will consider whether the benefits of NHRFI outweigh these impacts.

13. Proposed Rail Freight Terminal

13.1 HNRFI is exceptionally well positioned on the rail network, in the heart of the Midlands. It is on the main Felixstowe to Nuneaton freight line that links the East Coast Main Line and the West Coast Main Line, as if in the centre of the letter 'H' and is approximately 2.7km east of Hinckley Station.

13.2 The aim of a Strategic Rail Freight Interchange is to take lorry movements off the roads and transfer them onto the rail network to reduce road traffic congestion and reduce carbon emissions. HNRFI is in an ideal location on the rail network to achieve this by providing direct rail connections to the main ports of Felixstowe, London Gateway, Southampton and Liverpool to the centre of the UK, and minimising the final leg of delivery to the businesses on site and by road to the main cities and towns in the Midlands. The required capacity for rail freight to and from this terminal has already been planned for and does not conflict with plans for new passenger services.

13.3 The rail freight facilities have been designed so that capacity can be provided incrementally to meet demand as it increases. Initially the rail terminal will be capable of handling up to four trains per day. The rail terminal will be expanded in stages. When the full terminal is completed, it will be able to handle up to 16 trains per day each way although it is expected that it may take some years for rail traffic to build up to this volume.

14. The Felixstowe to Nuneaton Freight Railway Line today

14.1 The Felixstowe to Nuneaton railway line is part of an important strategic freight route which links the Port of Felixstowe to the Midlands. Felixstowe is the major container port for the UK, despatching over 33 trains of containers per day and receiving the same number. As Felixstowe

grows, so will the number of freight trains serving the port, with capacity now being provided to allow the number to increase to 45 trains each way per day.

14.2 As well as trains to and from Felixstowe, the line is currently used by two passenger services each hour in each direction: the Birmingham to Leicester service and the Birmingham to Stansted Airport service. The number of train paths required for the growth of freight in the UK, including to HNRFI has already been allowed for and the plans for more passenger services do not conflict with this.

15. The Felixstowe to Nuneaton Freight Railway Line in the future

15.1 Network Rail produced rail freight forecasts in 2013 and 2018. Both suggest an increase in demand for rail freight, with the 2013 study suggesting that demand for freight paths between Nuneaton and Leicester could increase by a further 50% between 2023 and 2033. Network Rail's freight and route strategies have been developed to allow for this growth in freight traffic as well as potential growth in passenger traffic. Tritax Symmetry is working closely with Network Rail on the design of HNRFI.

16. Transport and Access Arrangements

Access

16.1 HNRFI is situated in a highly accessible location and is extremely well served by the road as well as rail, with direct access onto the M69 motorway via Junction 2 and thereafter the wider Strategic Road Network (SRN). The proposed access is from junction 2 of the M69 motorway. Works to junction 2 of the M69 will comprise of the reconfiguration of the existing roundabout and its approach and exit lanes; the addition of a southbound slip road for traffic joining the M69 and the addition of a northbound slip road for traffic leaving the motorway at junction 2.

Sustainable modes of travel

16.2 TSH is committed to encouraging travel to HNRFI to be undertaken by all modes, and will be actively promoting travel by modes other than the private motor car. A key component of this is the preparation of a Travel Plan, which will identify targets and measures to achieve this.

Route management strategies – construction and operational traffic

16.3 To minimise impact on local roads, route management strategies will be implemented to ensure that traffic uses suitable routes and is concentrated on the strategic road network.

17. The likely impacts of the Hinckley National Rail Freight Interchange

17.1 HNRFI will have a range of potential effects on the surrounding area therefore an Environmental Impact Assessment (EIA) is being carried out. The results of this assessment will form an Environmental Statement (ES) which will be submitted alongside the DCO application. The ES will explain how the proposal has been designed to minimise or mitigate any potential negative impacts and to maximise potential benefits. Assessment will be ongoing throughout the consultation period and will look at the likely effects on:

- Socio-economic aspects
- Transport and Traffic
- Air Quality
- Noise
- Landscape and Visual effects
- Ecology and Biodiversity
- Cultural Heritage
- Surface Water and Flood Risk
- Hydrogeology
- Geology, Soils, Land Contamination and Groundwater
- Materials and Waste
- Energy and Climate Change

- Major Accidents and Disasters

18. The DCO Application Process

DCO Application submission and Acceptance stage

- 18.1 Submission of the application is anticipated late summer/early autumn 2022.
- 18.2 The Acceptance stage will begin when TSH apply for development consent to the Planning Inspectorate. There follows a period of up to 28 days (excluding the date of receipt of the application) 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

- 18.3 At this stage, the public will be able to register with the Planning Inspectorate to become an Interested Party by making a Relevant Representation. A Relevant Representation is a summary of a person's views on an application, made in writing. An Examining Authority is also appointed at the Pre-examination stage, and all Interested Parties will be invited to attend a Preliminary Meeting run and chaired by the Examining Authority. Although there is no statutory timescale for this stage of the process, it usually takes approximately three months from the Applicant's formal notification and publicity of an accepted application.

Examination

- 18.4 The Planning Inspectorate has up to six 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. Careful consideration is given by the Examining Authority to all the important and relevant matters including the representations of all members of the public, any supporting evidence submitted, and answers provided to the Examining Authority's questions set out in writing or posed at public hearings.

Recommendation

18.5 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 six-month Examination stage. The relevant Secretary of State then has a further three months to make the decision on whether to grant or refuse development consent.

Indicative Development Timescales

18.6 Subject to the grant of the Development Consent Order, it is currently envisaged that preparatory site works would commence in 2025. The A47 Link and the works to the M69 J2 would be completed prior to the first occupation of any logistics building.

19. Further Information

If you have any questions, you can also contact us in the following ways:

- *Email us at hinckleynrfi@lexcomm.co.uk*
- *Visit the Project Website <https://www.hinckleynrfi.co.uk/>*
- *Call our Community Information Line on 0844 556 3002 (Mon-Fri, 9am-5.30pm).*
- *Write to C/O Lexington Communications, Third Floor, Queens House, Queen Street, Manchester, M2 5HT.*