

I wish to comment on the following relevant representations:

1. Hinckley & Bosworth Borough Council

Blaby District Council

Both Councils refer to the comment in The Leicester and Leicestershire Strategic Distribution Study (updated March 2022) that 'Hinckley NRFI site being promoted would meet the anticipated demand to 2041 for rail-served warehousing in Leicestershire.' Whilst both councils recognise that Hinckley NRFI is only one option that could be taken forward and neither council supports the choice of location, I think that the objectivity and reliability of the study quoted should be questioned.

The study was based on The Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change April 2021 (updated March 2022) written by GL Hearn for the Leicester and Leicestershire Authorities (attached). On Page 23 of the report, GL Hearn list the stakeholders that they have engaged with in the preparation of the report. These include Tritax Symmetry and a number of their advisers. I therefore question the impartiality of the promotion of HNRFI to satisfy future warehousing demands.

The GL Hearn study appears to be based on Leicestershire continuing to provide a major part of the UK's logistics. It is difficult to see how Leicestershire can have either a current or future deficiency of warehousing on either a local or even a regional basis when South Leicestershire is home to Magna Park, which is the largest logistics park in the UK (and the largest dedicated logistics park in Europe).

The GL Hearn study also fails to address the possibility of rail linking Magna Park, which would seem the obvious solution to providing a further SRFI in Leicestershire.

2. Alan Sutton

Andrew Nicholas Warren

Priscilla Bennett

Colin Phillips

Michael O'Boyle

Robert Combellack

Brook Richardson

The above representations cite job creation as a key advantage of the project. I disagree. The area does not have a high level of unemployment. Neither Blaby District nor Hinckley and Bosworth District are ranked as areas which require levelling up. Magna Park is constantly advertising for workers and there is a direct bus service from Hinckley to and from Magna Park, so anyone in the area who requires a job at a freight hub should easily be able to get one.

3. Hannah Papadopoulos

James Peter Cannam

Chris M Allen

Jeffrey Badland

Adrian Michael Parkinson

John Cable

Nigel Hutchinson

The above representations cite the advantage of the move of freight from road to rail. Whilst I agree that every effort should be made to move freight from road to rail in order to decarbonise, I do not agree that the choice of HNRFI as a location achieves this objective. There is no market locally due to the proximity of the area to other freight hubs. It seems likely that, although some of the freight may be brought into the site by rail, the onward journey across the length and breadth of the UK will inevitably be by HGV. At their kick off meeting with PINS on 26 June 2017, Tritax (then DB Symmetry) advised that a consideration in the site selection was that it was within approximately four hour's drive time of 80% of the UK population. In their Frequently Asked Questions section of the website which Tritax set up in May 2023 they cited 9,000 HGV movements per day. True decarbonisation would be better achieved by siting hubs up and down the rail network close to the markets that they are intended to serve. Since it is a national rail network, there is no limit on how far from the ports or airports the freight can travel and proximity to market rather than location on a specific rail line should be the key consideration.