

Background

- I live in Sapcote, which is located 2 miles from HNRFI and 9 miles from Magna Park – the largest logistics park in the country (and the largest dedicated logistics park in Europe). Consequently, our daily lives are already blighted by serious traffic congestion.
- Warehouse capacity has become concentrated in the East Midlands over recent years. It would be fairer to spread the growth of new logistics sites across the UK. This would also achieve the Government's objective of creating a national network of SRFIs.

Market Need

- There is no market need due to the proximity of other SRFIs in the area (including Daventry International Rail Freight Terminal (DIRFT) and East Midlands Gateway (part of the new Freeport complex)).
- Magna Park already utilizes DIRFT. (Located 8 miles from Magna Park.) The planning permission for the recent extensions to Magna Park was granted on the basis that a road shuttle between DIRFT and Magna Park was implemented. Evidence submitted by ProLogis to the DIRFT III DCO examination on the operation of the intermodal terminal at DIRFT I showed that, for containers arriving by rail on the primary leg of their journey, the secondary leg by road was concentrated within 15km of DIRFT – This would be mainly Magna Park. DIRFT brings in freight from Felixstowe via the all-electric line round London as well as from Southampton, Tilbury and Liverpool.
- Magna Park serves the whole of the UK and is therefore not a local market. A feasible environmentally sound option would be to put in a short electric railway link from Magna Park to the nearby West Coast Main Line. A possible route would be to depart Rugby along the historic Midland Railway route, crossing the existing masonry viaduct in Rugby, crossing the M6 on a new bridge, and diverging off the historic route close to the southern edge of Magna Park. This would be a route length of 8.7km. Tritax has not considered the possibility of rail linking Magna Park.
- South Leicester is more accessible from Magna Park than from HNRFI due to severe congestion at junction 3 M69 / junction 21 M1 roundabout.
- Coventry is equidistant from DIRFT and HNRFI. The main freight park in Coventry is Coventry and Warwickshire Gateway, which is on the opposite side of the city to the M69 and would require freight from HNRFI to be taken round the already congested Coventry Eastern Bypass.
- Tritax state in their application that HNRFI would not take any work from existing SRFI's, but they do not provide any data to back this up. It seems very likely that the markets they envisage would take work from DIRFT.

Traffic impacts

- Traffic congestion in our area is already severe. Key pinch points are:
 1. Junction 3 M69 / M1 Jct 21 roundabout – long queues for most of the day and evening, often back to Junction 2 of M69 and backing up on the four lane M1 in the other direction.
 2. Junction 1 M69 / A5 roundabout – heavily congested at peak times. This would be intensified if HNRFI was to become a road shuttle to Magna Park.
 3. B4669 from Sapcote to Hinckley – long queues at peak times.
 4. Sapcote 'S' road bend in the centre of the village with very narrow pavements. The pedestrian crossing and bus stop relocation which Tritax propose will do little to improve the situation.
 5. Opening up extra slips at M69 Junction 2 will increase traffic coming through Sapcote from Broughton Astley direction to join M69 for Coventry. Neither of the bypass options proposed by Tritax in 2019 would solve this issue. Option A, routing between Sapcote and Stoney Stanton would take out the overflow car park for Stoney Cove Diving Centre, which is linked to the Centre by a tunnel under the road so that divers can safely walk to the diving area. Moving the bypass route to the side of the carpark would put it directly opposite the entrance to the Centre, causing traffic congestion. Option B went in a circular route from the B4669 round Sapcote to come out at the other side of the village. This would cause congestion where it joined the main road through Sapcote. Traffic would be likely to try to take the more direct route straight through the village.
 6. The off-site APNR system proposed by Tritax would be very difficult to police. Sapcote would be an obvious short cut to Magna Park for HGV's.
 7. Mini roundabout in the centre of Stoney Stanton – Tritax are not proposing any alterations to this junction. This is already a bottle-neck and is the main route used by Calor Gas lorries out of their site.
 8. No resilience in the area to closure of M69.
 9. Most people in the area commute to work in Leicester (mainly) or Coventry – increased traffic congestion will decrease productivity.
 10. Additional downtime at Narborough level crossing will severely increase congestion through the villages. Tritax say that only one additional freight train will be added between 7 – 10 am, and two between 4 –7pm, but this leaves a further 13 trains to allocate, assuming that the 16 trains per day that Tritax suggest are all to go via Narborough. This will inevitably increase congestion at off-peak, as well as peak, times.

Labour Market

- We do not have 8,400 to 10,400 workers available locally. Employees from the deprived areas that Tritax say will provide the workforce will not afford local house prices and so will have to be bussed in daily since the nearest railway station to HNRFI is in Hinckley town centre. This level of in-commuting will seriously intensify traffic congestion in the area. (Magna Park already busses in workers from across a diverse geographical area).
- The original build of Magna Park coincided with the collapse of the hosiery industry in Hinckley in the late 1980's, which provided a ready pool of workers, but these workers are now nearing retirement and the labour skills pool in Hinckley has changed markedly since then. The biggest employers in the area are now the service industries. Horiba MIRA, a large research hub located on the A5 on the other side of Hinckley, and the Meridian, Fosse Park and Grove Park complexes at junction 3 M69 are big employers in the area.
- The cycle ways and pedestrian access to HNRFI that Tritax propose will be of no use because it is unlikely that any employees will live within walking or cycling distance of the site.

Rail

- The Felixstowe to Nuneaton line already serves East Midlands Gateway, Hams Hall, and Birch Coppice SRFI's and will

also serve the West Midlands Interchange. This suggests that rail pathways on the inbound route from Felixstowe are limited. The line is still diesel and would require major upgrade for HNRFI to be the type of consolidation hub that Tritax propose. DIRFT is far more suited to this type of operation.

Environment

- HNRFI site is situated on the edge of Burbage Common and Woods. This is a Country Park and is well used locally, particularly by families. The Woods are ancient woodlands and are one of the best bluebell woods in the county. The Pandemic has particularly highlighted the need for green spaces. The buffer areas that Tritax are proposing will offer little protection from the noise and diesel fumes of the HGV's. The link road along the edge of the common proposed by Tritax will only intensify this.
- Whereas the DIRFT/ Magna Park complex is constructed mainly on a large tract of open land, HNRFI is very close to the residential areas of Hinckley, Burbage, Sapcote, Stoney Stanton, Elmesthorpe, Aston Firs and Aston Flamville. There is a mobile home park and a permanent travellers' park immediately adjacent to the HNRFI site.
- Residences on the west side of Sapcote and Stoney Stanton have been impacted by severe flooding in recent years. This is likely to be exacerbated by concreting over such a large area as the proposed site.
- Given that the proposed site is only 9 miles away from Magna Park, the cumulative impact of both developments on the lives of the residents of the area needs to be considered.

Alternative sites

- Very narrow geographical spread of alternative sites looked at by Tritax. (7 sites clustered around the Felixstowe to Nuneaton railway line in Leicestershire.) Brooksby, Syston Junction and Barkby Lane would be too far away from Tritax's stated markets of Coventry and Magna Park.
- No sites in Warwickshire were investigated, despite Coventry being seen as a key market. (Coventry is on the West Coast Main Line and close to the new HS2 route, and also M6, M40 and A45. The Coventry to Leicester railway line proposed by Midlands Connect may offer further potential sites for a SRFI in Warwickshire, if needed.)
- Given that Tritax see HNRFI as a national distribution centre, it would make sense to consider sites adjacent to the sea ports so that the freight could be sorted there before being sent on its onward journey by rail.