

From: [REDACTED]
To: [Hinckley SRFI](#)
Subject: Hinckley NRFI - Comments from a local resident
Date: 03 February 2025 15:04:41

[REDACTED]

Dear Secretary of State,

I'm emailing you as I am disappointed to discover that Tritax have yet again been given more time to come up with further nonsense regarding their plans for the Hinckley NRFI.

As I stated in my initial and thorough objection, over a year on I still cannot see how this development can be either justified or is required in the location. I am aware that this was raised in Parliament recently, and I don't believe that the answer was made with the full understanding of the situation. Therefore, as a resident of nearby Earl Shilton, a village that will be very much affected by this project, I would like to highlight the following points please;

- There are several other large Railfreight Terminals in the area, Daventry, East Midlands Gateway, Hams Hall, Lawley Street, and I'm not aware that any of them are 'at capacity'.
- The proximity to Burbage common and the surrounding villages is unacceptable, as is the use of green belt land when there are many other sites in the East Midlands which can make use of excellent existing road-rail facilities and use brownfield sites well away from residential areas at the same time, with some joined up thinking and investment. Tritax have chosen the Burbage site because they can make the most money from this as it required the least amount of investment outside of the construction of the terminal itself.
- The roads in the area are wholly unsuitable for yet another large-scale development, especially one which Tritax themselves stated it would take 10 years to complete. The scheme does not include anywhere near enough to counter this additional traffic and damage from large vehicles, and also, any works of that nature would in themselves cause disruption to local residents.
- I am concerned about the additional pollution, both in fumes from lorries and noise, that the construction of this development will inevitably bring.
- I don't feel that there is a proper understanding of the risks caused by a considerable increase in lorries using the roads in the area, both during construction and after the opening of the terminal. By its very definition, containers will be loaded/offloaded onto road vehicles at this location, and these vehicles will then use the roads in the area to arrive/depart from the site.
- Having spoken to Tritax directly at one of the consultation events held locally, I was left completely aghast at the lack of answers to very simple questions, showing that there was very little concern or effort put into truly understanding the large impact vs the minimal overall benefits to this scheme. This illustrated to me that they are

only interested in the profit they can make and not the bigger picture, which is typical of many firms behind these projects.

- When I asked Tritax who the prospective customer base was to be for this terminal, they had no answer. Living locally, I don't see the requirement for another terminal, as all businesses that require containers are currently served adequately by the existing infrastructure.
- I believe that there is delusion about the potential quantity and quality of jobs that will be created from this development.

I would like to finish by stating that I am very much in favour of removing lorries from roads and putting freight back on the railway, it's a far more efficient mode of transport and as a railway employee it can only be a positive thing for the industry. However, it must be done responsibly and with due care and thought about not only the effect the development will have on the surrounding area, but also what the point of the development is in terms of what customers will actually benefit from it. I don't believe that those points have been properly thought through with this development, it feels like profit is the only goal at the expense of everything else, and I think it will be a great shame for all concerned if it is given permission to proceed.

Kind regards,
Benn Pollard

