

From: [REDACTED]
To: [Hinckley SRFI](#)
Subject: Hinckley National Rail Freight Interchange Response by IP 20038907
Date: 06 February 2025 17:11:36

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Dear Sirs

Interested Party Reference – 20038907

Comments on the TSH response (10 December 2024) to the SoS letter (10 September 2024)

I am overwhelmingly against the HNRFI proposed development going ahead, as I have stated in previous responses during the consultation and examination process. I support the Examining Authority's (ExA) recommendation for the SoS to withhold consent for this application.

The proposed development would have a damaging impact on the rural area and local communities, and it is extremely disturbing to read in the Applicant's response '*The residual local impacts of HNRFI are very clearly outweighed by its extensive and significant benefits*'. The Applicants comments are dismissive and misleading. The repercussions are far reaching beyond the immediate vicinity.

The proposal to make the M69 J2 into an all-movements junction is not a benefit as it would cause a lot of traffic problems discussed at great length during the examination. I do not believe the safety concerns raised in the SoS letter of 10 September have been adequately addressed by the Applicant, specifically in respect of pedestrians and equestrian traffic. Opening this junction, whilst providing some benefit for residents, will also offer a thoroughfare for additional HGV traffic that currently navigates away from this area. Sapcote, Stoney Stanton and Sharnford would become even more of a thoroughfare for additional HGV and commercial traffic.

The proposed 8,000 additional employees travelling to the area would access from a variety of directions and increase traffic issues. No mitigation for travel arrangements, such as park and ride access appear to have been considered.

The additional traffic, comprising HGVs and employees, culminating at M1, J21/M69, J3 will impact a situation already reaching capacity. The Applicant is not proposing to undertake any works to mitigate impact on this Junction. There are already longstanding capacity constraints driven by the restricted width of the M1 underbridges on the circulating carriageway and merging onto the M1 from the M69. There is a clear aspiration to improve current conditions by National Highways and Leicestershire County Council however this is not possible without Government investment. Any increase in existing traffic is unacceptable to regular commuters and users of this junction and it will become even more of a critical mass.

The ExA had gone to great lengths to understand the situation in Sapcote and the Applicant's proposals. The ExA did not agree with the proposals for 'vehicle signage'. The

notion of reducing the width of the road to ensure that only one HGV could get through would inevitably cause more safety problems to a situation that is already an issue. It is a poorly thought out 'solution' as there is no provision for what happens when there are two oncoming vehicles in the narrow part of the road, forcing a vehicle onto the pavement to avoid collision. There is no provision for who would be required to give way.

The proposal to move the bus-stop into a lay-by raises several concerns and no apparent contingencies. For example, if a bus is in the lay-by, it obscures the on-coming traffic warning sign to other vehicles. It is a busy area, with children waiting for school buses, deliveries to the Co-op, residents accessing the shop, parents taking children to and from school, delivery and collection of goods from the parcel drop facility. In proximity there is a day-nursery, a residential home, other businesses, as well as residential properties.

The Applicant has not provided all reasonable steps to mitigate against the impacts of junctions operating in Stoney Stanton. The proposed solution is to add traffic lights however, from current experience, this will cause havoc. There is insufficient space for cars to wait at the lights without blocking access to other junctions, i.e. Hinckley Road and B581 and surrounding roads. The junction is close to the Doctors Surgery, two churches, and Manorfield Primary School. There have been several HGV collisions with the building on the corner of the roundabout where Long Street crosses the B581 adjacent to the Co-op. There is already substantial HGV traffic through the village and these junctions, combined with similar problems in Sapcote, mean there is no feasible HGV route away from the M69 J2 to the south.

In the SoS letter 106 and 107 there were very important comments about the need to maintain travellers' sites. The Aston Firs site is a well-established and settled community and accepted in the local area. Any developments which are detrimental to the site should be avoided.

Yours faithfully
Jane Carroll

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