

I again submit objection to this proposal following the acquisition hearings due to the impact to local environment, highways and infrastructure. I also object due to the severity of change of use for the land and that other location are better suited having already established rail freight infrastructure at Daventry.

The environmental impact to such a large expanse of land has not been fully reported. The simple 'diversity' measure does not capture the true impact to nature through the construction and longer term change if built to established eco systems locally. I believe from other development nationally it has been proven the consequences of such developments are detrimental to the natural habitat and will negatively impact the future course for all wildlife.

The removal of this landscape will also have an impact to those using the space socially for wellbeing and appreciation of natural open spaces. In addition the noise, light and air pollution will severely restrict the ability for this space to offer any value to local residents or wildlife once built.

This impact will extend to residential dwellings that are currently in place, as well as those within existing planning processes. This in turn takes what was/is a semi rural district and changes it permanently into a semi industrial site. This is a fundamental breach of the construct of the lifestyle residents have chosen for themselves and their families, both now and in the future.

This impact to living standards will only worsen, taking away open spaces that offer a natural respite to local residents. I can see no social planning to compensate for this impact with additional provision of green spaces and park lands. Other residential planning applications will again only worsen this position where residents will have no or limited access to much needed recreational land.

I also notice that the highways planning is severely lacking in any detailed consideration for the increase of road traffic & type. Local villages will see huge increase in road freight impacting Burbage, Sapcote, Sharnford and surrounding villages which the road network is ill prepared for.

If any such development were to take place, then additional provision would be needed for dedicated pedestrian and cycle networks. Specifically the B4669, B4668, B581, B4114 would require dedicated pathway & cycle lanes as the future levels of heavy goods vehicles would not be conducive to a safe environment for the two to mix. Important to also note that if no dedicated provision, then locals would ensure the hierarchy of road users ruling is upheld and that pedestrians, cycles and horse riders would take priority over all others, potentially frustrating the flow of your HGV traffic.

Each of the points above can be seen first hand when visiting other new distribution sites and has already had a detrimental affect to the living standards and natural environment of Burbage and surround areas. This development would simply be the tipping point in taking a location that is clinging onto the last remaining thread of identity and heritage forcing it into a traffic congested, semi industrial waste land. This legacy is one all parties should consider carefully in relation to future consequences.