

I live in Sapcote and I am extremely concerned about the impact of HNRFI on the village and on my life. I attended the consultation in Sapcote in January 2022 and asked about the highways improvements that were proposed, but no one was able to give me any details of them, including the widening of the footpaths. I was expecting to see outline plans of the proposals, but there was nothing available. Now, I see from the final application that the only proposals are a pedestrian crossing, moving the bus stop and creating parking bays. I cannot find any details concerning the location of these parking bays and am concerned that this has not been put to a consultation.

I also felt that the information given at the consultation did not address market need. This is a major development that is not required in the proposed location because many existing rail freight, warehousing and logistics distribution facilities are established in the close vicinity. Magna Park is less than 10 miles away and Daventry International Rail Freight Terminal (DIRFT) and East Midlands Gateway are within 25 miles. At the consultation, I was informed that HNRFI was needed for the local automotive industry. When I said that we did not have a motor industry locally, they said that they were referring to Horiba MIRA – I had to point out to them that MIRA was a motor research and testing facility and so would not have a great need for freight. They did not have an answer for that but talked instead about the proximity of HNRFI to the deep-sea ports that they said the motor industry needed. As the UK railway is a national railway, I did not feel this had any relevance to the siting of the hub.

The section of the railway on which HNRFI will be sited is only suitable for diesel trains (the dated infrastructure makes it difficult to electrify). Its capacity is restricted by the level crossing at Narborough. An extra 16 trains movements a day, with trains half mile long, will cause significant disruption in Narborough and the surrounding locality.

Traffic congestion is already a significant problem in the area. HNRFI will make this worse with an extra 9,000 HGV movements per day (per FAQ section of Tritax's HNRFI website that they put up in May 2023) and commuting of 8,400 to 10,400 workers per day. The M69 becomes grid-locked at the junctions with M1 and A5 at peak travel times and when accidents and breakdowns reduce available lanes. Proposed mitigation will only increase traffic on roads through local villages causing pollution and hardship for local residents. As a keen cyclist, I am already concerned by the amount of HGV's coming through the village and the local area.

Local unemployment levels are low. The envisaged jobs created will be filled by people living outside the area and so result in additional commuter traffic.

The proposed site is next to Burbage Common, a country park enjoyed by locals and an important area for wildlife. The 24/7 rail and warehouse activities will cause noise, light pollution and other adverse environmental impacts for Burbage Common. I frequently visit the Common myself, as I enjoy walking but if HNRFI is allowed to go ahead, I do not feel that I will be able to go there due to the noise and general impact of the hub. Also, many of the local footpaths connecting Sapcote, Stoney Stanton, Elmesthorpe and Burbage Common will be lost with uncertainty regarding alternative routes.