

1. Environmental Impact: I do not believe this development will contribute sufficiently to help achieve the aim cutting greenhouse gas emissions by at least 80% by 2050 to warrant its construction.

I believe the figures are flawed in the estimate of the number of vehicles that would be taken off the road. The developer implies that most goods arriving on container ships into the sea port will need to be transported by rail to the Midlands, however, it is reasonable to assume that not all goods arriving at the port will need to take this route. Consequently, an as yet unknown number of road haulage vehicles will continue to drive to the port and onwards from there. This does not appear to have been taken into consideration and I have not seen any information on this.

There have been suggestions of industries that might use this HNRFI facility – such as the car industry, however I have not seen any evidence that this has been clearly identified, confirmed, or requested by any particular industry. Car production is changing; For example, a major car manufacturer in Coventry, Jaguar Land Rover, was recently involved in negotiations to build a Gigafactory at Coventry Airport. I now understand, however, that they are considering building the Gigafactory on Teeside, close to the battery manufacturer. There have also been reports that Toyota may consider closing their UK manufacture (Derbyshire & Wales) due to the Government targets for zero-emission production coming into force.

Establishing that the HNRFI would be used as a true railport and who would use it is essential to it having any environmental benefit. Only three of the planned warehouses are located alongside the railway line - all the other warehouses appear to be for use by road haulage vehicles using the M69. This area already has more than its share of road haulage warehousing and I feel the status of a 'Rail Hub' is being used as an excuse by the developer to build yet another new huge warehousing site.

I believe that rather than decreasing the number of road haulage vehicles on UK roads, it may even increase, because in addition to the unknown number of vehicles that will continue to visit the sea port and HNRFI, an as yet unknown number of vehicles will be also be servicing the additional road-transport-only warehousing and proposed Lorry park. Again, there is no information on what impact this will have on both the environment and local roads.

The 'Rail Hub' has no passenger station for workers to actually travel by rail to the site. The nearest station is in Hinckley – requiring onward travel through the town to get to the HNRFI. Due to the proposed site location, it is unrealistic to assume that local workers would walk or cycle to work there. The majority will have to drive, leading to increased congestion on local roads and the already long tailbacks on the M69 at peak times. Transporting the proposed 8000 workers by bus, cycling or walking whilst desirable, is extremely unlikely.

The 10MW gas fired power plant will add to the vehicular carbon emissions. No modelling or information is available for this proposed gas power station. and the UK electricity generation is scheduled to be fossil fuel free by 2035, and net zero by 2050. How is building a 10MW gas fired power plant going to help work towards this, with no commitment to carbon capture and storage/utilisation in the project description? It is unclear exactly where this gas fired power plant is going to be from the illustrative master plan, but if it is in the area marked "energy services" then this is very close to the SSSI area and no air quality assessment has been undertaken at this stage, and I cannot see this within the climate change assessment. How can the developer state that formal consultation has been sufficient leaving out such critical details? It is disappointing considering the close proximity to residential areas that a full Health Impact Assessment has not been undertaken.

2. Noise Pollution increases: I live in Burbage and we are already subject to noise - even indoors, from both traffic on the M69 and passing trains sounding their horn. At present this is mostly during the day, but the HNRFI will operate 24/7, so the additional noise, pollution, and extra traffic on the roads in the area will also continue 24/7. This will have an impact on the quality of sleep and life, for me, my fellow humans (especially those living near the proposed site) and wildlife in the area.

3. Green wedge: Without the green wedge between villages the whole character of the area where I have lived all my life will irreversibly change. It feels as though we are being surrounded by the walls of huge warehouses, lorries and vans. This will have a negative impact on my mental wellbeing. We have witnessed locally how additional warehousing is added to sites at a later date, and I fear that the road haulage warehousing at this site will almost inevitably be extended further into our countryside in the future.

4. SSSI and Countryside: The potential effects on the wildlife of SSSI Burbage Common & Aston Firs woods can only be estimated but cannot be defined. Loss of the countryside surrounding the site will result in an inevitable drop in the number of insects available to feed wildlife at the SSSI, and a loss of habitat for pollinating insects that help in local food production. Food produced by the existing farms is sold via their own Farm Shop and by local Farmers' markets. This means the carbon footprint of the food produced is low. This environmental benefit would be lost if the land is used for the HNRFI. The negative effects on the SSSI will only become clear once it is too late to save it. This would be devastating for local people and wildlife.