

Written Submission to PINS re: HNRFI application – 10 October 2023

Jane Carroll, resident of Stoney Stanton - 20038907

I believe the HNRFI application should not be accepted and allowed to go ahead for many reasons including the concerns outlined in my original Relevant Representation.

I now take opportunity through this Written Representation to elaborate further on some of the factors that will have a personal effect and on wider issues that will impact the quality of life for myself and within local communities.

I provide regular childcare support to family in Loughborough and Cropston, in Northwest Leicestershire, and frequently travel on the M69, M1, A46 and A6 from Stoney Stanton. There are already considerable difficulties at peak times at Jnc 21 of the M1 with the M69 which are difficult to negotiate. The HGV traffic generated from the HNRFI site will only exacerbate an already challenging situation and would significantly impact on my travel. The resultant road congestion will increase emissions and not meet the Government's vision and strategic objects for national networks as outlined in National Policy Statement for National Networks.

The integrated provision of a NRFI will rely more heavily on road transport and we are not in an area lacking in warehousing, such as A5 and Magna Park, alongside other developments.

The lack of agreement between the applicant and relevant highways authorities about the content and completeness of traffic modelling is of huge concern. Whilst it appears several meetings were conducted these were 2-3 years ago and not more recently.

ES Chapter 8 has many places where the information supplied is insufficient to draw a conclusion. The flawed documentation, approach and assumptions made about some significant routes, such as the B581 from Elmesthorpe to Stoney Stanton are misleading and lead to a view that they will not be 'badly affected' by increased traffic. The sensitivity receptors, in my view, are downgraded – they should be 'major' in relation to the school entrance, GP surgery, two churches, village hall hosting a children's playgroup and other activities covering a full age-range and those with disabilities. Their significance is due to their location and these routes are already under pressure from Calor Gas, logistical and haulage companies already operating in Stoney Stanton. The width of roads and increasing residential traffic, compounded by the paucity of public transport in the location, increases the risk factors for local residents. The traffic modelling has been too simplistic.

The proposed employment opportunities that will be created are in an existing area of above average employment although low retention of graduate employees is most likely to result in redeployment from other areas. The unintended consequences of which will cause an economic downturn in these areas and increased traffic and pressure on the infrastructure around the proposed site. There does not appear to be any investigation into how the impacts of such a workforce will have on the site operation and on climate change.

Taking over land that is already producing crops and supporting cattle in a post-Brexit world where such production is potentially of a higher priority is counter to Government policy to replace European subsidy and encourage our farmers, through the Environmental Stewardship.

The loss of open space, such as Burbage Common and Woods, will impact on the mental health of local residents. During the pandemic these areas and others surrounding Elmesthorpe, Stoney Stanton and Sapcote were easily accessible for residents to walk and gain exercise and I have

continued to use these opportunities. The negative effects on mental health through the loss of these spaces and the impact of the construction phase ahead of operational will continue to be felt. The statement that *the benefits of the proposed HNRFI development clearly outweigh its likely impact on the features of the site* is not proven by the evidence supplied by the developers at this crucial point of examination.

Air quality, noise, traffic, and light-health are viewed as minor adverse effects to HNRFI. These will all have a huge impact on those living in close proximity to the site, such as Elmesthorpe as well as wider areas. Large buildings will dominate the landscape and be out of character with the surrounding area. This will have a devastating effect on the environment and the traffic generated by the operation of the site will exacerbate an already acute traffic problem.

ES Chapter 7 underestimates the impact of the development on the health and wellbeing of residents. ES 7.43 says that substantial development of national road-rail networks should minimise social and environmental impacts and improve quality of life. This development will have the opposite effect.