

Employment opportunities.

The projected employment opportunities do appear to be inflated and over optimistic, it would not be unreasonable to request evidence of the method used and the real world accuracy of the data of that method from historic predictions engaging the same method.

Environmental.

The impact of the proposed development has been grossly understated, the proposed development will have a devastating ecological impact on mammals, amphibians, insects especially bees and birds.

The existing hedgerows add value to the countryside environment, they are essential for nesting birds, providing roosting places, the flowering varieties providing a source of nutrition bees and other insects, the fruits including nuts provide for mammals, various bird species including migratory birds spending winter in the area, such as Redstarts and Fieldfares. The hedgerows provide shelter for ditches and low areas thus providing a damp/moist environment for amphibians, insects along with plants that favour this environment,

The existing trees compliment the hedgerows providing positive benefits to all creatures much as already stated.

The proposed development in relation to Burbage Wood and Common is incomputable with the purpose of Burbage Wood and Common which is to conserve ancient woodland, common and the associated ecology, this a habitat for creatures great and small, the proposed development will have a negative impact upon those creatures, 24 hour noise, dawn to dusk lighting, the increased exhaust pollutants from rail and road, let alone the run off from defective vehicles leaching various fluids harmful to all forms of life as they find paths into water courses.

I feel that I must mention birds of prey, especially nocturnal species that scour the fields surrounding Burbidge Wood and Common to survive, the proposed development will deprive these species of an essential food source.

Noise pollution and quality of life.

The noise transmission to the existing surrounding environs has been grossly understated, depending upon the prevailing wind the rail traffic traversing the Leicester to Nuneaton Railway may be clearly discerned in Barwell, although this is intermittent with a short duration, this is in stark contrast to a 24 hour operation constantly unloading/loading containers along with associated shunting movements, then the constant arrivals and departures of the diesel locomotives with the trains of containers.

The containers will either need to be transferred to trailers for onward road transportation or moved to onsite warehousing facilities to be unloaded for further distribution by road.

Road infrastructure, congestion and the associated traffic pollution.

The existing road infrastructure does not have the capacity to support a major development, the proposed road linking to the B4668, at peak times there are tail backs of vehicles joining the A47.

East along the A47 tail backs are common, often stretching several miles on the approach to the Leicester and the outer ring roads, a bottle neck already exists, addition traffic will add to further to the situation.

West along the A47 where it merges with the A5 is another bottle neck, this situation has been very well documented for many years yet remains unresolved.

There are no safe guards to prevent LGV's accessing or egressing from the proposed development from "Rat Running", for example using the B4689 through Hinckley, Burbage or other villages or rural roads to save on time and fuel resources, a common practice with transport contracts is to sub contact to spot hire operators so assurances are worthless.

The A5 is becoming increasingly congested with many distribution/logistic companies using the A5 as a main trunk route due to their location/relocation with close access to the A5 causing much local congestion, some examples follow although this is not extensive:

Amazon, Magna Park, Lutterworth

Asda, Magna Park, Lutterworth

Argos, Magna Park, Lutterworth

Lidl, Magna Park, Lutterworth.

Aldi, Atherstone

DPD, Hinckley National Hub

Royal Mail, DIRFT A5 (bordering Rugby).

Tesco, DIRFT A5 (bordering Rugby).

Sainsburys, DIRFT A5 (bordering Rugby).

Eddie Stobart, DIRFT A5 (bordering Rugby).

Evri (formally Hermes Parcels), Junction 1 Logistics Park, Rugby.

TNT, Kingsbury, Tamworth

In conclusion the proposed development does not offer any positive benefits to the proposed location, only negative aspects to destroy and degrade the natural environment