
HINCKLEY RAIL FREIGHT TERMINAL

Comments on Written Responses

Sapcote Parish Council

UR: 20039514

Oct 2023

1. Leicestershire County Council (LCC)

1.1 In their summary (TR05007-001349) LCC state that the HGV Management Strategy will have an unknown impact on the strategic and local models (1.18) and that a principal concern of theirs is the doubling of traffic through Sapcote (1.20).

1.2 They also confirm there has been no modelling of the mitigation (1.32) and the mitigation proposed for Sapcote does not relate to the impact and is not clearly deliverable (1.34)

1.3 It is not evident to them (1.35) that the HGV routing strategy, and associated Requirements, is comprehensive, robust, implementable, or enforceable.

1.4 They go into more detail in their full comments (TR05007-001348). They point out that the lorry park movements have not been modelled (2.51) We believe all these factors could lead to a further increase of HGV traffic through our village.

1.5 More specifically they consider the impact on Sapcote in 2.72-2.73. In particular they say that:

It is worthy of note that the TWG have been provided with a more detailed select link analysis of the village impact by BWB, although this information does not appear to form part of the formal submission. Therefore, LCC LHA is not in a position to identify the severity of the impact.

1.6 Apart from restricting LCC's own ability to comment on the severity of the impact of traffic through our village, it is important to stress that Sapcote Parish Council is not a party to the TWG, so critical evidence on the severity of the impact on the village, which LCC have confirmed the developer holds and shared, has not been included in their submission, which materially hinders us from commenting on

the increase in traffic (and particularly HGVs) through our village, even though we know HGVs will rise substantially even under Tritax's most benign projections.

1.7 Given that Sapcote is so severely impacted by the proposed development, we believe it is incumbent on Tritax to now release this analysis and for those impacted to be able to comment on it and understand its implications.

1.8 LCC go on to say that:

LCC LHA noted that the B4669 is severely constrained in terms of its width in a number of locations, particularly between its junctions with Buckwell Road and Sharnford Road. LCC LHA had requested further assessment of this sensitive part of the LRN. To date this assessment has not been provided.

1.9 This, of course, includes the very narrow section identified in our evidence between Church Street and New Walk. We consider that the work LCC suggest should immediately be undertaken and the conclusions be available for comment by those impacted by the development.

1.10 Para 2.92-2.96 deal with the mitigation in Sapcote and confirm that this does not address the doubling of traffic through the village or the expected rise in HGVs, even if that is only HGVs attracted onto the LRN, what they refer to as general HGV traffic which: *will not be controlled and its impacts on the residents of Sapcote remain unknown.*

1.11 Para 2.95 refers to a proposed zebra crossing in Sapcote. We were completely unaware of this. Unfortunately, neither we nor anyone in Sapcote has been approached regarding these proposals as far as we can tell.

1.12 After reading the LCC submission we discovered a reference to the mitigation in Table 8.28 (B4) of the Environmental Statement. It is to be delivered we are told by LCC, but they themselves say:

However, based on local knowledge this is proposed to be in a part of the village with restricted forward visibility from the east, heavy footfall, and in a location where available carriageway and footway widths are restricted.

1.13 A diagram is provided at a very small scale in Part 14 of the TA, the Mitigation Works being labeled: 'Potential B4669 Leicester Road Traffic Calming Scheme'. We have enlarged the relevant detail to a readable size here.

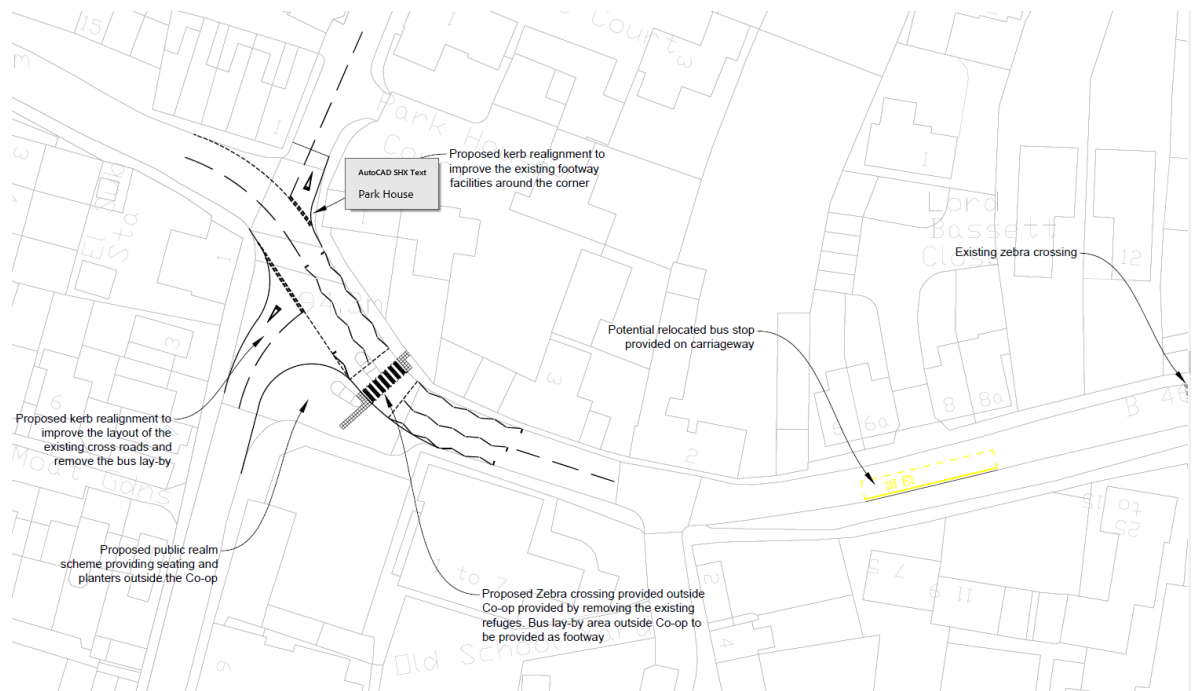


Figure 1: proposed central Sapcote mitigation from Mitigation Works Report

1.14 It can be seen that the zebra crossing would be provided next to the section with the most limited road width (as set out in our previous comments) and where there are significant visibility issues. It is also where children currently cross the road (with a traffic warden). Given the increase in traffic on this section of road, including HGVs, introducing a zebra crossing which relies on driver behaviour to be safe at such a sensitive location may not, in our mind, be beneficial.

1.15 Moreover, the proposals require the removal of the off-road bus stop outside the Co-Op and its relocation north beyond the narrow section of road and pavement where it may delay traffic.

1.16 This was previously used by the X55 but that was replaced by the Fox Connect who use that layby for pick-ups and drops-off as well as the other bus stops in the village. Under the new regime anyone using that service and wishing to access the centre of the village would have to negotiate the narrowest section when alighting from a bus.

1.17 In addition, all secondary aged children have to travel to local towns for schools. The majority travel by bus to either Broughton Astley/Lutterworth or Burbage/Hinckley. Buses collect children in the morning and drop them off at the end of the day from that bus stop, as this is currently a safe place to access a bus in the centre of the village.

1.18 What seems clear from the LCC submissions is that material evidence exists on the impact on our village which is being withheld from both us and this hearing process.

1.19 That evidence is needed for us to fully assess the impact on our village.

1.20 Furthermore, as LCC point out, the mitigation proposed is not relevant to the real problem, or even something which LCC is likely to support. Moreover, the mitigation has not been discussed with Sapcote residents to gauge whether it would make matters worse or better.

2. Hinckley and Bosworth District Council (TR050007-001239)/Burbage Parish Council (TR050007-001305)

2.1 We also note the comments of both Hinckley and Bosworth Council and Burbage Parish Council regarding the lack of clarity in the traffic evidence. Burbage Parish Council have sought to match the links in the transport assessments to known locations but, like us, without a map, found many impossible. Hinckley and Bosworth Council (Para 7.3.1) point out that the use of bar-maps leads to *a lack of public information on the traffic impacts on different links*.

2.2 Again, we believe the proposer has not yet provided sufficient information with which to allow a proper interrogation of the traffic impacts on those of us who will be most directly impacted by their proposals. This should be immediately corrected.