

Hinckley National Rail Freight Interchange

Burbage Deadline 3 – Response

Burbage Parish Council Written Presentation

Traffic Links & Modelling

In our Written Representation (WR) we expressed our concerns about the vague and obscure identification of the Highways Links which Tritax Symmetry had provided as part of their consultation and application submission. We note the maps which they have now submitted at deadline 2. These now do provide the necessary understanding of the location of these links. However, such a late delivery of this information has robbed the community of the ability to understand this recent submission and certainly not in time for questions or comments to have been raised at either the open floor hearings or the ISH2 hearing on transport matters.

Our comments about the lack of information to engage with the community is proven by the necessity for the publication of these maps as evidence the information was missing from earlier documentation.

Our concerns about traffic modelling have not been addressed in their deadline 2 submission as their answer is simply that Burbage traffic is reduced in general by the proposals and therefore “why are we worried?”.

In our WR amongst other links we raised the following links:

- Welbeck Avenue, Burbage (Link 64)
- Newstead Avenue, Burbage (Link 63)

We now know from the maps supplied that these are the roads in Burbage, that they have no known sensitive receptors and therefore must have a 30% increase in traffic to have been selected. We cannot see how these roads can be subject to such traffic increases (in a scenario where traffic in Burbage is reduced) when they are roads which are unable to be used for ‘Rat Running’ effects or any through traffic. We remain concerned that this is one example of where the traffic modelling has not been proven to be validated. What impact does such potential errors in modelling have not only in Burbage but other communities?

Strategic Road Network Closures

We would like to record our thanks for the matters raised on this topic at the ISH2 hearing regarding the impact upon Burbage in the event of a motorway closure. This issue is critical to the impact that the development may have on our community and we again ask that the modelling which the ExA has requested that Tritax Symmetry carry-out on these matters are presented in a way the community can understand the effects and have confidence in any results.

M1 Junction 21/ M69 Junction 3

We were appalled to hear at ISH2 that Tritax Symmetry have taken the view that they do not have to submit **any** mitigations for this junction due to the additional traffic from the development. Our understanding from the hearing was that given the junction is at capacity and that development HGV traffic heading North will be mandated to use the M69 and this junction which will have severe delays, due to operation of the junction above the capacity. The effect in the modelling is that local

traffic (including non-development HGVs) will see extended delays at the junction and will therefore use the local road network to achieve a route into Leicester or the North bound routes.

If our understanding of the discussions at the hearing are correct, this will add a further, previously not discussed, impact on the local road network and the ability of our local community to go about their normal activities.