

SHARNFORD PARISH COUNCIL SUBMISSION – DEADLINE 3

Sharnford has been ignored by the developer Tritax and this was reflected in the lack of information at the HNRFI hearings at the end of October 2023.

Background

Sharnford straddles the B4114 which was the A46 until the M69 motorway was built in the mid 1970's. The A46 was the main trunk road between Coventry and Leicester and was expected to be relieved by the M69 which would carry most of the commercial traffic travelling between the M6 and M1 motorways. Because of this the A46 was downgraded to a B road, the B4114. As a B road the B4114, between the A5 and the Leicester City border has seen a total lack of investment apart from a short span of dual carriageway which was designed to aid traffic leaving the village of Croft.

In 2007 an action group was formed to pressure the local highways authority into coming up with a plan to prevent the increasing number of HGV's, over 1000/day, travelling through Sharnford. The group, named Sharnford Traffic Action Group (STAG), paid for a video to be produced titled "Death By A Thousand Trucks Every Working Day" which reflected the number of HGV's travelling through our village.

The video was a success being well publicised on TV and local press and resulted in Leicestershire County Council promising a bypass. The bypass was one of two planned, one around Sharnford, and one around Melton Mowbray. The one for Sharnford was agreed due mainly to the inability for two lorries to pass without mounting the pavement outside the post office, the only shop in the village.

Unfortunately, the cost of two bypasses would prove to be too costly and the Sharnford one was dropped. We are no longer at 1000 HGVs plus cars and vans per day but now, in 2023, we are now at nearly **11,000 HGVs plus cars and vans per day**, verified by Leicestershire County Council.

The village will see a mix of vehicles increasing from 3.5 million movements per year to at least 7 million if the HNRFI development is approved. The increase in HGVs in the last few years has been caused by the unconstrained development of logistics parks such as DPD, Amazon, and Magna Park, the largest logistics park in Europe. This is all in addition to Croft Quarry, which is preparing to move away from granite removal, carried out since 1868, to landfilling one of the largest granite quarries in Europe. The landfill was expected to come from the HS2 spoil and vast quantities of London's waste. The company have stated that they expect to import up to 750,000 cubic metres of inert material per year.

The Future

If the HNRFI is approved and the developer achieves its aims, where will the 8 to 10,000 low paid workers come from and where will the 2,000 HGVs / day go to, every 24 hours, 7 days per week?

I am sure this will be announced as progress, but progress for whom? Certainly not for the rural villages of South Leicestershire.