

**Written Statements of Oral Cases**  
**ELMESTHORPE PARISH COUNCIL**  
**10<sup>th</sup> November 2023**

**Open Floor Hearing 1 (OFH1): Monday 30<sup>th</sup> October**

Good Evening Sirs, my name is Becky Roper and to my left is Tony Greenwood, Chair of Elmesthorpe Parish Council. I will be speaking this evening on behalf of Elmesthorpe Parish Council.

As the village that stands to be affected by nearly every single area of concern raised with regard to this application, there are many issues that Elmesthorpe Parish Council have raised both to the Applicant and to the Examining Authority in our representations.

Many of these issues are technical and tangible in nature, which we will visit in upcoming hearings this week. However there is a more human side that we would like to raise on behalf of our village.

The effect of the HNRFI application, on the mental health and well-being of residents of Elmesthorpe, has already been significant and noticeable. Residents are stressed, worried, depressed and incredibly anxious about what is to become of our village, our homes, our livelihoods and surrounding areas. We all have genuine and serious concerns about living with both construction and operational disruptions, and the resulting effects of those within the village.

Not only is our way of life now endangered, but there is a very real possibility of Elmesthorpe being physically separated from our beloved Burbage Common, and restricted from access to essential services during construction, such as our children's primary school and our doctors surgery in Stoney Stanton.

This is an entire village of people who stand to have their lives irreversibly altered, in a very detrimental way and we sincerely ask that the Examining Authority takes this into consideration with the weight that these people, our people, deserve. We are *real people*, and this will crush our community.

Thank you

## **Issue Specific Hearing 2 (ISH2)Traffic and Transport: Tuesday 31st October**

### **Item 3j: A47 Link Road junctions**

There is concern that in the event of incidence on the A47 Link Road, which isn't an impossible scenario, a significant volume of traffic will find the most obvious alternative route which is along the B581 Station Road through Elmesthorpe. The B581 runs parallel to the proposed A47 Link Road and traffic will then route through Stoney Stanton and back around to M69 Junction 2. This is a very real and possible scenario and the village infrastructures would not be able to accommodate or cope with that. It is concerning that there doesn't appear to have been any consideration or modelling for this.

The B581 will also naturally become a rat run: Traffic modelling assumes perfect knowledge of the network and doesn't account for the 'rat-run' mentality.

### **Item 3 (no letter reference as this was a late addition to the agenda): Effect on Elmesthorpe**

[Brief reference was once again made to previous point as raised at point 3j]

The B581 (aka Station Road) through Elmesthorpe, is the village's access to services and amenities, as we have none within the village itself. The removal of Burbage Common Road will mean the B581 is Elmesthorpe's ONLY route to services and amenities.

For example, the B581 is the only access for Elmesthorpe residents to their children's school, and our doctor's surgery in Stoney Stanton. Construction work as proposed at the road junctions in Stoney Stanton on B581 Station Road/New Road/Hinckley Road roundabout and those works on Hinckley Road/Stanton Lane will prevent access entirely to these essential services for residents. Construction will span an extended period of time, circa 10-12 years.

The only alternative route to access the school and doctors surgery would be a 7.1 mile detour via A47 (where associated works are also proposed), B4668 (works also proposed), through Hinckley (which already experiences heavy traffic and delays), over the M69 J2 roundabout (works also proposed) and down Stanton Lane/Hinckley Road (works also proposed).

In normal conditions (without proposed traffic works) this detour takes around 20-25 minutes each way. During construction phase this will dramatically increase in time, if indeed it isn't impassible due to closures, and during operational phase will also be longer due to significant increases in traffic.

Residents do still have to get our children to school and manage to reach our own jobs in time and these delays will be impossible.

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The applicant responded to many points from our RRs and WRs. One in particular, references concerns over parking in the village during Construction Phase and Operational phase.

Elmesthorpe Parish Council feels the Applicant is dismissive of our concerns by stating that 'parking is available on site' and any 'trangressions should be reported to Site Management.' The applicant has also stated that this will be 'monitored' by site management, but no information has been provided as to how.

We believe more robust methods are required from the applicant to ensure this doesn't happen in the first instance to protect the surrounding communities that are being affected most.

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We just wanted to query a point that has been raised numerous times during our representations, and we also believe it has been raised by other Parish Councils as well. Looking at the Deadline 2 response from the Applicant to Parish Groups' Written Representations, our query about the inconsistency and over-estimation about the number of HGV miles removed from the roads as a result of the HNRFI proposal has not yet been answered.

In the Applicant's Community Newsletters, Community Explanation Documents and Exhibition Boards during Final Consultations and also on the project website it has been repeatedly claimed that 1.6 billion HGV KMs will be removed from the road network. The average person would look at that and think 'wow, you really can't argue with those green credentials,' but this isn't consistent with the 83 million miles that the Applicant is actually stating is being removed. Some clarification would be welcomed.

Thank you.

#### **Item 4f: Other Rail Level Crossings**

The uncontrolled pedestrian crossing that is proposed to be sited at the base of the railway bridge by Bostock Close/B581 Elmesthorpe, as a result to alterations to the T89 crossing and the associated PRow, is dangerous.

The visibility for traffic is extremely poor coming over the railway bridge (blind) and also from the approaching direction. Pedestrians have very limited visibility of approaching traffic, and it is a 40mph road.

Should the Applicant simply move this around 5-6m further away from the base of the bridge, the visibility is remarkably improved and would ensure safety of traffic, pedestrians and all road users.