

**COMMENTS ON ADDITIONAL SUBMISSIONS RECEIVED**  
**ELMESTHORPE PARISH COUNCIL**  
**10<sup>th</sup> November 2023**

1. Introduction

- 1.1. Elmesthorpe Parish Council has previously submitted Relevant Representations, a summary of Relevant Representations and Written Representations for consideration by the Examining Authority (ExA).
- 1.2. Elmesthorpe Parish Council attended all hearings during the week of 30<sup>th</sup> October either in person, or virtually.
- 1.3. Having reviewed our Representations against the current information available, our existing submitted concerns still remain in full.
- 1.4. This document contains comments on information received post submission of our Written Representation: For brevity we have only included additional comments.

2. Location

- 2.1 The applicant consistently refers to this location as 'exceptional in its rail connectivity' but we have yet to hear this quantified and explained. Especially considering the fairly numerous limitations of this stretch of rail.

3. Employment

- 3.1. After receiving clarification on employment levels, Elmesthorpe Parish Council still remain deeply concerned with regards to commuter traffic. Particularly when considering the immature sustainable travel strategy and unrealistic expectations on how safely people can move by bicycle on the local roads.

4. Highways and Traffic Issues

- 4.1. The Parish Council remains critically concerned about the impact on the local road infrastructure.
- 4.2. Elmesthorpe Parish Council is troubled that no modeling has been undertaken regarding the impact of any potential closure of the A47 link road on Elmesthorpe and the surrounding road network. The applicant stated that they 'couldn't' model the closure of the A47 link road. We believe that this is an essential incident to model, and well within the capabilities of the traffic modeling systems used to date.
- 4.3. We welcome the modelling exercise requested by the ExA regarding the effect on the surrounding road network in the event of M69 closure.
- 4.4. During construction phase (10-12 years) the impact upon residents to access essential services such as doctors, schools, chemists, post offices and

supermarkets will be severely impacted. The quantum of highways works that will surround Elmesthorpe in every direction and at almost every connecting junction will isolate villagers and it is not considered reasonable.

- 4.5. The mitigation proposed at New Road/Hinckley Road/Station Road B581 of introducing traffic lights to impose a delay in order to deter HGV traffic generated and/or reassigned as an effect of the proposed development, is deemed wholly unsatisfactory. To propose mitigation in the form of making a well performing junction into a poorly performing junction to produce delays, is an effect that will be permanently suffered by the villagers of Elmesthorpe (and Stoney Stanton) as they try to move about their daily lives.

## 5. Site Access & Parking

- 5.1. We still remain deeply concerned about the parking of construction and operational workforces around our very small village. No solution to prevent this from occurring has been secured by the Applicant.

## 6. Noise

- 6.1. We still remain deeply concerned about the impact of prolonged construction and 24 hour operational noise, on the residents of the village and the effect upon their lives, educations, health and livelihoods.

## 7. Light Pollution

- 7.1 The lighting strategy details received are concerning. Especially when bearing in mind the Applicant has not considered the impact of lighting on slip roads, the link road and the additional lighting required on the M69.
- 7.2 The introduction of a Rail Freight Interchange and associated new highways lighting will be unbearably stark and disruptive.

## 8. Air Quality

- 8.1. We are awaiting further clarification and assessments from the Applicant and reserve our comments until such time they are made available.

## 9. Visual Impact

- 9.1. The Parish Council maintains the view that there are different palette options available to the applicant that would render the appearance of the warehouses more sympathetically to the surroundings.
- 9.2. We still remain deeply concerned about the visual impact of this proposal.

## 10. Flooding & Drainage Issues

- 10.1. The Parish Council still holds concerns regarding the flood mitigation. We believe the base modelling that flood mitigation is based upon is not reflective of the actual current conditions.
- 10.2. The Parish Council also holds concerns regarding the Foul Water Network and any information as to how the HNRFI will feed into this existing old and delicate network would be gratefully received. Sewers are known to be blocked by tree roots in the village causing sewer floods into homes (Appendix 1).

## 11. Wildlife & the Loss of Farmland

- 11.1. No further comments at this time.

## 12. PRoW & Access to Burbage Common/Woods

- 12.1. The proposals for T89 rerouted footpath give rise to specific safety concerns involving the B581. Please refer to Appendix 2: this highlights that there is a higher incidence of accidents at the proposed location for the new uncontrolled pedestrian crossing.

## 13. Construction

- 13.1. The Parish Council requested details of what was entailed within Works Plans 12, 18 and 19. We have been signposted to documents 2.2A-2.2H however these are just maps and provide no details of the actual work proposed. We require signposting to where to find information of what is entailed of these particular Works Plans please.

## 14. Green Credentials

- 14.1. Elmesthorpe Parish Council are concerned that the Applicant's proposal to *limit* the production of renewable and sustainable energy is flawed and is purely proposed to avoid triggering the need for a separate NSIP application. Harnessing full capability of renewable energy generation technology is essential and to purposefully limit such a thing is rather defeating the object.
- 14.2. We have queried continually where it is claimed that the HNRFI will "remove 1.6 billion HGV kilometres annually". We raised this verbally during Final Consultation; our written Final Consultation response; in Relevant Representations and also Written Representations. This was consistently used by the Applicant on their 'Community Newsletters' issued widely to the public, this figure was supplied by the Applicant for articles in the Hinckley Times, used during Final Consultations in the Community Explanation Document and on the Public Exhibition Boards (copies of these can be provided if you would like these). It is/was also on the project website.

- 14.3. The 83 million HGV miles detailed in the Applicant's current application is not a new calculation. It was detailed deep in the PEIR material (PEIR Chapter 8 (table 7.7, page 8-68)) during Final Consultation so the Applicant has been aware of this gross over-estimation and dishonest 'benefit' since before Final Consultations took place and still opted to publicise this false claim.
- 14.4. Despite being constantly queried, the applicant neglected to provide any meaningful responses until probed at ISH2; where the applicant advised it was incorrect and that it was removed after checking this after Final Consultations. We accept that this may still show for those users who don't habitually clear their cached data on their personal computers.
- 14.5. It is confusing to Elmesthorpe Parish Council how, if this was removed just after Final Consultations, this specific claim for the removal of 1.6 billion HGV kilometres was still published in an article on The Applicant's website dated 26<sup>th</sup> April 2023. The Application was accepted for Examination on 13<sup>th</sup> April 2023. A copy of this can be found at Appendix 3.
- 14.6. We await the explanatory memorandum demonstrating how the removal figure of 83 million HGV miles has been derived.

#### Summary

As the village, and people, that will be severely affected by *all* associated adverse effects, Elmesthorpe Parish Council opposes this application in the strongest way.

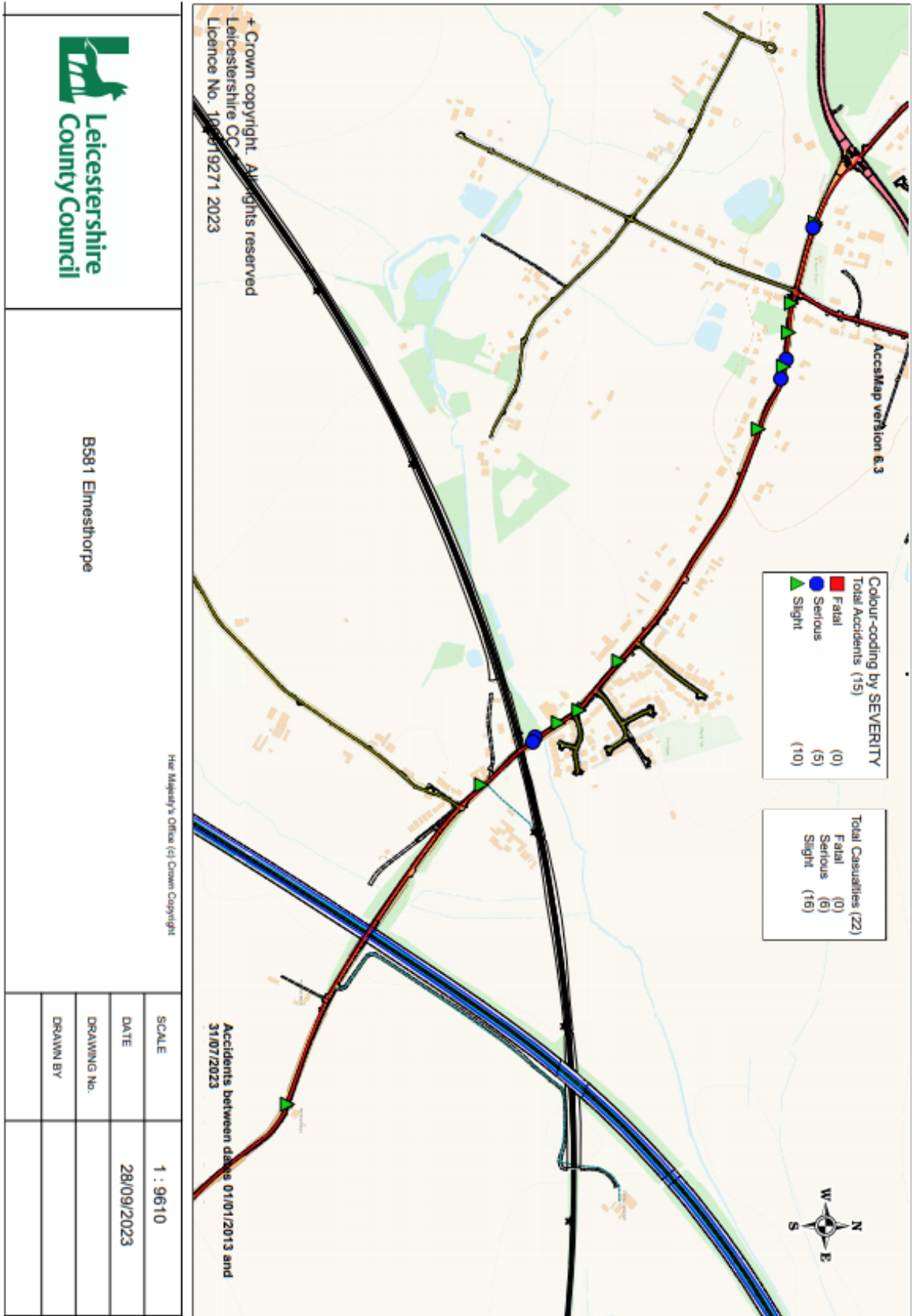
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**Appendix 1**



# Appendix 2

## Traffic Report B581



Accidents between dates 01/01/2013 and 31/07/2023 (127) months

Selection: Notes:

Selected using Pre-defined Query : : Refined using Accidents within selected Polygons -Data Requests 2023 ("Elmesthorpe PC B581 29.09.2023")

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	60+	Vis.	Manv.	Road Cond.	Time	Location
201302357	21/12/2013	2	Slight	0	0	2	0	0	Dark	No turn	Wet/Damp	1928	B581 STATION ROAD ELMESTHORPE JW BOSTOCK CLOSE.
201400732	01/05/2014	3	Serious	0	0	0	0	0	Dark	No turn	Dry	0300	B591 STATION ROAD ELMSTHORPE. APPROX 80M S/E BOSTOCK CLOS
201402194	24/11/2014	2	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2045	B581 STATION ROAD ELMESTHORPE. APPROX 25M S/E BOSTOCK CL
201501534	27/09/2015	1	Slight	0	0	0	0	0	Light	No turn	Dry	0747	B581 STATION ROAD ELMESTHORPE. OUTSIDE ACACIA.
201502067	17/12/2015	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	1905	B581 STATION ROAD ELMESTHORPE. OUTSIDE HOUSE NO 6.
201600381	26/02/2016	1	Slight	0	0	0	0	0	Light	Right	Dry	1055	B581 STATION ROAD ELMESTHORPE AT DRIVEWAY 150M SE A47.
201601833	09/11/2016	1	Slight	0	0	1	0	0	Light	Right	Wet/Damp	1215	B581 STATION ROAD ELMSTHORPE JW UNKNOWN ENTRANCE NEAR
201800024	09/01/2018	1	Serious	0	0	0	0	0	Dark	No turn	Wet/Damp	0027	B581 STATION ROAD ELMSTHORPE. OUTSIDE HOUSE NO 41.
201800428	22/04/2018	1	Slight	0	1	0	1	0	Light	No turn	Wet/Damp	1320	B581 STATION ROAD ELMSTHORPE EXACT LOCATION UNKNOWN.
201800465	08/05/2018	1	Slight	0	0	1	0	0	Light	No turn	Dry	0815	B581 STATION ROAD ELMESTHORPE 20M E BRIDLE PATH ROAD.
201801053	22/09/2018	2	Serious	0	0	0	0	0	Dark	No turn	Wet/Damp	0222	B581 STATION ROAD ELMESTHORPE APPROX 100M SE BOSTOCK CL
202000199	21/04/2020	2	Slight	0	0	0	0	1	Light	No turn	Dry	1854	B581 STATION ROAD ELMESTHORPE APPROX 80M E WILKINSON LAN
202200607	24/07/2022	1	Serious	0	0	0	0	1	Light	No turn	Dry	1652	B581 STATION ROAD ELMESTHORPE NR CHURCH.
202200684	20/08/2022	2	Serious	0	0	0	0	0	Dark	No turn	Dry	0003	B581 STATION ROAD ELMESTHORPE NEAR NUMBER 1.
202300319	04/05/2023	1	Slight	0	0	1	0	0	Light	No turn	Dry	1540	B581 STATION ROAD ELMESTHORPE OUTSIDE NUMBER 1.

Column Totals 22 0 1 5 1 1 2  
No. of Accidents 0 1 4 1 2

Total number of accidents listed: 15



## Appendix 3

← → ↻ Not Secure | tritaxsymmetry.com/latest-news/hinckley-national-rail-freight-interchange-one-step-closer-to-delivering-thousands-of-jobs-fo... ☆ 8

**TRITAX SYMMETRY**  
A TRITAX BIG BOX COMPANY

26th April 2023

### Hinckley National Rail Freight Interchange one step closer to delivering thousands of jobs for local people following planning milestone

- Development Consent Order (DCO) for Hinckley National Rail Freight Interchange (HNRFI) has been accepted for examination by the Planning Inspectorate
- HNRFI will create over 8,000 regional jobs and help decarbonise the UK transport sector by driving the intermodal shift from road to rail
- Thousands of local residents have been consulted prior to submission with changes made to the scheme following feedback
- The Planning Inspectorate will make a recommendation to the Secretary of State for Transport in 2024

Tritax Symmetry has had its application for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI) accepted by the Planning Inspectorate, a project which represents significant of investment into the Leicestershire area that could unlock thousands of new jobs.

The submitted application is for a rail freight interchange and distribution centre between the Leicester-to-Hinckley railway to the north-west, and the M69 motorway to the south-east. The proposal includes a new rail freight terminal as well as modern logistics warehouses, infrastructure improvements and landscaping.

The application will now be considered by the Planning Inspectorate over the course of 2023/24 and, if permitted, would create over 8,000 regional jobs.

The plans would also deliver over £70 million worth of infrastructure improvements to help manage traffic flow in the local area, including

new slip roads at Junction 2 and a new link road connecting the M69 to B4669 / A47 Leicester Road.

The project represents a significant step forward in delivering more rail freight infrastructure in the UK. HNRFI could run 16 freight trains a day with each train removing up to 76 lorries off the roads, meaning 1.6 billion fewer kilometres travelled by HGVs a year.

Sinead Turnbull, Planning Director at Tritax Symmetry said: "The acceptance of the application for Hinckley National Rail Freight Interchange marks an important milestone in delivering significant investment in low carbon buildings and infrastructure for Leicestershire."

"The unique location, with excellent strategic connections, will mean it is one of the most important rail freight and infrastructure projects for the region's connectivity. It will generate new apprenticeships and skills for the region in a fast-growing and future-facing logistics industry – one that is the lifeblood of the economy and vital to our country's growth."

Thousands of local residents were consulted prior to submission, with changes being made to the scheme following feedback, including the provision of additional landscaping and ecological enhancements as well as a reduction to building heights and the provision of a footbridge at The Outwoods level crossing.

The Planning Inspectorate will make a recommendation to the Secretary of State for Transport whether to approve the project early in 2024.