



HOUSE OF COMMONS
LONDON SW1A 0AA

National Infrastructure Planning
Temple Quay
House 2 The Square
Bristol
BS1 6PN

9th January 2024

Dear Mr Jackson,

Thank you for scheduling a further Issue Specific Hearing on Wednesday 24th January. It is evident from the hearings and written submissions so far that there are significant flaws in the Applicant's long-term assessment of traffic and noise.

In light of the recent and severe flooding across Leicestershire, can I request that the Examining Authority lend renewed scrutiny to the drainage infrastructure proposed to manage surface water by the Applicant and that this be considered in the context of the most recent flood data in the area to ensure that any proposals will not leave nearby areas exposed to greater flood risk.

Modelling by the applicant remains insufficient on HGV movements from Junction 1 of the M6 and, the impact on Gibbet Hill roundabout which is already at capacity. With Magna Park, DIRFT and the expanding logistics operations in Rugby/M6 Junction, the congestion and safety implications of even more HGV movements remains a major concern for my constituents.

I share the concerns of many constituents who have written to me over the construction of the actual railway port to Hinckley National Rail Freight Interchange and the suggestion that it will not start until 105,000 sq. metres of warehouse space has been built. If the applicant is allowed to build and operate warehouses before the rail port is built, this will only cement in my constituents' minds that this development is a fig-leaf for more warehousing for HGVs and not rail freight. A concern that was repeatedly raised by constituents in my parliamentary surveys.

There also remain significant deficiencies in the Applicant's assessment of traffic and barrier downtime at Narborough Level Crossing. What the applicant states is as an "acceptable" barrier down-time does not take in to account the levels of car-traffic congestion on the roads of Narborough and Littlethorpe which is already excessive at peak times.

The lack of "worst case scenario" modelling adds to concerns that incidents and delays on the South Leicestershire rail line are not being factored into the application. I am concerned about the increased the probability of rail incidents and delays with HNRFI. As John Harrison, and the wonderful volunteers at Friends of Narborough Station have pointed out, the South Leicestershire Line is not a main line.

"There are no refuges, no passing loops and no facilities for bi-directional working. Put simply, it means that any breakdown or other incident, could close the line for hours or days."

ALBERTO COSTA MP
Member of Parliament for South Leicestershire



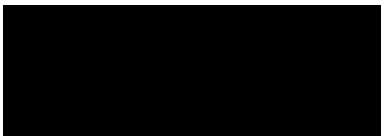
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No adequate mitigations have been proposed to address this, and further delays are serious matter for road users in Narborough and Littlethorpe and also for parents on the school run with young children and pushchairs, and for people with disabilities.

There are clearly numerous issues with the Applicant's rail movement modelling which are coming to light. In the Noise and Vibration Assessment, an example of one issue, is that the Applicant has clearly overstated the sound produced by current rail passes. As Dr David Moore has highlighted, the applicant therefore understates the increase in noise which would be caused by the proposals, leading to an understatement of the severity of the change because the report is assessing severity on the basis of a wrongly inflated baseline level.

Thank you and I look forward to making further representations.

Yours Sincerely,



Alberto Costa
Member of Parliament for South Leicestershire