

I am a long-term resident of Burbage (50+ years) and attended the Open Floor livestream event on 24th January. I have a few points to make.

Firstly, it is unbelievable that with just a few weeks to go before the end of the process there is still so much information that has not been provided by Tritax Symmetry. For example, on the traffic data, National Highways, Leicestershire County Council repeatedly replied to the Examiners questions "we continue to work with the Applicant"; "no modelling confirmed"; "haven't seen the modelling"; "is the modelling robust enough?". This clearly demonstrates how poorly prepared Tritax have been and continue to be. It's outrageous at this stage of the process that they continue to drag their feet. It makes me wonder whether it is another deliberate ploy to confuse the process and deliver the minimum at the very last minute. **ON THESE GROUNDS ALONE THE APPLICATION SHOULD BE REJECTED!**

In their responses at the meeting Tritax continuously used the phrases "we believe" or "we don't believe" - but that is just not good enough! In order to provide robust assurances, they must provide hard facts and figures to back up their beliefs, if they are to be believed. For example, in the discussion of the M69 Junction 3 congestion problems, Tritax Stated "we don't believe we will have a material impact..." on the traffic numbers. I disagree. I drive this route frequently. In reality the problem at peak times is the sheer volume of traffic using the roundabout which makes it difficult for vehicles to get off the M69 onto the roundabout. This in turn causes a backlog of traffic, often up to several miles down the M69. This Junction is already massively overloaded.

Tritax do not seem to be taking into consideration the potential additional traffic which will be created by the planned construction of several hundred homes in Burbage which are likely to be completed even before this project gets started. The roads are already congested in the village with single lane thoroughfares due to residents parking their cars on the road. Tritax do not appear to have factored in the huge potential increase in local traffic. **WHEN CAN WE SEE REALISTIC TRAFFIC DATA?** Highway data is a hugely important issue for so many residents in the area. Considering their experience in large scale warehouse developments it does appear to me to be very odd that Tritax are so lacking in transparency on this one.

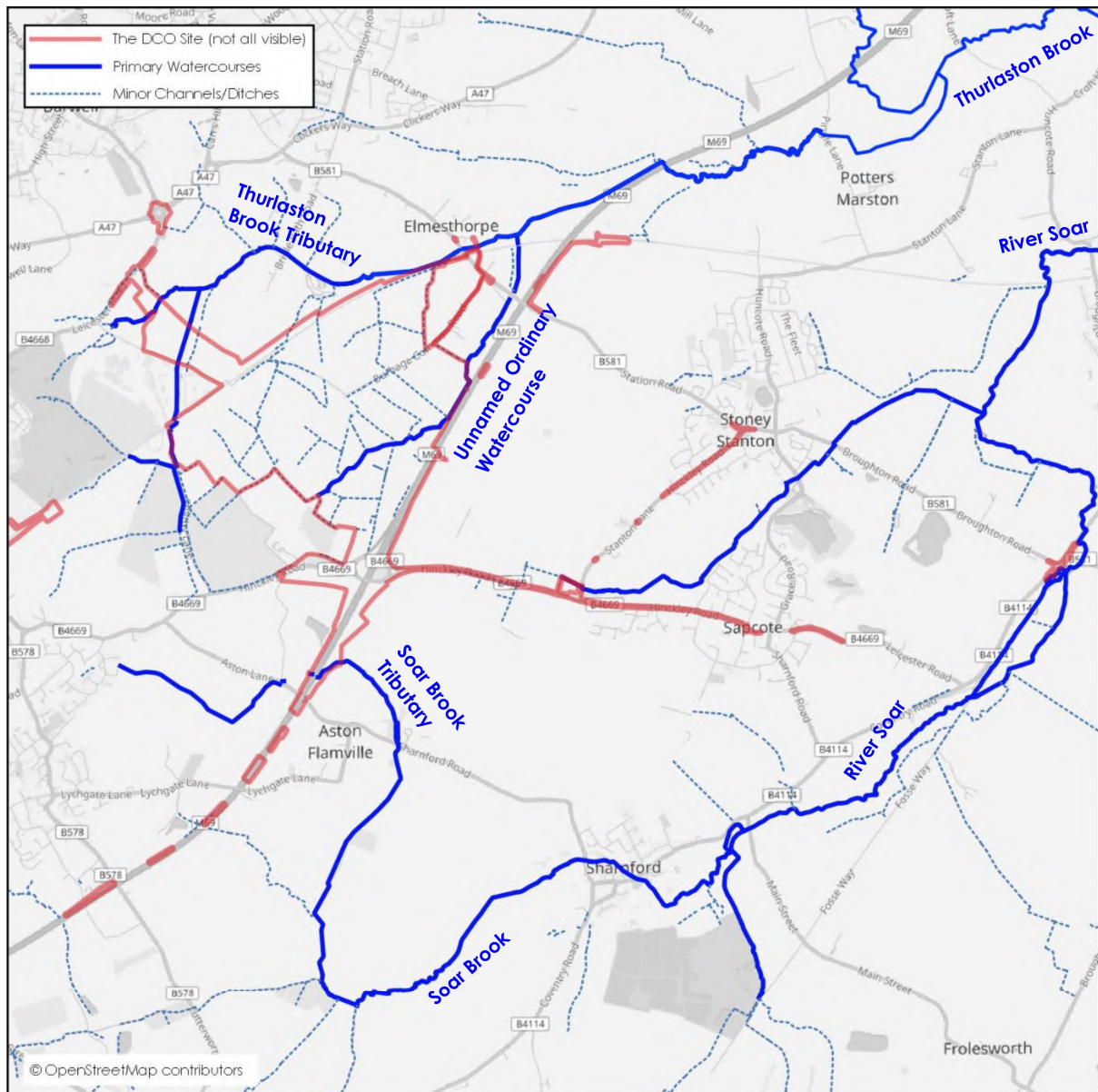
During the meeting, the Applicant was challenged by two experts on the noise data and how it has been collected. Tritax appeared reluctant to reveal their methodology and they were questioned on why they had collected data on a Sunday night and whether this was a way to manipulate the data to suit minimum limits. In my opinion if Tritax are being taken to task on this one element, and proving to lack transparency, it brings into question all of their mitigations for other elements – light pollution, environment mitigations, air quality, flood risk etc etc, where there has been no expert to challenge their methodologies and data.

Flood risks – in view of the recent floods in the area caused by storm Henk in January I am extremely concerned as to whether the flood management proposals put forward by Tritax are robust enough to cope with a worsening situation due to climate change. The rainfall in this storm was unprecedented, there was flooding in Sharnford and in localised areas around Hinckley and Burbage - surely a sign of things to come? Please refer to the diagram below which shows the myriad of watercourses in the area and within the proposed site. These water courses will be further pressurised by the huge amount of housing development that is planned for the Burbage area. There is potential for massive scale flooding to this area and the surrounding villages. This is a very worrying picture indeed and there needs to be further investigation as to the strength of the Tritax flood management proposals.

Main Order Limits and land in the north of the Main HNRFI Site pass beneath the railway line and join the unnamed tributary of the Thurlaston Brook as it flows to the north of the Main HNRFI Site.

- 1.11. The unnamed tributary of the Thurlaston Brook continues to flow towards the northeast, through Elmesthorpe and the farmland beyond, before it is culverted beneath the M69.

Figure 1.2: Watercourse Network



- 1.12. An Unnamed Ordinary Watercourse (UOW) flows north-eastward through the centre of the Main HNRFI Site before joining the tributary of the Thurlaston Brook just downstream of the railway line.

- 1.13. The catchment of this UOW is largely made up by land within the Main HNRFI Site,