



HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE.

There is a consensus that a more accurate model such as micro-simulation should have been used for traffic management.

This infrastructure project will subject the town of Hinckley and the surrounding villages to increased noise and air pollution 24 hours per day. This will significantly impact the Aston Firs community. The existing road system is already congested, particularly the M69 / M1 and A5 / A47 Junctions, the A5 is notorious for delays especially when HGVs come into contact with the railway bridge.

There are no plans for an integrated transport system for the facility and if one accepts the employment figure of 8000, then in all probability there may be 16000 employee vehicle movements per day plus hundreds of commercial vehicle movements and 16 highly noisy and polluting diesel locomotive movements, a more sophisticated model would have demonstrated that the proposal generates far more traffic than suggested. Sapcote currently suffers congestion due to the parked vehicles on both sides of the road reducing a road through the village to a single width. This level of traffic will overwhelm the road network and is a particular danger to pedestrians and cyclists.

The whole environmental impact assessment by Tritax is questionable, this development will have a profoundly negative impact on the environment, The loss of hundreds of acres of agricultural land (the very land we need for food security in the coming years, (a finite resource), the loss of miles of hedgerows and dozens of mature trees will devastate the environment and biodiversity that surrounds Burbage common and woods, 662 acres of farmland absorbing Co2 replaced by a development that will generate thousands of tonnes of Co2 in the construction and use: not exactly inline with net zero ambitions.

The modelling of the Narborough level crossing assumes that the railways run without delays, trains do not pass simultaneously and any delay in freight delivery to the interchange would have significant consequences for the entire line not just the crossing closure times..

Following the Pandemic, the Russian invasion of Ukraine and Middle East issues is there sufficient evidence for the need of this facility and no real guarantee that there would be a reduction in number of commercial vehicles in use,

Yours sincerely,

Michael Walton.