

**From:** [REDACTED]  
**To:** [Hinckley SRFI](#)  
**Subject:** Hinckley National Railfreight Intnterchange Interested Party 20038309  
**Date:** 04 February 2025 16:48:23

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## Hinckley National Rail Freight Interchange

### Interested Party Reference number: **20038309**

In response to the Secretary of State for Transport's request, I wish to submit the following comments-

[Appendix 2 Response Report Sapcote Enhanced Scheme](#)

[Sapcote Technical Note \(Appendix 2B\) – Additional Information provided to Auditor and Auditor's Response](#)

[Sapcote Technical Note \(Appendix 2C\) Details of Enhanced Scheme](#)

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Regarding restricted visibility due to cars parked outside Sapcote Club. This also applies to observations about illegal parking and loading outside the Coop. The imposition of waiting restrictions does not address the problem as there is insufficient parking in Sapcote with the Coop carpark frequently full or blocked by lorries unloading. There needs to be sufficient parking created to free up these spaces before this can be implemented.

The proposed "vehicles in the middle of the road" seems unworkable as it depends on vehicles giving way with no one having right of way. Vehicles travelling from the proposed development will not see on coming vehicles travelling in the opposite direction until they are on, or just past, the proposed crossing. Stopping on the hatched areas other than to allow pedestrians to crossing is, I believe, a violation of traffic laws.

The other small adjustments do not address the major problem that is the roads are not wide enough or straight enough for HGVs. The proposals take no account of the fact when the M69 or M69/M1 junction is closed due to accidents the traffic will divert through Sapcote. The solution is restrictions on large vehicles being made for access only together with the building of a bypass round the village.

[Other Matters](#)

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I could not find reference to some of my more major concerns-

The assumption there will be capacity on the railway for addition trains to connect to the site given expansion at Daventry Rail Freight Terminal among others.

The maximum amount of freight being brought into the site by rail is only 35% of the overall total expected with no mention of how much will be taken away from the site.

The viability of the scheme depends on the majority (70%) of the freight transfers being taken from existing warehouses with no assumptions as to what happens to these facilities.

50% of the staffing will be recruited from existing facilities with no impact assessment on how this affects the overall provision of warehousing.

Charles Louvain Coxall