

From: [REDACTED]
To: [Hinckley SRFI](#)
Subject: Response to Secretary of State for The Department of Transport letter of the 20th December 2024.
Date: 05 February 2025 17:09:27

[REDACTED]

Dear Secretary of State.

Having reviewed the additional information provided by Tritax Symmetry (Hinckley) Limited ("the Applicant") Seeking Development Consent for the Proposed Hinckley National Rail Freight Interchange Project ("the Proposed Development"), my objection to this development stands.

As a resident of Sapcote for over thirty years, my prime objection to the Hinckley rail freight terminal is to the increased traffic volume going through the village that will be generated as soon as Junction 2 of the M69 becomes unrestricted i.e the Southbound slip road is built.

I believe one of the consequences of opening the Southbound slip road will be that traffic that currently proceeds down the B4114 through Sharnford to turn right onto the A5 before going into junction 1 of the M69, will change their route, and come through the village as it will save time. This is because turning right onto the A5 from the B4114 is currently difficult at the best of times and very protracted at peak times.

This traffic will be made up of a mix including HGV's and LGV's from businesses from villages to the East and North of Sapcote and. In addition to this residents of villages east of Sapcote who commute to Coventry, Birmingham, and Warwick will also choose to travel through the village as it will save them time.

While I accept That Tritax have proposed methods to prevent HGV traffic going to the site from travelling through the village these restrictions do not appear to include LGV's that will be travelling to the site.

I further accept that Tritax have carried out extensive traffic modelling, However, I do not believe that the model they are using takes into sufficient account the change of travel patterns outlined above. Therefore despite their objections, they should be required to develop a new traffic modelling programme that will take this change in behaviour.

I would also like to take this opportunity to question Tritax's proposed road layout changes in Sapcote. From what I can see they do not properly consider the issue of how large vehicles are travelling in opposite directions trying to pass each other in the centre of the village.

Finally if the Hinckley Rail freight terminal is considered to be of strategic importance to the Nation and approved, I would like to suggest the following:

1. A ban on all HGV's and LGV's travelling through the village (unless making a delivery).
2. A 20 mph speed limit through the village.

Sincerely

Keith M Detrey



From: [REDACTED]
To: [Hinckley SRFI](#)
Subject: Re: Response to Secretary of State for The Department of Transport letter of the 20th December 2024.
Date: 07 February 2025 18:05:24
Attachments: [REDACTED]

Stephen

Thank you for your email. Yes I can confirm the attached submission was complete and cannot explain why during the cut & paste into the email additional bullets have been added. However, I would like to take this opportunity to add a postscript to my original email.

Once again it concerns the derestricting of Junction 2 on the M69.

Currently I believe that there is commuter traffic from the south of Leicester that travel to the west Midlands via the M69 in the morning but return by exiting the M69 at J1 proceeding easterly along the A5 and turning left onto the B4114 to return to their homes. I believe this strategy has been adopted to avoid the massive queues that are now a regular occurrence at the M1 junction 21. Whilst I cannot say for certainty this is happening I believe it to be reasonable based on what I have observed in recent years. That is to say the lengthy northbound queues on the M69 at J21 and the increased traffic volumes on the B4114 going towards Leicester during Peak travel times.

With the opening of a North bound exit and Junction 2, I believe some if not all these commuters will change their travel patterns by proceeding to Junctions 2 then exiting to and travelling through Sapcote to join the B4114 higher. This strategy allows them to avoid traffic lights at M69 Junction 2 Island and then mini roundabout at the small logistics hub on the A5 as well travelling through Sharnford.

The above conjectures are based on my observations during my commute to work in the opposite direction for over twenty years. It is certainly something I would consider if I had to make a similar journey

Sincerely

Keith M Detrey

[REDACTED]

On Fri, 7 Feb 2025 at 16:37, Hinckley SRFI <HinckleySRFI@planninginspectorate.gov.uk> wrote:

Dear Mr Detrey,

Thank you for your submission. Is the section at the end complete? It appears as if some text is missing.

If you do need to resubmit the document, please be aware that the deadline is midnight tonight.