

From: [REDACTED]
To: [Hinckley SRFI](#)
Subject: Objection to HNRFI
Date: 27 January 2025 13:20:40

[REDACTED]

Good afternoon

Following the additional documents provided by the applicant I wish to still strongly object to the HNRFI. There are many reasons why I do not believe the HNRFI to be in the national, regional or local interest, but as a local resident of Sapcote my objection is focused on two key areas shown below.

The priority concern is the lack of acceptance of a high increase in HGV traffic (both HNRFI related and non-HNRFI related which has not been considered) travelling through the village. The route through the village poses a significant issue and safety concern for local residents. As a young family we walk our children through the village to school on a daily basis. I already feel unsafe for my children walking through the village and have personally had three near misses with traffic when using the pelican crossing, this even before the extra complexity of more road signs, new bus stop, narrowed carriageway and footpaths and a significant increase to the volume of traffic, e.g., those accessing the M69.

Even without the HNRFI I see regular issues of HGVs unable to pass, mounting pavements/kerbs, causing traffic disruption and a danger to drivers and pedestrians. The roads are simply not fit for purpose and I am not satisfied that the mitigating proposals have considered all aspects or are robust enough. Any local resident knows this and I would welcome any of the applicants or planning inspectorate to visit the village to witness this first hand. It is simply not good enough to rely on forecasted traffic data, drawings and images on Google maps.

HGV route management

- The fixed HNRFI financial penalty of £1,000 for breaching the route management is insignificant and will likely be repeatedly breached
- ANPR camera locations - essential that these be placed at the East and South entrances to Sapcote village (leaving Coventry Road) and rather than just at the exit to West - currently not clearly visible that through access is restricted for HGVs approaching from the East
- Provides no restrictions for non-HNRFI HGVs using Sapcote village as a through-route to access the M69 - this will be greatly increased following the addition of extra slip road at J2 of M69
- No consideration for HGVs turning from Sharnford Road onto Leicester Road heading West into the village - I have witnessed HGVs straddling the whole carriageway and footpath to make this turn causing significant disruption and danger for pedestrians at the crossing
- Additional gateway features on approach to Sapcote - no detail on what or where these would be located - on street parked cars are a natural gateway feature on all approaches anyway but at the same time present huge challenges for passing traffic and no acknowledgement of this from the applicant for how HGVs would navigate this

Changes to carriageway and footpaths in Sapcote

- No consideration of on-road parking in the village including outside business premises and residential addresses - there is no possibility for HGVs to pass with the usage of existing on-road parking on Leicester Road
- Narrowing of carriageway will cause major issues when HGVs are passing
- Narrowing of footpaths pose risks for pedestrians

The new proposed bus stop location poses major concerns the the following reasons:

- No clear modelling to show the bus stop and carriageway is wide enough to accommodate a bus and two passing HGVs
- Line of sight and visibility for approaching vehicles when a bus is at the stop not shown and wouldl likely cause an accident and danger for pedestrians
- Extension of the carriageway and new bus stop into what is an existing grass verge with concrete bollards. Removal of this natural and protective barrier from the carriageway makes it less safe. I walk my children to school along this stretch of road and would cause great concern to be deemed less safe

Many thanks

Anthony Smith

