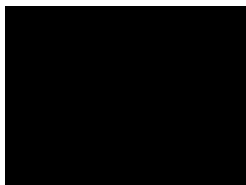


11 OCT 2019



Infrastructure Planning Unit,
Planning Inspectorate,
Temple Quay House,
Temple Quay,
Bristol BS1 6PN

7th October 2019

Dear Sirs,

Re: Hinckley National Rail Freight Interchange

I have been attending a number of meetings over the past few month to try to understand the proposals regarding the different developments in this area which will affect Stoney Stanton, our home village, directly. These include the plans for the Hinckley National Rail Freight Interchange (HNRFI), roads and housing developments.

Apart from the noise, the HNRFI would have a massive impact on traffic and pollution in our area, which is already a problem. Plans indicate more space for road haulage than freight, which would significantly increase traffic in our local area. Furthermore, the proposed opening of the southbound slip road on Junction 2 of the M69 was initially rejected in the 1970s due to the increased volume of traffic and inadequate local infrastructure. We already have large wagons travelling through our narrow roads and crossroads and although there is now an A47 bypass I would argue that this has significantly increased traffic on the B581, which appears to be a cut through to the B4114 etc.

The two routes proposed to mitigate the impact of the HNRFI would both have an adverse impact on Stoney Stanton and the local area; one of them actually taking away some of the land used as playing fields, when it is recognised that children need green areas for play Neither take into account the volume of traffic and congestion on the B4114 and B581 junction and through the village, or parking for HGV vehicles during statutory tachograph breaks.

Air pollution in the area around Stoney Stanton is already unacceptably high and the proposals would increase this. Dirty air comes at a cost, cutting short tens of thousands of lives every year, affecting adults and children, at a great cost to our overstretched health service (The Times 17.9.19). It seems ironic that we are in a 'golden triangle' for road haulage, but the subsidies for public transport are being reduced more and more.

As well as the HNRFI development I understand there are plans for a significant number of houses, around 5,500, using existing farmland. Not only will this further impact on the traffic congestion but also the already overstretched doctors' facilities and schools, both primary and secondary. It saddens me to think that a 'semi-rural' village we moved to 36 years ago is, I feel, being over-developed and the infrastructure cannot support it.

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Furthermore, the heavy rains this autumn, particularly 1st October, caused significant flooding on the Station Road section of the B581. This area was known to flood until drains were improved, although according to a resident of some 70 years, nothing like this. A new estate has been built on what is known as a flood plane. Surely more house are going to significantly increase this risk resulting in potentially great hardship for homeowners and businesses in that area.

I trust that you will take into account the views of the local community. Your comments would be appreciated.

Yours faithfully,



Stan Ford (Mr)