

SUMMARY: RELEVANT REPRESENTATIONS

ELMESTHORPE PARISH COUNCIL

1. Introduction

- 1.1. Around 95% of the main site is in Elmesthorpe Parish.
- 1.2. The proposal will have the greatest impact on the lives of the residents of Elmesthorpe; the nearest residential properties are 100–200m from the DCO boundary.
- 1.3. These representations consist of input received from residents, the majority of whom feel that this proposal will have a devastating impact.

2. Location

- 2.1 There is no justification for this development to be built at Elmesthorpe, taking into account the proximity and capacity of several existing Rail Freight Interchanges in the area.
- 2.2. This development will operate primarily as a National Distribution Centre with a disproportionately low amount of freight being transported by rail.

3. Employment

- 3.1. It is suggested that this proposal will result in 8,400 new jobs. Unemployment in this area is low; the workforce will need to commute into the area.
- 3.2. The site is very poorly served by public transport; additional traffic associated with employment movements into the area is a concern. This would also impact on the potential green benefits of this development.
- 3.3. There are insufficient amenities and infrastructure in the area to support the needs of the workforce and volume of people using the site.

4. Highways and Traffic Issues

- 4.1. The Parish Council is concerned about the impact of high volumes of distribution vehicles at the M69/M1 junction at peak times in addition to existing congestion from current traffic.
- 4.2. Traffic/highways work is incomplete: Air pollution from associated traffic cannot be properly assessed.
- 4.3. Residents concerns include:
 - i. congestion on roads surrounding the site caused by HGVs, LGVS and workforce
 - ii. increased traffic using the B581 through Elmesthorpe creating safety risks. The single pavement through the village is narrow; impossible to walk two abreast.

- iii. the proposed uncontrolled crossing location on the B581 needs to be re-assessed for safety reasons

5. Site Access & Parking

- 5.1. Burbage Common Road will purportedly not be used for access by HGVs/workforce vehicles; the measures that are being put in place appear insufficient.
- 5.2. The Parish Council queries any alteration to the road layout at the junction of Burbage Common Road and Stanton Road/Station Road as the current junction is already suitable for emergency services.
- 5.3. Concerns that in order to avoid congestion on site at shift changeovers, workforce will park their vehicles in Elmesthorpe Village to gain access on foot via Burbage Common Road and the gate on the north eastern boundary; gated access should be restricted to emergency vehicles. This concern also applies during the construction phase.
- 5.4. Concerns that if the lorry park is not free, drivers will not be incentivised to stay on site and will park locally.

6. Noise

- 6.1. Noise that will be generated by the freight trains and operational activity (stacking containers, loading vehicles, gantry cranes, vehicular operation alarms, etc.), on a 24/7 basis, is of major concern.
- 6.2. Limited information regarding noise mitigation: in general, the frequency of when trains will be waiting on the line through the village, and how the noise associated will be mitigated.
- 6.3. Concerns about quality of sleep for residents due to trains and associated operational activity throughout the night, with further implications for the mental health, well-being and job performance for affected residents.

7. Light Pollution

- 7.1. This proposal will operate 24/7 generating concerns regarding the impact of overnight lighting on the residents.
- 7.2. Assurances are sought that:
 - i. the buildings will only be externally lit at the top of the door/loading bays
 - ii. vehicle parking areas and the A47 link road lighting will be at the height of normal street lighting
 - iii. the proposal to use motion-sensored night lighting in the outer areas is not being pursued: It will be harder and disruptive for residents to adjust to an ever-changing light level.

8. Air Quality

- 8.1. Residents consider that this development will give rise to additional air pollution from:
- i. plant and equipment used during the construction phase
 - ii. additional diesel trains once the rail port is operational
 - iii. increased HGV movements
 - iv. increased workforce vehicle movements
 - v. increased LGV/ancillary vehicles
 - vi. the on-site power plant
- 8.2. Air quality information provided by the Applicant has been limited, especially regarding construction phase. There are major concerns regarding the impact of dust and equipment emissions during construction phase.

9. Visual Impact

- 9.1. Widespread concerns surrounding visual impact of the proposed development. This was not addressed by the poor visual images at the public consultation events.
- 9.2. It is vitally important that the proposed warehousing is constructed using varying tones to better blend into the landscape, reducing the visual impact.

10. Flooding & Drainage

- 10.1. Major concerns regarding flooding on the development site, and how mitigation taken to alleviate flooding on the development site will impact on adjoining watercourses. The fields off Burbage Common Road are regularly flooded, and visibly have a high water table.
- 10.2. Major concerns that existing issues with drainage and sewerage infrastructure locally will be exacerbated as a direct consequence of the proposal.
- 10.3. Applicant's consultants were unable to gain access to several areas of land to undertake their research and therefore the modeling has included an element of guesswork.
- 10.4. Applicants indicated the Environment Agency (EA) is responsible for cost of improvements to watercourses outside the DCO boundary: EA has subsequently advised they will not be paying for this. The Parish Council requires assurances that Elmesthorpe residents will not bear the cost of drainage improvement works.
- 10.5. The stream adjacent to homes in Bostock Close takes water from the surrounding farmland and is subject to sudden and dramatic increases during rainfall. There are concerns that measures proposed to control the outflow of water from the site are insufficient and homes may be flooded.

10.6. Properties south of Bridle Path Road crossroads are lower than the surrounding area. During high rainfall, they experience standing water in their gardens and adjoining fields; the brook to the north struggles to cope with high rainfall and these properties will flood if the outflow of water is not correctly managed.

11. Wildlife & Loss of Farmland

11.1. Impacts of the proposal on local wildlife are of concern; surveys have underestimated the wildlife in the area.

11.2. The provision of green area as an extension to Burbage Common will not be sufficient to offset the loss of natural habitat; construction work alone will drive wildlife away and it may never return. The value of a green area close to the new A47 link road is considered limited.

11.3. The site adjoins the Elmesthorpe Land Settlement Area, considered by many to be a unique area of open countryside.

12. PRoW & Burbage Common/Woods

12.1. Burbage Common Road is well used by walkers, cyclists and equestrians to access Burbage Common & Woods SSSI (including Elmesthorpe Plantation). Alternatives proposed to replace the extensive network of paths and bridleways are considered to be neither practical nor of the same quality.

12.2. Proposals for changes to T89 footpath give rise to specific safety concerns involving the B581 (see 4.3.iii)

12.3. Elmesthorpe Parish Council seeks assurances that, during the 10 year construction phase, proposed PRoW diversions will be in place immediately from the time the site is physically secured for construction purposes. It is not acceptable for the Burbage Common SSSI to be inaccessible from Elmesthorpe at any time.

12.4. Residents consider the proposed erasure, alteration or diversion of rights of way to be to the detriment of the whole community.

13. Construction

13.1. The Parish Council requires that during construction:

- i. work commences at the M69 J2 area of the site
- ii. heavy machinery required for movement of earth/other construction work must access the development site at the M69 J2 area
- iii. heavy machinery/construction traffic is not appropriate to travel through the village or gain access to the site via Burbage Common Road
- iv. all soil is retained on site where possible
- v. earth-moving/heavy machinery remains on site once construction commences.

13.2. Information is required regarding the forecasted size of construction workforce: whether it is expected that they will attend the site in private vehicles and whether they will be accessing the site via Burbage Common Road.

14. Green Credentials

- 14.1. It is considered that the green benefits proposed by the Applicant are negated by a number of other factors:
- i. benefits rely heavily on moving freight by rail as opposed to road, however majority of freight movement is destined to be via road
 - ii. warehouses are to be “built to net zero carbon in construction” but there isn’t a wider commitment to making the site itself carbon neutral/placing any expectation on the site occupiers to meet environmental targets
 - iii. building to net zero carbon does not offset the ecological impact
 - iv. freight trains will be diesel, with no future plans to convert this line to electric

Summary

In view of the above, the Parish Council opposes this application.