

Whilst this is not an exhaustive list, I'm sure you appreciate the large amount of documentation the public are expected to go through to enable them to find out the information they require to make their representations. Unfortunately, the consultations left us with more questions than answers. EST (Elmesthorpe Stands Together) continues to have concerns over the following areas.

Proximity to the village of Elmesthorpe remains an ongoing concern, those within the village and in surrounding areas such as Aston Firs will feel the biggest impact on their day to day lives.

The overall need for rail freight in the area needs to be balanced with the increasing demand for passenger rail, which would occupy the same line, locally the HNRFI would have a significant impact on the crossing at Narborough and would increase the downtime substantially. The local need for employment needs to be considered as other large developments currently need to bring in workers from further afield to fulfil their labour needs, the local area does not suffer from high unemployment. By bringing the workforce from further afield the traffic impact will be more widely felt.

Our concerns remain on future proofing of the proposed development with respect to government targets on the switch to electric vehicles (including HGV, cars and trains) or the removal of reliance on fossil fuels as well as insuring that the development does not continue to grow over time and further overshadow the village.

The lack of traffic information overall but in particular that relating to Elmesthorpe is of a concern, there is on average 1 accident a year on the B581 some of which have included significant injury or fatality, with narrow footpaths and an already busy road, we feel further investigation is required into the impact the increase in traffic will have on the local area and that substantial mitigation is required to not only reduce any increase in traffic through the village to also to address the safety of the roads. The addition of the unaccompanied crossing in an accident hotspot should be seriously reconsidered.

Previous reports have stated that we will see no increase, however since the pandemic we have seen traffic increase again through the village. The narrow paths, traffic speed, road width, traffic volume including HGV's are all of concern with traffic levels where they are at present. The use of the Burbage Common Road as an emergency access point to the proposed site, could lead to vehicles assuming there is access and as a result HGV's having to reverse onto the B581 as they will not be able to turn around safely. Any increase in parking on the B581 will increase the risk of Traffic incidents. Flooding to the local area is of a concern to many, Burbage Common Road and the entrance to Bostock Close are both known to flood historically, as are many areas down Bridle Path Road and Billington Road East and many residents in the village report having their gardens flood with heavy rainfall, the residents of Bostock Close have even taken to clearing the stream on a regular basis themselves due to being downstream of the flood zones 2 and 3 in the proposed development area and having regular flooding of gardens. This raises concerns that local public water supply could be impacted by not only work carried out but the extra demand on the water network.

The sheer size of the development will have a visual impact on the surrounding areas. There is limited space for adequate landscaping mitigation, which helps with light and noise pollution as well as the visual impact and this frequently comes well after construction has started. Whilst the standard Tritax colour palette will help to blend with bleak winter weather, it will still be very visible the majority of the time, consideration should be made as to whether there is a more suitable colour palette.

Those that live close to the development already experience some vibration and there are concerns that this will increase not only with operation of the RFI but also during construction, ES Appendix 10.1 Noise and Vibration Glossary section 2.4 states 'For occupants within buildings, the frequency weighting curve is defined in BS 6472: 1992 'Evaluation of Human Exposure to Vibration in Buildings'. In general, vibration is only perceptible in residential situations when the building is close to a railway, construction site or very close to a road that carries large and heavy vehicles' Therefore we would like to obtain further information on this.

The impact on the archaeological and heritage areas are of importance to the local community and we await further information in relation to this so would like to reserve comment at this time.

The proposed site is exceptionally close to residential areas. According to the Lighting Strategy there will be over 800 lights, some of which are twin settings, mounted at heights between 6m and 12m, including plans for 21 installations at 25m and a further 15 at 30m in height. The lighting Strategy states that those that are at a height of 30m in the container stack will comply with recommendations given in BS EN 12464, however a copy of the guidance this refers to is difficult for the public to obtain, and no maximum height is stated in the Lighting Strategy. Whilst it is stated that the ULR (Upward Light Ratio) will be 0% for the site, there will still be a significant 'glow' that will be emitted from the site due to the number of lights, far greater than that of the Calor site a number of miles away that can be seen from the village. There is very little information regarding lightening during the construction phase other than to describe it as temporary, however planned construction is around 10 years. Our concern surrounding Light pollution remains. The impact that the proposed Lighting Strategy will have on the local wildlife will be devastating, their habitats in Elmesthorpe plantation, Burbage Common Woodland SSSI and nature reserve will all be irreversibly affected with such a significant lighting plan.

The increase in noise levels not only during construction but also once operational still feels very much unknown, whilst numerous reports have been written and references to other RFI sites have been made the real impact that this will have on those that live locally will not truly be known until we are living with it. There are areas in Stoney Stanton where the operations of Calor Gas which also runs 24/7 can be heard throughout the night despite the night operations being ran by less than 10 staff using 1 shunt to move trailers, less than 5 Fork Lift Trucks and no trains or overhead gantry cranes, the proposed RFI is a significantly bigger development which will have a larger workforce day and night, an increase in trains and the possibility of increased incidence of line cleaning/alignment. This is a procedure that takes place in the small hours of the morning and is exceptionally noisy and disruptive; it prevents almost the entire village from sleeping.

A decrease in the quality of the air, during construction and operation are of concern due to the increase in traffic not only on the site itself but the surrounding road network as well as the ground work, again despite there being many reports written, the impact on those living locally will only truly be known once we are living with it.

Not only will the loss of mature trees, hedgerow, flora and fauna have an impact on the local wildlife but also on the people of Elmesthorpe, We love our village because we are surrounded by those things. Our access to Elmesthorpe Plantation and Burbage common would will feel like it has been severed, whilst the PRoW will be redirected, it will no longer be a gentle stroll along Burbage Common Road with dogs and horses being at ease in the environment of open fields, and the sound of the M69 in the background, the proposed redirected PRoW will run parallel to the M69 and will no longer have

the view of open fields, the noise from the M69 will be greater and people will feel sandwiched between the development and its associated noise and the motorway, making it less suitable for all the activities we enjoy and have become a regular part of our lives since the pandemic. These places feel accessible as we can freely walk to them and our walk is mainly uninterrupted, this will no longer be the case and for many this will affect their mental health and may prevent them from visiting all together, for others it may mean that they will go by car..... hardly the 'green' future we all want to create. The feel of Burbage Common and Elmesthorpe plantation will change, our sounds of nature will be replaced by relentless industrial noise and we will feel the loss of our tranquil space forever.