

All of my previous concerns raised in my relevant representation still stand

As a villager that lives in close proximity to the rail line I still have concerns regarding the proximity of the RFI and development to my property. I would like to see further mitigation in relation to sound screening close by the train tracks in areas close to the residential properties. I would still like further information as to the rationale behind the decision not to add any further noise attenuation barriers outside of the DCO boundary but along the train line to reduce the impact of noise to local residents.

As a light sleeper I am concerned that the operational noise at night will be enough to keep me awake, especially during the nights when we need to have windows open, and as a woman of a certain age that is most nights ! I have asked if there will be an increase in frequency of line maintenance but this remains unanswered , it currently keeps most of the village awake when being carried out and continues to the early hours of the morning with no warning that it is planned. Looking at the Lighting Strategy there is a significant number of lights planned for the development , whilst I appreciate that these will be static and not on a PIR (as variable light levels will be harder to live with) it will still have a significant impact on our nights sky and will inevitably cause a glow in the local area, it will never be truly dark. What impact will this have on the local wildlife ? The Calor gas site still receives complaints from residents over a mile away that are impacted by their lighting at night.

Air quality will always be of a concern we see the impact that poor air quality can have due to having family members with breathing difficulties , especially during the groundwork period of construction when dust and particulates in the air will increase , in warm dry weather there is nothing to prevent them from filling the air in the local area and in some cases filling our houses. There are some areas of the development that has residential areas in very close proximity , these are at higher risk of poor air quality and some of these areas are already receiving high readings

Having lived in Elmesthorpe for almost 20 years I have seen a large number of traffic incidents on the B581 , some of which have been quite serious. I worry that road safety will be massively impacted with the increase in traffic, the potential for staff parking on the local roads and lack of mitigation through the village. The unsupervised crossing that has been suggested at the junction of Bostock Close and the B581 is nothing short of crazy – of the many accidents that have occurred in the village around one third have been close to the bridge or junction of Bostock Close.

As residents in [REDACTED] both myself and neighbours have taken to periodically clearing the stream of debris to reduce the risk of flooding to all of our properties, after heavy rainfall , many of the garden in the close flood up towards the houses, once one house in the area becomes flood damaged , we will all pay the price in insurance increases so we have to work together to reduce the risk for all. There have been times when the drain covers have lifted in Bostock Close due to the amount of rainfall and a drainage system that simply cannot cope, the junction at the end of the road with B581 also floods frequently over the years – again in an accident hotspot. Any work that would need to be done at the Bostock Close Severn Trent pumping station would cause significant disturbance to all residents in the close . Burbage common road is also known to flood, we are concerned that our houses are at higher risk of flooding should this development go ahead.

I do not support the plans to re direct the PRow to Burbage Common as I feel it is a token gesture to ensure that it is still accessible , however it will have a very industrial feel , nothing like the current PRow. The plan to close the public footpath T89 at the rail track and for walkers to walk along Bostock and across station road , whilst this may seem a trivial point , this will increase foot fall in the close and past my house, in fact directly past my lounge window.

I still have concerns regarding the figures given for employment – Locally there is not the need so the staff are likely to travel in from further away – this is not reflected with the travel figures

I worry that despite there being welfare facilities we will still see HGV's parked in laybys and side streets to take their breaks or wait for return journeys . Elmesthorpe does not have – and does not want the amenities that will be required to support the workforce and drivers

I have concerns that there will be an increase in crime to the local area , as I'm sure site security will be in place so thieves will likely move to the local area looking for suitable targets.

when you take all of the above into account – I doubt that the wildlife will return to the area , it will be very bright , very loud , high traffic areas , despite the green areas being added to the proposals and the Burbage Common extension it will not be enough for the wildlife to return as their habitats will be destroyed.

The visual impact on the village will be catastrophic , no amount of photomontages and visual impact photos will really reflect how it will feel, when we can see these buildings from some of our houses , the landscaping and colour palette will do very little to hide these very large buildings and as for the gantry cranes, there is nothing that will distract from these , especially with a light places on the top of each one at 25metres high. I still believe that further consideration to be taken to provide landscape screen and fill in the gaps at the earliest opportunity in the development should it be approved to offer us some protection from the noise , light and sound at the very beginning