

Summary of my personal presentation made 2-11-2023 :-

- 1) The loss of 187ha of productive agricultural land which already has overlapping and complementary uses for :-
  - a) Arable food production
  - b) 4 km of footpaths, used daily, extending Burbage Common's usage
  - c) Chosen wildlife “hotspot” - feeding, nesting (skylarks) adjacent to SSSI
- 2) The area, bounded by three roads has been “conserved” at the local level for several generations, balanced by the warehouse and house developments made outside this area in the same time period. I would suggest the “need” now is to re-generate the old industrial areas beside the existing more useful railway infrastructure in Leicester.
- 3) The noise calculations do not include anything on the effects of wind direction. This was part of the project submission for the E M Gateway development.

Further to the presentations made during the week of 30/10 I would add :-

- 1) The applicant's rail presentation included the intention to provide “container marshalling” from one train to another as part of the attraction of the project. This may be an advantage to the one operator, but a disadvantage to the rail network (2 trains ?). I am thinking more to do with shift patterns, overtime ?
- 2) This “extra” marshalling needs to be covered by the correct noise calculations, including the current (E M Gateway) method where the stacker truck uses horn signals to the truck/tug drivers.
- 3) I have seen a claim that only 1 in 4 containers leave the ports by train. If this is correct, then to improve things towards the desired Net Zero individual company priorities must be secondary to the priority and capacity of the railway network ? Also this over-rides road traffic concerns - the containers will go everywhere, so the transition point rail to road is secondary – it is all pluses and minuses. Make use of the existing rail routes, re-use old rail beds and marshalling yards as they exist.
- 4) The applicant's submission includes “short term container storage”. The logistics industries current advertising seems to highlight a competitive advantage over the ports with longer term container storage. Not sure how this is covered within the planning application ?