

## **CABINET**

**9 DECEMBER 2014**

### **ITEM 6 - EAST MIDLANDS GATEWAY STRATEGIC RAIL FREIGHT INTERCHANGE – LOCAL IMPACT REPORT**

Since the publication of the Cabinet Report the Local Authority has received two separate comments from Councillor Tony Saffell and the clerk for Long Whatton and Diseworth Parish Council (via Councillor Rushton) in respect of the Local Impact Report (LIR) for the East Midlands Gateway which are as follows:-

#### **Councillor Tony Saffell Comments**

*“As discussed at a recent Castle Donington Parish Council meeting where we had a presentation of the East Midlands Gateway SRFI – Local Impact Report, I made the point that I considered the Report was severely deficient because it took no account of the demography of the local population.*

*As you know where the recent planning condition was given for 890 houses in Castle Donington there was a large reduction of the number of affordable houses being built as part of the development, down from 30% to 8%. Developers know that houses in Castle Donington command an above average price. This is because of the easy access to the large manufacturing plants across the county border in Derby and Nottingham who employ 10's of thousands people. The average wage where I work at Rolls-Royce is around £40k, whereas the national average is around £25k and the average wage of a distribution employee (typified by M&S) is around £20k. There is currently a large exodus to the north in the mornings, which then returns in the evening. While the M&S employees arrive in the village in large numbers at variable times throughout the day.*

*Very few people in Castle Donington work at M&S (as I predicted) they nearly all come from the large Council Estates in Derby and Nottingham. Local businesses do not gain much benefit from having M&S in the village as people just work there and then go home. There is an adverse effect on local businesses as the increased traffic dissuades people from queuing in traffic jams to get to local shops and pubs.*

*So everyone locally who has qualifications for working for a Distribution Company already has a job and local employment rate is very low, way below the District or National rates. Putting more large scale distribution employment is therefore a very bad idea as the capacity of the local roads will be tested to the full by these sorts of uses.*

*Please as you suggested at the meeting put this information before the cabinet and ask them to very carefully consider refusing to accept such an incomplete report.”*

#### **Long Whatton and Diseworth Parish Council**

*“Dear Mr Rushton,*

*Thank you for attending the Parish Council meeting last night (Thursday 4<sup>th</sup> December 2014) your presence was much appreciated. Following the discussion on the East Midlands Gateway – Roxhill Development, I have been asked to write to you following the release of the Draft*

*Development Consent Obligation. Yet again Long Whatton and Diseworth have been totally ignored and haven't been consulted or even considered in this document.*

*From the moment plans were released on the Roxhill Development the Parish Council has had to seek the information itself, as it has not received this either from the planning system or the developer.*

*The Roxhill Development actually lies within Long Whatton and Diseworth Parish Council's boundary line and will significantly impact the surrounding area. It will be an immense feature and will change the character of a very rural scene.*

*The current state of the local highway will not be able to cope with the amount of extra traffic and the developers have stated that a significant amount of product will arrive by road!! The proposal would add to traffic problems at Junction 24/A50. With tail backs at Junction 24 people driving to and from the site will use other routes, including the roads through local villages, including Diseworth and Long Whatton, which already suffer with excess through-traffic. The proposed Kegworth bypass would improve the traffic situation there but will also feed more traffic towards Hathern and other villages, none of which were included in the consultation process. This development will be a disaster for Long Whatton and Diseworth as road users will always try to find an alternative route when the major routes are congested making such a village dangerously busy.*

*The Parish Council feels that the 'Community Fund' stated in the draft document should be significantly more and should include Long Whatton and Diseworth Parish Council as well as the already listed Kegworth, Lockington and Hemington and Castle Donington Parish Councils.*

*Long Whatton and Diseworth Parish Council welcome the meeting with Chris Elston and Adam Mellor, as suggested, to discuss this document further and put forward its concerns."*

### **Officers Comments**

In respect of the comments raised, Paragraph 8.6 of the LIR outlines the types of jobs which would be created by the East Midlands Gateway and whilst the majority would be warehouse based there would also be the creation of job opportunities in management, IT and engineering which would require higher skill sets. In these circumstances whilst Castle Donington may have lower than national unemployment rates, people within the settlement may be encouraged to take the higher skilled jobs given the convenience in commuting to work as opposed to current employment in Derby and Nottingham.

Furthermore, the provision of an employment scheme within the Development Consent Order Obligations, as outlined in Paragraph 9.8 of the LIR, would also allow the opportunity for the District Council to ensure that employment opportunities at the site are maximised by people within the District in particular Coalville and Greenhill, which are recognised as deprived Leicestershire Super Output Areas in Paragraph 8.13 of the LIR, and the encouragement of employment opportunities to people within the District will ensure that pressures for housing within the proximity of the site are limited due to there not being lengthy commutes to the site.

Paragraph 8.18 of the LIR outlines the impacts on 'local services' with Paragraph 9.5 of the LIR identifying the 'Community Fund' which could be utilised to improve accessibility and advertisement of 'local services,' thereby encouraging their use.

Significant work has also been undertaken by the Transport Working Group (TWG), a group consisting of five local authorities as outlined in Paragraph 8.69 of the LIR, in assessing the transport implications of the development. In general terms it is recognised that a development of this nature will require improvements to the current highway infrastructure in order to

accommodate the associated movement of vehicles and these have been satisfactorily addressed. The proximity of the site access to the major road infrastructure will allow the movement of the majority of traffic onto these routes without significant implications to the local highway network, particularly in the circumstances that a Kegworth Bypass is provided. In the event that delays are experienced on the strategic highway network the logical movement of vehicles trying to utilise these highways would not be on roads through either Castle Donington, Diseworth or Long Whatton given that these would not be convenient for reduced travel times, 'rat-running,' given the position of the site access. The traffic delays experienced through Castle Donington, as well as the movement of traffic through Diseworth and Long Whatton, are considered by the TWG to be caused by vehicles from East Midlands Airport given the position of the site accesses in relation to the strategic highway network and are only likely to be significantly exacerbated by significant expansion of the airport. Proposed improvements to public transport operation would also encourage the use of this mode of transport with links to Coalville being critical should this market be targeted for the employment opportunities.

In respect of the comments of Long Whatton and Diseworth Parish Council in relation to the proposed Community Fund it is considered that this is not a consideration for the LIR as separate discussions are being held with the relevant Parishes as part of the ongoing negotiation in relation to the Development Consent Order Obligations, to gauge their thoughts and views on this fund which will be fed back directly to the Developer. It is, however, viewed that although the development may fall within part of the Whatton ward the overall implications of the development, physically and visually, are not as significant as those of the settlements currently identified particularly given the relationship of Diseworth with the airport.

## **Conclusion**

In conclusion the LIR is the Local Authorities' technical appraisal of the implications of the East Midlands Gateway development on the local area.

The views expressed by Councillor Saffell and Long Whatton and Diseworth Parish Council will be directed to the Examining Authority who will eventually determine the application but no change to the recommendations to Cabinet are proposed as a result of these comments.