

EMP90 RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: EMP82	SITE NAME: Land north of J11 A/M42
------------	--------------------	------------------------------------

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
General				
Strongly support for the inclusion of this site as a location for strategic distribution.	Support welcomed. In addition, draft policy for this Potential Location for Strategic Distribution included some requirements which could be adequately dealt with by topic-based policies instead. If this site is selected for allocation in due course, the criteria relating to SUDs, the River Mease and biodiversity net gain can be omitted from the draft policy.	If this site is selected for allocation, omit/amend the following criteria: i. (3)(d) The provision of evidence that assesses and addresses the impact of development on biodiversity and the achievement of biodiversity net gain in accordance with national requirements. ii. (3)(g) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of draft Policy En2 (River Mease SAC).	234;	I M Properties;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Broadly supportive but this is contingent on specific concerns being addressed. [these are included below]	Qualified support welcomed.	None	175; 180;	OD&APC ¹ ; Ashby Wolds TC;
Question the need for development in this location. There are sites elsewhere (e.g J10, J12 and at East Midlands Gateway which has railhead access and can align with decarbonization targets and sustainable growth objectives). The availability of unused premises elsewhere should be investigated. Mercia Park is not fully occupied. It only has two occupiers.	The new Local Plan is planning for the new development needed 15+ years into the future. Current evidence suggests that more strategic-scale warehouses will be needed over this time, in addition to the premises which already exist. This means that it is likely that further suitable sites will need to be identified through this new Local Plan. Before a more final decision can be made on which sites to allocate, the outcomes of further work is awaited, including joint work with the other Leicestershire authorities on an updated assessment of strategic warehousing needs.	None	84; 445; 447; 175; 91; 70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 295; 447; 497; 634; 175;	Lizzy Devey Smith; Rachael O'Brien; Michael Godbehere; OD&APC; Netherseal PC; Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Julia Nicklin; Michael Godbehere; Rosemary Logue; Lee Ramsell; OD&APC;

¹ Oakthorpe, Donisthorpe & Acresford Parish Council

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
This development will not provide any more local jobs as there is a saturation for the tiny surrounding villages already.	Workforce could come from nearby Measham and Appleby Magna and also locations further afield such as Tamworth, Burton, Swadlincote, Ashby de la Zouch and Coalville.	No change.	634;	Lee Ramsell;
The number of jobs created will be low.	The Local Plan does not speculate on the number of jobs which will be created. Rather, the Plan's purpose is to provide the land to enable the local economy to grow as forecast over the next 15+ years.	No change.	175;	OD&APC;
Highways				
Access: A444 Burton Road is an A classified Road with a speed limit of 50mph along the development frontage; access from it would be contrary to Leicestershire Highway Design Guide Policy IN5, 'Our Access to the Road Network Policy'. However, it is also acknowledged that a safe and suitable access may be possible.	Noted. Policy IN5 of the Leicestershire Highways Design Guide seeks to restrict new vehicular access points on to roads with a speed limit of 40mph or more. However, the County Council has revised this policy, adopting a more risk-based approach. As a result, an access on to the A444 is not being ruled out and is not a reason to discount the allocation of this site.	No change.	341;	LCC (Highways);
Access: Another island will need to be installed to facilitate access and exit or at a minimum a set of traffic lights or more probably a combination of both, therefore causing further congestion.	The exact access arrangements would need to be agreed with LCC as the Highways Authority. LCC has acknowledged that an appropriate access to the site may be achievable.	No change.	525; 624;	T. Nicklin; Carol Southerd;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>A444: Concern about the capacity of A444 to accommodate the additional traffic which will be generated.</p> <ul style="list-style-type: none"> • It is not big enough, wide enough and its surface is too poor (potholes) to take more heavy traffic. • It is single carriageway and 30mph for most of its length. • It is becoming a link road to A/M42. • The road is already very busy and we have seen an increase in HGV traffic since Mercia Park opened (despite being told that traffic would use A/M42) and since the ex-Bison logistics site opened in Swadlincote. • Traffic volumes well exceed what is expected for an 'A' road. • It needs upgrading if the development is to go ahead. 	<p>LCC as Highways Authority has not raised 'in principle' concerns about the suitability and capacity of A444 to serve this site. A key reason why locations on motorway junctions are sought after by distribution occupiers is to enable easy access to the strategic road network. This in turn limits the use of more local roads.</p> <p>A Traffic Impact Assessment will be required as part of any planning application which will assess the volume, type and routing of traffic which will be generated and the mitigation measures required in response.</p>	<p>No change (but see proposed changes below in response to comments from Derbyshire authorities)</p>	<p>70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 295; 444; 447; 448; 451; 452; 453; 454; 455; 457; 458; 467; 477; 479; 481; 540; 541; 560; 602; 622;624; 175; 180; 91; 238;</p>	<p>Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith- Bates; Ben Tabiner; Daniel Wayne; Julia Nicklin; Lloyd Upton; Michael Godbehere; Bethany Fitzpatrick; Joanne Cunningham- Gardner; Robert Smith; Ian Moreton; Carl Sutton; James Cunningham- Gardner; Toni Rheeston; Angela Eames; Joshua Eason; Katie Smith; Linda Kemp; Eriks Katkovs;</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
				Alan Lees; Judith Lees; Ann Hughes; Christopher Hughes; Lisa Turner; Carol Southerd; OD&APC; Ashby Wolds TC; Netherseal PC; H&BBC;
<p>A444: DCC is aware of amenity issues raised by residents along the A444 corridor with respect to the volumes of HGV traffic, particularly at night. At the appropriate stage in the development process, transport studies should be undertaken to assess the impacts and mitigation needed. DCC requests the following modified wording:</p> <p>"3(a) The provision of a safe and appropriate vehicular access to the road network to the satisfaction of Highways England, Leicestershire Highways Authority, and cross border liaison with Derbyshire Highways Authority."</p> <p>"(k) any future development on this site would be supported by planning obligations that will include travel plans, freight and logistics plans inclusive of routeing agreements and subject to ongoing monitoring of such</p>	<p>With respect to access, criterion (3)(a) currently states this needs to be agreed to the satisfaction of LCC Highways and Highways England (now National Highways). On reflection, as the access will be onto the local road network, this is a matter for the local highway authority only. It is recommended that reference to National Highways be removed and, consistent with this, no reference to DCC be added to the criterion.</p> <p>With respect to impacts on the wider local road network, this could be included in any future allocation policy.</p>	<p>In the event this site is selected for allocation,</p> <ol style="list-style-type: none"> i. Amend (3)(a) to read "The provision of a safe and appropriate vehicular access to the local road network to the satisfaction of Highways England and Leicestershire Highways Authority." ii. Add a criterion (3)(x) to read "full assessment of the transport impacts of the development and the identification and delivery of mitigation measures 	353; 545; 555;	Derbyshire CC; South Derbyshire DC; Cllr Amy Wheelton (SDDC);

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>plans. " This is to ensure traffic impacts are adequately mitigated. Any transport impacts within South Derbyshire associated with development on this site, in terms of highway capacity, safety and local amenity, be identified and satisfactorily mitigated, particularly in respect of HGVs using the A444.</p>		<p>in response to include, as necessary, travel plans and freight and logistics plans inclusive of routeing agreements"</p>		
<p>A/M42: J11 is already overloaded. Traffic backs up along A444 from the J11 roundabout as far as Acresford. Mercia Park traffic (staff and HGVs) contributes to these queues.</p>	<p>It is relevant that National Highways, who has overall responsibility for the A/M42 has not objected to this proposal and nor has the Local Highway Authority with respect to the capacity of A444. At planning application stage, the applicants will be required to produce transport evidence to identify what road improvements will be necessary and this may include changes to the junction itself.</p>	<p>No change.</p>	<p>444; 445; 525;</p>	<p>Lloyd Upton; Rachael O'Brien; T. Nicklin;</p>
<p>A/M42: This proposal will add further traffic to the M42 which is a two-lane motorway that clearly cannot cope with the volume of traffic it already has. J10,11 and 13 already have considerable development built/planned.</p>	<p>The council will undertake transport modelling to assess the cumulative impacts of development (existing, permitted and proposed) on the road network, including in adjacent authority areas. It is relevant that National Highways, who has overall responsibility for the</p>	<p>No change (pending the outcome of transport modelling).</p>	<p>444;</p>	<p>Lloyd Upton;</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	A/M42 has not objected to this proposal.			
A42 should be upgraded to motorway standard.	There are no current plans to upgrade A42. This proposal does not, of itself, require such an upgrade.	No change	175;	OD&APC;
Potential impacts on the operation of the [strategic road] network need to be considered as part of a robust transport evidence base and this could be stated more clearly in the policy.	Agreed. The council will undertake transport modelling to assess the cumulative impacts of development (existing, permitted and proposed) on the strategic and local road networks, including in adjacent authority areas. The policy will be amended as necessary in response to the findings.	No change (pending the outcome of transport modelling).	112;	National Highways;
The Council should consider the longer-term consequences of Local Plan growth and whether allocations so close to an SRN junction may preclude the future safeguarding of land for highway improvements.	Noted, however as there are no proposals for significant works to J11, this is not considered to be barrier to the proposal or a justifiable reason to amend the site boundaries.	No change.	112;	National Highways;
If the development goes ahead, HGV traffic from these facilities must be forbidden from using the A444. This type of traffic should be restricted to motorways and nationally managed strategic routes. Improved weight limit signage is needed to steer HGVs away from nearby villages.	A key reason why locations on motorway junctions are sought after by distribution occupiers is to enable easy access to the strategic road network which in turn limits the use of more local roads. Whilst an absolute ban on HGVs using A444 is not feasible, Derbyshire CC's representation has identified measures which can be	See suggested additional criterion (3)(x) above.	450; 560; 175; 180;	Stuart Swann; Ann Hughes; OD&APC; Ashby Wolds TC;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	deployed such as routing agreements.			
It is unrealistic to assume that all traffic will use A/M42 to access the site. Workers in particular, and some locally-based suppliers, are more likely to use local roads.	The Council will undertake highways modelling work to identify the implications of the Local Plan's proposals in their entirety and then to identify the mitigation measures needed in response. At planning application stage, there will be more detailed and specific transport assessment to predict the level, type and routing of traffic generated by the development. It is accepted that some journeys will be on local roads. Sustainable transport options are mentioned in the draft policy (criterion (3)(b)). Improved bus services in particular, can help to reduce the number of cars travelling to/from the site.	No change.	451; 453; 525;	Joanne Cunningham-Gardner; Ian Moreton; T. Nicklin;
Local roads through surrounding villages (e.g. Measham, Donisthorpe, Moira and elsewhere) are used as rat runs as an alternative to A444/J11, especially HGVs, resulting in air pollution and disturbance to the residents which would only increase if the development is passed. Rural roads are unsuitable for this amount/type of traffic.	A key reason why locations on motorway junctions are sought after by distribution occupiers is to enable easy access to the strategic road network which in turn limits the use of more local roads. It is nonetheless likely that there will be some increase in traffic on more rural roads, including from employees getting to/from work. Strategic and more	No change.	295; 454; 540; 541; 634;	Julia Nicklin; Carl Sutton; Alan Lees; Judith Lees; Lee Ramsell;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	detailed highway modelling will help identify what mitigation measures will be required in response.			
Netherseal will be significantly impacted. Congestion on A444 will result in the village being used as a cut through route (via Chilcote past Netherseal Primary School and along Gorsey Lane).	A444 is the most direct route north from the site. Some journeys will be on local roads including by employees travelling to/from work. Sustainable transport options will be an important way to bear down on the number of car trips. The forthcoming transport modelling will consider all these factors.	See suggested additional criterion (3)(x) above.	70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 720;	Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Netherseal PC;
Proper traffic assessments and appropriate s106 funds are needed to mitigate the impact on A444 at Overseal.	With respect to impacts on the wider local road network, it is agreed that appropriate reference should be included in the policy.	See suggested additional criterion (3)(x) above.	394; 451;	Helen Mitchell; Joanne Cunningham-Gardner;
Object to any potential additional traffic on the A444 and the only way to avoid this is if the entrance goes on A42.	A direct access onto A42, which is part of the Strategic Road Network, will not be acceptable to National Highways.	No change.	94;	Overseal PC;
Has there been an increase in injury/fatal RTCs in/around J11?	The site's promoters report the following: "A review of publicly available information shows there has been 1 recorded collision on the M42/ A42 since	No change.	444;	Lloyd Upton;

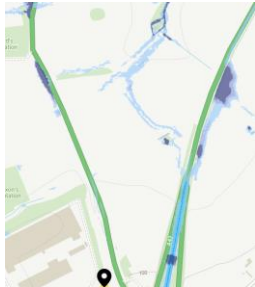
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	the initial opening of Mercia Park. This was classed as serious and occurred in July 2022 and was at the northbound offslip of Junction 11, when three HGVs collided into the back of each other.”			
<ul style="list-style-type: none"> • A444 is unsafe. • It is dangerous for pedestrians to walk along A444 in Overseal. Residents need to cross the road for access to the school, shops, church, pub etc • The A444 is unsafe for cyclists as it is and the increase in traffic to this development will not help that and to suggest that cycling will be used as a method of transportation to reach the site is ill advised. The idea of cycle ways and walking paths logistically is ridiculous and totally unsafe. 	LCC Highways holds and monitors road accident data and has not raised an ‘in principle’ safety concern regarding this proposal.	No change.	445; 448; 446; 479; 560; 453; 458; 624;	Rachael O’Brien; Bethany Fitzpatrick; Michelle Richardson; Linda Kemp; Ann Hughes; Ian Moreton; Angela Eames; Carol Southerd;
<ul style="list-style-type: none"> • Public transport in the area is limited and would certainly not be sufficient to allow access from the surrounding villages and to anyone unable to drive to the potential employment opportunities. • Bus service 19a connects Mercia Park and Swadlincote. Developer contributions should be sought toward any necessary enhancement 	Currently the no. 20 bus service connects Tamworth and Mercia Park (6 times per day each way) and the 19A links Burton with Mercia Park (5 times per day each way). Criterion (3)(b) confirms that the site needs to be accessible via a range of sustainable transport options. This may include improvements to the bus	In the event this site is selected for allocation, amend (3)(b) to read “The site being accessible via a range of sustainable transport options, including improved bus services and effective walking and cycling connections”.	602; 634; 91; 545; 555;	Christopher Hughes; Lee Ramsell; Netherseal PC; South Derbyshire DC; Cllr Amy Wheelton (SDDC);

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
to this service (hours of operation; frequency).	services but this could be made clearer.			
Possible impact on PROW identified.	The map accompanying this representation shows that there are no PROWs across the site itself and identifies PROW on land facing the site on the west of A444 and on land to the east of A/M42. It is not considered that the development is likely to have any adverse impact on this wider footpath network. Indeed, the draft policy wording refers to functional links between this and the Mercia Park site and that may result in an overall improvement to public access in this location (e.g. improved crossing of A444).	No change.	192;	Leicestershire Local Access Forum;
Local services and infrastructure				
The development will put pressure on local services. Local infrastructure is already unable to cope.	An Infrastructure Delivery Plan (IDP) is currently in preparation. This will support the Local Plan by outlining the new/improved infrastructure of all kinds which will be needed to support the development proposed in the plan and the funding arrangements for that. Until this work is complete, no specific change to Policy EMP82 is recommended.	No change pending the completion of the IDP.	448; 452; 622;624;	Bethany Fitzpatrick; Robert Smith; Lisa Turner; Carol Southerd;
The draft policy wording does not appear to include reference to the need for S106 financial contributions to deal with wider cumulative/cross-boundary issues. Some of this will need to be spent outside NWL.			453; 455; 479; 667; 341;	Ian Moreton; James Cunningham-Gardner; Linda Kemp; Carol Southerd; LCC (Highways)
Environmental Issues				

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>Concern about the reduction in amenity and increase in air pollution resulting from increased traffic on A444. This affects a number of villages (Overseal, Castle Gresley, Stanton. Netherseal is also mentioned). 24-hour operations of the existing Mercia Park site is disruptive with residents with traffic and HGVs along A444 at night as well as during the day. Residents are impacted by vibrations and noise. Residents' wellbeing is adversely affected, including from disturbed sleep. Queuing traffic will further worsen air quality.</p>	<p>HGV movements are, on the whole, the source of the concerns raised. Measures such as routing agreements and freight and logistics plans may be deployed to help control HGV movements. In response to this and an earlier representation, policy reference to such measures is recommended.</p> <p>Policy En6 of the draft Local Plan deals with air quality and signals that an air quality assessment will be required for proposals likely to have a significant impact on air quality. The next iteration of the plan will include additional detail in support of this approach</p> <p>In terms of the current position, South Derbyshire DC's latest Air Quality Status Report (2024) identifies that there has been a small but definite improvement in NOx levels along A444 and in Church Gresley and Overseal over the past 5 years. In all cases NOx levels are below the annual average Objective level.</p>	<p>See suggested additional criterion (3)(x) above</p>	<p>70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 445; 446; 448; 449; 450; 451; 452; 453; 454; 457; 458; 458; 467; 477; 479; 481; 497; 525; 535; 560; 561; 622;624; 634; 238;</p>	<p>Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Rachael O'Brien; Michelle Richardson; Bethany Fitzpatrick; Julie Matthews; Stuart Swann; Joanne Cunningham-Gardner; Robert Smith; Ian Moreton; James Cunningham-Gardner; Toni Rheeston; Angela Eames; Joshua Eason; Katie Smith; Linda Kemp; Eriks Katkovs; Rosemary</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
				Logue; T. Nicklin; Edward Latimer; Ann Hughes; Stephen Sharpe; Lisa Turner; Carol Southerd; Lee Ramsell; H&BBC;
<ul style="list-style-type: none"> • Warehouses do not respect the surrounding countryside. They will be a blot on the landscape and change the character of the area from rural to industrial. • Countryside needs to be untouched to provide a buffer to built-up areas. • Loss of green space. 	<p>Faced with a need for more land for large scale warehouses (although the amount is to be confirmed), the council has undertaken a comprehensive assessment of the sites available and their attributes. This site is one of the ones which performed the best in this assessment. The outcome of further work is awaited, including joint work with the other Leicestershire authorities on strategic warehousing needs, before a decision on sites to allocate is made.</p> <p>Development here will result in the loss of countryside and green space and a change to the character of the site albeit that Mercia Park and infrastructure of J11 are already urbanising influences. The policy could be improved by expanding the criterion about design.</p>	<p>In the event this site is selected for allocation, amend criterion (3)(i) as follows: “A satisfactory design and layout An overall design approach which addresses the visual and landscape impact of large-scale buildings in this location through a comprehensive set of measures”</p>	451; 452; 175; 634;	Joanne Cunningham-Gardner; Robert Smith; OD&APC; Lee Ramsell;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Layout and boundary treatments should be designed to limit so far as is possible the negative visual impact upon the A444 (which currently has pleasing rural aspects) and the rural character of South Derbyshire to the north west.	With respect to boundary treatments, it is considered that criterion (3)(c) adequately addresses this matter. Visual impacts will be addressed by the amended design criterion described above.	No change but see the amended criterion (3)(i) above.	175; 545; 555;	OA&DPC; South Derbyshire DC; Cllr Amy Wheelton (SDDC);
Irreversible impact on wildlife, habitats and the wider ecosystem.	The LCC Ecology team has observed that, subject to the appropriate retention of hedges, development of this arable site would not raise an ecology concern. The policy does not currently include a requirement to retain existing hedgerows; this oversight needs to be addressed.	In the event this site is selected for allocation, amend criterion (3)(c) to read "The provision of an appropriate landscaping scheme which (i) retains the existing hedgerows which have biodiversity value and also help to contain the site; and also (ii) includes both extensive boundary treatments and also internal planting, to limit the impact.....".	70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 445; 451; 452; 455; 457; 458; 624; 634; 91;	Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Rachael O'Brien; Joanne Cunningham-Gardner; Robert Smith; James Cunningham-Gardner; Toni Rheeston; Angela Eames; Carol Southerd; Lee Ramsell; Netherseal PC;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<ul style="list-style-type: none"> Fields are needed for surface water run-off. Flooding will increase if the land is concreted over. Alteration of the natural hydrology, including by land regrading, changes drainage patterns and can lead to increased flooding elsewhere. The proposed development will discharge into the Mease at an earlier point (compared with Mercia Park) raising the probability of increased flooding in that area and further down. Increased run-off from the existing Mercia Park site has affected watercourses (including the River Mease) elsewhere and has affected the flood plain in Netherseal and Chilcote. There is the concern that the mitigation measures for Mercia Park were not as effective as required. 	<p>It is of note that neither the Environment Agency or LCC in its role as Local Lead Flood Agency have objected to this proposal. The site is FZ1. There are selected parts of the site which are at some risk of surface water flooding although mostly this is a low level risk (<1% chance each year).</p>  <p>The proposed policy requires a surface water drainage strategy (criterion (h)). It also requires a Flood Risk Assessment but as the site is in FZ1, this is not necessary.</p>	<p>In the event this site is selected for allocation, omit the following: “(f) The provision of a Flood Risk Assessment”.</p>	<p>70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 445; 451; 455; 84; 295; 389; 457; 525; 624; 91;</p>	<p>Jacqui Sampson; Nathan Grix; Neil Sampson; Lizzy Devey Smith; Julia Nicklin; Clifton Campville with Thorpe Constantine PC Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Rachael O’Brien; Joanne Cunningham-Gardner; James Cunningham-Gardner; Toni Rheeston; T. Nicklin; Carol Southerd; Netherseal PC;</p>
<p>The site is in the River Mease SAC. Further development along the A444 corridor would only exacerbate the risk of nutrient pollution and flooding,</p>	<p>The site lies within the River Mease Catchment. Natural England (NE) observe that this gives rise to concern regarding</p>	<p>In the event this site is selected for allocation, amend criterion (3)(h) to read “A surface water</p>	<p>70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165;</p>	<p>Jacqui Sampson; Nathan Grix; Neil Sampson;</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>endangering the delicate balance of this protected ecosystem. The loss of vegetation and natural water absorbing features will exacerbate this.</p> <p>Effective surface water drainage is required to prevent any additional runoff that may affect land and watercourses within South Derbyshire, including the River Mease.</p>	<p>water quality, from both the construction and operational phases of the development. NE advise that a construction management plan for surface water during construction would be required, as well as suitably designed SuDS to treat water during operation. Provided surface water from the site is dealt with appropriately (similar to the drainage strategy for Mercia Park), NE considers that impacts on the River Mease SAC could be minimal.</p> <p>These matters are addressed in criterion (h) although it doesn't specifically mention SUDs which is an oversight.</p>	<p>drainage strategy which focuses on SUDs and which demonstrates how..."</p>	<p>447; 91; 545; 555;</p>	<p>Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Michael Godbehere; Netherseal PC; South Derbyshire DC; Cllr Amy Wheelton (SDDC);</p>
<p>Site is in the National Forest. The attractiveness of the area for tourism will be affected by this development.</p>	<p>At planning application stage, the development will need to be designed in a way which reflects its position in the National Forest in accordance with draft Local Plan Policy En3 (also adopted Local Plan Policy En3). It is not considered that the development of this site will, of itself, affect or undermine the function of the National Forest.</p>	<p>No change.</p>	<p>444; 445; 447; 451; 454; 455; 458; 622;634;</p>	<p>Lloyd Upton; Rachael O'Brien; Michael Godbehere; Joanne Cunningham-Gardner; Carl Sutton; James Cunningham-Gardner; Angela Eames; Lisa Turner; Lee Ramsell;</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
There will be impacts on protected trees.	Trees along the northern boundary of the site are subject to a Tree Preservation Order. This gives the trees explicit protection and no expectation or intention that these trees will be damaged by the development proposed.	No change.	458; 624;	Angela Eames; Carol Southerd;
Concern about the loss of productive farmland at a time when food security is important.	Regional records suggest this land is of Grade 2 agricultural land quality. The NPPF states that “Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered, alongside the other policies in this Framework, when deciding what sites are most appropriate for development” (footnote 62). This means that the development of agricultural land is not of itself a reason to resist development. It is a factor to weigh in the planning balance.	No change.	295; 525;	Julia Nicklin; T. Nicklin;
Any industrial buildings, and on this site in particular, should be required to be designed to accommodate photo-voltaic panels.	At planning application stage, development will need to accord with all relevant requirements for	No change.	295; 525;	Julia Nicklin; T. Nicklin;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	reducing carbon emissions (see draft Local Plan Policy AP4).			

GENERAL.....	21
1 – Process/Freeport designation.....	21
2 - Location	24
3 - Site boundary	27
4 – Need for employment land.....	28
5 – Justification for this development.....	29
6 – Jobs & economy.....	35
7- Support	37
8 – Government/economic policy.....	38
9 – Cumulative impacts	39
HIGHWAYS.....	40
1 – Access.....	40
2 – Highways capacity.....	41
3 – Road safety	44
4 – Sustainable transport.....	45
LOCAL SERVICES AND INFRASTRUCTURE.....	46
1 – Impacts on the airport.....	46
2 – Infrastructure	47
ENVIRONMENTAL	48
1 – Landscape and topography	48
2 - Townscape	50
3 - Ecology	52
4 - Heritage	55
5 – Flooding	58

6 – Impacts on residents 61

7 – Agricultural Land..... 65

RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: EMP90(Part)	SITE NAME: Land south of East Midlands Airport
------------	-----------------------------	--

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
GENERAL		
1 – Process/Freeport designation		
<ul style="list-style-type: none"> Concerned by the undemocratic and opaque process of central government – with the participation of NWLDC - imposing the development due to it Freeport status. There has been a refusal by those behind the Freeport project to provide coherent information other than in the most general terms. The Freeport Business Case has been withheld despite requests for it. The proposal needs to be considered locally with regards to its suitability by those who know the land and its communities not by those without intimate knowledge of the area. There has been little/no public consultation. The plans have been in train for years but were not made public. They are not 'proposals'. It is a fait accompli. 	<p>NWLDC's role as the Local Planning Authority preparing the new Local Plan for the district (and determining planning applications) is distinct and separate from its representation on the Freeport Board. Whilst land south of the airport has been awarded Freeport status by the Government, this does not mean that development can go ahead; a decision on the planning suitability of the site is yet to be made. Local people are able to be centrally involved in each of the planning processes which are currently underway (Development Consent Order; planning application; Local Plan process). The East Midlands Freeport Full Business Case (April 2022) is now available on the East Midlands Freeport website.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<ul style="list-style-type: none"> The Local Plan is compromised by the Government's intervention designating the Freeport 		
<p><i>Respondents: Sarah-Jane Varley (67); Julia Matthew (90); Stuart Dudley (102); Gary Woods (113); Andrew Allman (114); Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Delia Platts (137); Michael Doyle (138); David Bamford (170); Long Whatton & Diseworth Parish Council (189); Angela Bamford (194); Lesley Allman (198); Peter Onyon (203); Erika Wood (210); Andy Foxhall (217); Christopher Howell (241); Erica Morris (246); Sharon Crosby-Browne (248); Louis Della-Porta (249); Janet Allard (271); Mervyn Johnson (284); Jacqui Donaghy (299); Stephen Smith (305); Emma Haycraft (306); Nichola Miller (313); Elizabeth Jarrom (315); William Jarrom (316); Kath Taylor (323); Ron Taylor (324); Alison Millward (343); Tony Wilson (351); Vanessa Johnson (354); J. Smith (373); Nicky Miller (374); Jim Snee (376); Jacqueline Butterworth (384); David Fenny (388); Tim Wagstaff (429); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Robert Ridler (636); Marie Brierley (638);</i></p>		
<p>The airport had no intention to develop the land for its purposes in June 2021. The inclusion of the land is a result of Ratcliffe Power Station being kept on line for longer than expected. EMA/ SEGRO are using the situation to "slip in" the land into the Freeport.</p>	<p>NWLDC's role here is to decide the new Local Plan's approach to the designated Freeport land. The motivations and positions of the landowners is not, of itself, a planning matter.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .</p>
<p><i>Respondents: Richard Brackenbury (117);</i></p>		
<p>The Freeport designation is referred to as a "material consideration". It should be totally disregarded. If the opaque and commercially driven designation is given any weight, it could allow a development to succeed which had been attempted, but failed, several years ago merely due to the "cover" of the Freeport. The designation should have little, if any, bearing on NWLDC deciding whether the site should be allocated for strategic distribution.</p>	<p>The Government's designation of the land as a Freeport is a factor in favour of the proposal to be considered as part of the overall planning balance.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Long Whatton & Diseworth Parish Council (189);</i></p>		
<p>Where is the joined-up thinking of the three counties of Derbyshire, Nottinghamshire and Leicestershire? Why does NW Leics (and</p>	<p>The three counties are involved in the East Midlands Freeport, however the matter at issue is the new Local Plan's approach to</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
particularly Diseworth) appear to be bearing the brunt of this?	land south of the airport which is specifically the responsibility of NWLDC. Also, at the present time no formal strategic planning that goes beyond individual district/borough boundaries.	
<i>Respondent: Michael Doyle (138); Janet Allard (271); Karen Oliff (593);</i>		
The Freeport incentives and benefits do not justify rushing planning consents.	The consultation document stated that some of the Freeport incentives were due to cease in 2026. This is not now the case; the end date has been extended to 2031. That aside, the point being made is understood; the development's planning merits and otherwise need to be fully considered before deciding whether it should go ahead.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Jamie Donaghy (167); Garry Needham (285); Tim Burrage (390);</i>		
The council should stand up to the Government's designation in defence of the local community and democracy. NWLDC is being pushed around by Leicester County and City Councils, Freeport and Dept of Levelling Up. Questionable business practice.	Only the Government can reverse its decision to designate the Freeport. NWLDC's role as the local planning authority is to a) decide the content of the new Local Plan; b) determine the planning application on the Manchester Airports Group land; and c) contribute to the Development Consent Order process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Jamie Donaghy (167); Erika Wood (210); Andy Foxhall (217); Louis Della-Porta (249); S. Smith (372); Karen Oliff (593);</i>		
The Freeport designation may confer freedom from certain planning controls for the future occupiers of the site. This is a concern given the proximity of the site to Diseworth.	The Freeport designation and the powers that this infers is for government to determine.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Erica Morris (246);</i>		
Question whether this land would be considered for development without the Freeport designation.	In short, this is an impossible question to answer and in any event the answer is largely academic. The fact is that the designation has been made.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondent: Max Crosby-Browne (247); Janet Allard (271); Karen Oliff (593);</i>		
This designation does not follow any existing planning policies and does not refer to any evidence for the need for such a site	The Government's consideration of the Freeport proposal did not include an assessment of the planning merits (or otherwise) of the site. That is a matter for the planning process, be it the Local Plan, the DCO process and/or a planning application. The Government's decision to confirm the designation does indicate that it considers there is a need for the development. Further, the Council has its own evidence that indicates that additional employment land is needed.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Tim Burrage (390);</i>		
2 - Location		
Development is being concentrated in single area.	The area centred on the northern parts of A42 and M1 was identified as a location for growth, called the Leicestershire International Gateway in the Leicester and Leicestershire Strategic Growth Plan (2018) which predates the Freeport designation. The council has considered and compared all the potential sites in the Strategic Housing and Employment Land Availability Assessment (SHELAA). The draft Local Plan is planning for substantial amounts of housing and employment development elsewhere, notably at Coalville, Ashby and Castle Donington with smaller amounts to villages in the district. The council's decision making has also been informed by a Sustainability Appraisal which considered	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	alternative housing and employment strategies.	
<i>Respondents: Stuart Dudley (102); Alison Millward (343); Tony Wilson (351); Jeffrey Guy (352); David Fenny (388); (and others)</i>		
Local people and local businesses will not benefit from having the Freeport on their doorstep.	. The role of the planning system is to judge whether, in planning terms, the overall benefits of the development are greater or less than the harms.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .
<i>Respondents: Stuart Dudley (102); Judith Billington (103); Chris Peat (123); Joanne Hunt (253); Stephen Vigor (632); Marie Brierley (638);</i>		
In the settlement hierarchy Diseworth is restricted to limited growth within the defined Limits of Development. This should be respected and not swept aside at the whim of the Government.	EMP90's proximity to the airport, East Midlands Gateway and the motorway network informed the Government's Freeport decision. As a result, a key issue becomes whether EMP90 can be developed in a way which adequately maintains separation between the village and the Freeport development. The proposed Limits to Development in the draft Local Plan, which do not include EMP90, reflect Diseworth's status as Sustainable Village suitable for limited growth.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Richard Brackenbury (117); Peter Onyon (203); Max Crosby-Browne (247); Diseworth Heritage Trust (308);</i>		
Diseworth and its vicinity has seen significant development in recent history. There has to be a point at which this cumulative development is considered enough and is halted.	Evidence being prepared for the new Local Plan considers the added impact of the proposed development in addition to what already exists and has planning permission. For example, transport modelling will consider the additional traffic generated on top of existing levels. Similarly, landscape assessment appraises the landscape impact of proposed housing and employment developments in the context of what is already there. In the end it will be a planning judgement about whether a cumulative	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	threshold (of whatever type) has been breached.	
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Cllr Carol Sewell (128); Michael Doyle (138); Pauline Needham (292);</i>		
Siting of such a development should be based on an evaluation not the convenience of landowners agreeing to an option with developers.	As outlined elsewhere, a decision on the planning suitability of the site is yet to be made. This will need to be based on a thorough evaluation as the respondent suggests.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Annette Della-Porta (302);</i>		
The Council should consider all the development proposals around the airport and Junction 24, including Isley Woodhouse, and reflect very carefully as to whether a satisfactory form of development can be created there, and if so how it can be funded and delivered.	The planning merits and otherwise of EMP90 will be decided through the DCO process but the Council's working assumption, so that the Local Plan can be progressed, is that the Freeport will go ahead (see covering report). In respect of other aspects of the Local Plan (e.g. IW1), at this stage the Council considers that a satisfactory form of development can be achieved. It is nonetheless recognised that there is important further work to do, including with respect to infrastructure planning, transport modelling and viability assessment which will confirm whether this is the case.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: CPRE Leicestershire (220).</i>		
Will the lights from the development distract pilots?	Subject to the views of the airport and relevant regulatory bodies, there may need to be controls over the location and direction of lighting. As part of the DCO application, the Planning Inspectorate requires the lighting requirements during construction and operation to be described and to include details of any temporary or permanent,	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	daytime or night-time lighting (taken from the EIA Scoping Opinion).	
<i>Respondent: Kathryn Hutchinson (304);</i>		
The location is unsuitable.	Noted. The draft Local Plan identified a number of key concerns with development in this location (traffic, landscape, heritage and amenity impacts). Further assessment, in particular through the DCO process, is needed to determine whether negative impacts can be mitigated and/or outweighed by the benefits of the proposal.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Sarah Gascoigne (321); Kevin Walker (336);</i>		
3 - Site boundary		
The proposed boundary and indicative landscaping buffer are arbitrarily drawn and not based on technical evidence.	Developers' proposed schemes show development unacceptably close to Diseworth. This would impact on the stand-alone character of the village, on its relationship with its surrounding rural hinterland and potentially have an overbearing effect on residents living on the eastern side of the village. As a minimum, development needs to be located further away from the village edge and the revised boundary and landscaping is a response to that. The plan in the consultation document was indicative and was intended to show why the boundary needed to be moved away from Diseworth. The suggested approach may change as more detailed information becomes available.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Manchester Airports Group Property (233)</i>		
The proposed reduction in the site area, compared with the extent of the designated	The revised boundary and landscape buffer would secure an improvement compared with	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
Freeport land, is inadequate. It will do little, if anything, to preserve the heritage and landscape adjacent to Diseworth or limit/mitigate 24-hour continuous noise pollution, light pollution and air pollution visited on both Diseworth and Long Whatton.	the developers' proposed schemes. The suggested approach may change as more detailed information becomes available.	for the suggested overall approach to the Freeport land.
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Jacqui Donaghy (299);</i>		
4 – Need for employment land		
MAG land is uniquely placed to meet the identified need for strategic B8 in planning and economic terms even without the Freeport designation and should be allocated in its entirety	Noted. The covering report sets out an interim approach for strategic warehousing so that transport modelling for the Local Plan can be commenced.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Manchester Airports Group Property (233)</i>		
There is no evidence that the site satisfies an “immediate need for additional employment land” (adopted Local Plan Policy Ec2).	The role of the new Local Plan is to positively identify sites to meet future development needs. That is the exercise which is being undertaken and will inevitably mean identifying sites for development which would not be permitted under the terms of the adopted Local Plan. The requirements of the adopted plan, in this case Policy Ec2, will be superseded by the new plan once it is adopted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Richard Brackenbury (117); Protect Diseworth (115);</i>		
The MAG/EMA application looks to develop some 125,000sqm of warehousing on a part of the EMP90 site. NWLDC calculate the requirement for office space/warehousing for the next 15 years is 125,000 sqm. Para. 5.2 lists the 6 sites considered best suited to provide this requirement which provide a total	The figures quoted (from Table 3 in the Proposed Site Allocations consultation document) relate to general needs employment only. There will be a separate requirement for strategic warehousing but the requirement figure is not yet known. The Freeport site, if it goes ahead, will be predominantly for strategic warehousing.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
of 127,710 sqm. Any further industrial floorspace on EMP90 is totally unnecessary. The addition of 400,000 sqm of industrial space [NWLDC SHELAA 2021, Page 171], on the proposed Freeport makes a nonsense of the entire employment land requirement strategy . It would create a massive over-supply.		
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Jim Snee (376);</i>		
The district council should liaise with the Nottinghamshire authorities to ensure they are meeting their needs for strategic warehousing within the M1 corridor. Unmet needs will place further pressure on sites in NWLDC.	The District Council does monitor the Greater Nottinghamshire authorities' approach to strategic warehousing as part of its consideration of emerging Local Plans for that area.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Long Whatton & Diseworth Parish Council (189);</i>		
The consultation document/draft policy envisages this site coming forward specifically in response to identified need for further strategic distribution, whereas in practice the Freeport vision for this site may demand more of a mixed-use. Not clear how the current draft policy would respond to such a proposal.	It is now recognised that EMP90 is likely to deliver a mix of strategic warehousing and industrial floorspace. The employment land supply tables in the covering report reflect this position.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Leicestershire CC as Highways Authority (341);</i>		
5 – Justification for this development		
There are empty warehouses elsewhere which cannot find tenants e.g. East Midlands Distribution Centre; Barton Lane site off Remembrance Way	The need for additional employment land is on top of what is already built and has planning permission. Just as some new build houses will be vacant until they are sold, the same is true for commercial premises and is a sign of a functioning property market. Also, the new Local Plan is planning for a 15+ year	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	period. Not all the land being allocated is needed now but it will be needed within that 15-year horizon.	
<i>Respondents: Peter Forster (3); Emma Ward (53); Alison Evans (57); Audrey Brooks (64); Susan Hurley (69); Robert Evans (73); Julia Matthew (90); Stuart Dudley (102); Peter Onyon (203); Alan Wade (274); Mervyn Johnson (284); Caroline Reffin (300); Bill Cunningham (301); Dave Hawtin (306); Kim Alcock (310); Janet Moorhouse (329); Kevin Walker (336); Vanessa Johnson (354); Sally Simpson (371); David Fenny (388); Chris Duggan (427); Aimee Ridler (625); Nigel Lane (629); Stephen Vigor (632);</i>		
<p>Better, alternative sites exist elsewhere e.g.</p> <ul style="list-style-type: none"> • Ratcliffe on Soar Power Station where there is existing infrastructure; • A453 north of J25 has been improved; • A453 toward Nottingham/near Clifton where building is on-going; • Brownfield land; • Toton (including HS2 land) • Along A50 corridor • Willington Power Station site • A46 corridor • land surrounding existing industrial sites at Bardon Hill, West Hallam, Langley Mill or Appleby Magna. • North on M1 • South of Kegworth bypass • HS2 land at Long Eaton 	<p>EMP90 is unique as it is the only large scale site in the district that is a designated Freeport. The specific benefits that pertain to the site are not available elsewhere. The Council has considered all alternative, available sites in the district and the outcomes of this detailed assessment are published on the council's website.</p> <p>As part of its submissions for the DCO, the applicant (SEGRO) will be required to consider 'reasonable alternatives' to its proposals</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<i>Respondents: Nick Hollick (38); Duncan Ross (44); Alison Evans (57); Diane Wilby (60); Sadie Dunmore (66); Marie Slevin (68); John Hurley (88); Julia Matthew (90); Richard Smith (101); Stuart Dudley (102); Alan Clark (105); Susan Smith (111); Richard Brackenbury (117); Michael Doyle (138); Adrienne Chester (145); Duncan Ferguson (148); Kay Armitage (149); Janet Hutchinson (154); Laura Dudley (155); Angela Bamford (194); Lesley Allman (198); Alastair Hutchinson (222); Janet Allard (271); Charles Brompton (272); Alan Wade (274); Samantha Wade (275); Kathryn Hutchinson (304); Emma Haycraft (306); Dave Hawtin (306); Neil Curling (309); Jacqueline Quinton (312); Nichola Miller (313); Janet Moorhouse (329); Stephen McIver (330); Amy Dunmore (349); Jennifer Onyon (358); J. Smith (373); Nicky Miller (374);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Annabel McCrorie (383); David Fenny (388); Bruce Scott (482); Karen Oliff (593); Carly Snee (626); Robert Ridler (636); Hannah Robinson (653);</i>		
The development is simply not needed/is too big.	Additional employment land is needed to accommodate the economic growth which will happen over the next 15+ years.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Susan Hurley (69); Tim Wagstaff (429); Helen Warren (503);</i>		
Alternative scenarios (to developing the Freeport site) have not been considered e.g other locations, other options	The site has been designated by government as Freeport. The covering report explains the Council's proposed approach which centres on identifying the factors that will need to be addressed through the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103); Karen Jepson (106); Paul Jepson (110); Susan Smith (111);</i>		
Sweeping assumptions are made about the benefits of the proposal e.g. what evidence demonstrates to how many people would consider relocating there and what businesses have been asked to comment?	The application for Freeport status was supported by a Full Business Case which the Government considered before deciding to confirm the designation. The weighing up of the environmental, economic and social impacts of the proposal, both positive and negative, will now primarily be a matter for the DCO process rather than the Local Plan.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103); Karen Jepson (106); Paul Jepson (110); Jim Snee (376);</i>		
The proposal is contrary to adopted Local Plan Objectives including those concerned with a) health & wellbeing; b) high quality housing stock reflecting local context; c) effective flood prevention; d) preservation of	The role of the new Local Plan is to positively identify sites to meet future development needs. This will inevitably mean identifying development sites which would not be permitted under the terms of the adopted Local Plan. The requirements and objectives	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>natural and rural heritage; e) protecting the natural environment.</p> <p>It is also contrary to Policy S3 – Countryside, the plan’s approach to noise generation and to the adopted Local Plan’s policies and requirements more generally.</p>	<p>of the adopted plan will be superseded by the new plan once it is adopted.</p>	
<p><i>Respondent: Protect Diseworth (115); Cllr Carol Sewell (128); Cllr Ray Sutton (405); Richard Brackenbury (117); Max Crosby-Browne (247); Shirley Briggs (539);</i></p>		
<p>The proposal is contrary to the NPPF including with respect to the intrinsic character and beauty of the countryside and sustainability (air pollution, congestion, carbon footprint, loss of farmland).</p> <p>It is also contrary to the NPPF’s three dimensions of sustainable development.</p>	<p>The NPPF also, for example, requires local planning policies to provide for the future development needs (paragraph 11b) including for storage and distribution uses of varying scales (paragraph 87). The Local Plan will need to take into account the NPPF as a whole and decide on a reasoned and reasonable approach overall. This can mean balancing apparently competing objectives.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Richard Brackenbury (117); Jim Snee (376); Morwenna Mitchell (377);</i></p>		
<p>In conjunction with other proposed development nearby, the proposal also contravenes the Wildlife and Countryside Act 1981 and the Climate Change Act 2008.</p>	<p>The principal legislation which governs the preparation of Local Plans includes the Planning and Compulsory Purchase Act (2004) and the Town and County planning (Local Planning) (England) Regulations 2012. The National Planning Policy Framework is a further material consideration which directs, amongst other things, that Local Plans should be prepared with the intention of meeting development needs in full. The Council is not aware that the emerging Local Plan contravenes the legislation mentioned in this representation and to date none of the statutory agencies have identified such a conflict.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Morwenna Mitchell (377);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>The proposal conflicts with other laudable objectives and policies in the draft LP including those which promote well-being, caring for the countryside, flooding, pollution, air quality, climate change, sustainability, employment, heritage and more.</p>	<p>Achievement of the plan's objectives should be considered in the context of the plan as a whole rather than individual proposals. In addition to the ones mentioned, the plan also has an objective about meeting the needs of the economy, including through the identification of sites for development.</p> <p>A role of the new Local Plan is to positively identify sites to meet future development needs in a sustainable way. By positively identifying development sites, the council is better placed to resist unsuitable, unplanned development elsewhere.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Michael Doyle (138); Long Whatton & Diseworth Flooding Working Group (199); Erika Wood (210); Andy Foxhall (217); Patricia Jackson (227); Erica Morris (246); Louis Della-Porta (249); Janet Allard (271); Karen Oliff (593);</i></p>		
<p>One of the powers enshrined in the Freeport legislation is the ability to designate any development within 45km as being part of the Freeport and benefiting from its incentives. The Freeport should work harder to find land within this 45km area which meets the key criteria and protects Diseworth.</p>	<p>The designation of the land south of the airport is confirmed. However, as part of its submissions for the DCO, the applicant (SEGRO) will be required to consider 'reasonable alternatives' to its proposals.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Max Crosby-Browne (247);</i></p>		
<p>If the Freeport [and Isley Woodhouse] are sanctioned, NWLDC will have failed against their own existing policies and statutory duties. on environmental protection, carbon net zero targets [ref: Reg 18 3.5 NPFF environmental objective] and statutory duties to safeguard their constituent's quality of life. [ref: Reg 18 3.5 NPFF social objective]. These</p>	<p>The Local Plan and Development Consent Order processes are both subject to independent assessment which will identify if there have been any statutory failures.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
developments are likely to be irreconcilable with policies.		
<i>Respondent: Long Whatton & Diseworth Flooding Working Group (199); Louis Della-Porta (249);</i>		
We need developments far smaller in scale which are appropriate to the area and able to balance with environmental and rural policies.	It is agreed that there is also a need for smaller scale employment sites in addition to the larger sites suited to strategic scale distribution. The new Local Plan will aim to provide for both.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Louis Della-Porta (249);</i>		
The proposal concentrates the Leicestershire industrial shed demand in one location placing a disproportionate burden on local infrastructure. It makes more strategic sense to build the industrial units close to existing areas of population where there is real demand for jobs.	The Leicester & Leicestershire authorities are working together on a study to advise on how best to distribute sites for strategic warehousing across the county. Although the district has attributes which are favoured by the strategic warehousing sector, there is no requirement or expectation that all the Leicestershire demand will have to be met in North West Leicestershire district.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Louis Della-Porta (249);</i>		
<ul style="list-style-type: none"> • The exact merits of the designation must be fully detailed to ensure there is justification for the deviation from existing planning policies and procedures. This should limit the nature of any activity on the site to that which was used to justify the economic benefits at the expense of a rigorous planning examination of such benefits. • The economic benefits of the development must show that they exist in absence of the financial benefits received i.e. the economic 	The weighing up of the environmental, economic and social impacts of the proposal, both positive and negative, will now primarily be a matter for the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
benefits must not be present simply due to financial incentives.		
<i>Respondent: Tim Burrage (390);</i>		
6 – Jobs & economy		
<ul style="list-style-type: none"> • Unemployment locally is low. The jobs are not needed. The area does not need levelling up. • The jobs will be low paid/low quality. • The jobs will be relocated from elsewhere as firms take advantage of the tax incentives. • Loss of workers' rights • People working in these low-grade jobs will not be able to afford to live locally, including in the new homes being proposed at IW1. 	<ul style="list-style-type: none"> • The Local Plan looks ahead 15+ years; additional jobs will be needed over that period. The Government has confirmed the Freeport designation which signals its belief that additional jobs will benefit the local economy and local communities. • An analysis of job creation is included in the Council's Freeport-housing implications report. • SEGRO report that more than 10% of the jobs at East Midlands Gateway fall within the highest skilled occupations (Groups 1 – 3). They indicate that the employment profile at the EMP90 site is expected to be similar although if head office functions are located there, the proportion of higher skill jobs could increase. • The planning system cannot control which firms move to the site. It is very likely that firms will relocate from elsewhere but such moves are often linked to a planned expansion of a business. Further 'indirect' jobs growth can also be expected e.g. supply chain jobs. • Criterion 2(h) of Policy IW1 addresses the affordability point directly and further explanation is given in paragraphs 4.113-4.114. Subject to viability testing, the percentage of affordable housing for IW1 	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<p>may be higher than elsewhere in the district.</p> <ul style="list-style-type: none"> • 	
<p><i>Respondents: Peter Forster (3); Duncan Ross (44); Susan Hurley (69); Julia Matthew (90); Stuart Dudley (102); Protect Diseworth (115); Cllr Ray Sutton (405); Michael Doyle (138); Laura Dudley (155); Jamie Donaghy (167); Lesley Allman (198); Erika Wood (210); Andy Foxhall (217); Louis Della-Porta (249); Janet Allard (271); Mervyn Johnson (284); Kathryn Hutchinson (304); Janet Moorhouse (329); Tony Wilson (351); S. Smith (372); Jim Snee (376); David Fenny (388); Karen Oliff (593);</i></p>		
<p>The level of employment suggested is unlikely as evidenced by previous developments e.g. due to automation. Some current buildings already remain empty and unused and therefore employ no one.</p>	<p>The East Midlands Freeport Full Business Case estimates that 6,800 direct jobs will be created and an analysis of job creation is included in the Council's Freeport-housing implications report. Inevitably, job figures are estimates at this point.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Karen Jepson (106); Paul Jepson (110); Mervyn Johnson (284); Caroline Reffin (300); Janet Moorhouse (329);</i></p>		
<p>The site can make a significant contribution to Levelling Up in the Midlands building on existing clusters of key sectors such as aerospace, automotives, food & drink, agritech and capitalising on its strategic location. The scheme can support (increasing) demand for manufacturing and light industry in addition to strategic distribution.</p> <p>The MAG land alone can accommodate 1,589-2,249 jobs(FTE) and Business Rates of £3.46-4.86mil/annum</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Manchester Airports Group Property (233)</i></p>		
<p>The East Midlands Freeport financial business case, which was subject to a rigorous Government approval process, identified the following target sectors – Advanced Logistics and Warehousing, Advanced Manufacturing (including Aerospace, Automotive, Rail and Space) and Low Carbon Energy. Each of the sectors has</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
significant potential for growth in the region and the potential for the sites to provide suitable land to support this growth.		
<i>Respondents: East Midlands Freeport (231)</i>		
Freeports do not create new opportunities. Existing businesses will relocate to the Freeport, thus increasing their profit margins by lowering their cost base. This isn't growth, it is diverting development from elsewhere.	The planning system cannot control which firms move to the site. It is very likely that firms will relocate from elsewhere but such moves are often linked to a planned expansion of a business. Further 'indirect' jobs growth can also be expected e.g. supply chain jobs.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103); Chris Peat (123); Stephen Vigor (632);</i>		
NWL will lose out on Business Rate cuts in Freeports.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Chris Peat (123);</i>		
Assertions about the Freeports direct and indirect economic and employment benefits and uncorroborated, subjective, can be challenged and disproved by evidence from this country and abroad.	The application for Freeport status was supported by a Full Business Case which the Government considered before deciding to confirm the designation. The council does not necessarily need to confirm or refute the assumptions in the business case as part of the Local Plan. The weighing of the environmental, economic and social impacts and benefits of the proposal will primarily be a matter for the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Jamie Donaghy (167);</i>		
7- Support		
Overall support for the identification of land south of EMA as a potential location for strategic warehousing.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
		for the suggested overall approach to the Freeport land.
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290); East Midlands Freeport (231)</i>		
8 – Government/economic policy		
<p>The Freeport’s sectoral focus aligns with NWLDC’s Economic Growth Plan (2022-25) with respect to manufacturing, logistics and distribution. The Freeport, and therefore the designated tax sites, also aligns with the aims and objectives of the Strategic Growth Plan which in turn is a building block of the draft Local Plan.</p> <p>The Government did not undertake an assessment of the planning merits of the site however the assessment does indicate the suitability of the sites in their ability to contribute economically to the region and fulfil the growth ambitions of the Freeports programme and wider economic policy such as the Growth Plan.</p>	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: East Midlands Freeport (231)</i>		
<p>The location around the airport has been recognised as part of the future employment allocation by NWLDC for some time, indicating its suitability for employment land and remains part of the Council’s strategic ambitions for the area. The progression of these strategic sites for employment uses has been agreed by all Freeport Board members of which NWLDC has played an active part since our formation.</p>	<p>The Strategic Housing and Employment Land Availability Assessment (2021) includes an assessment of this site but that is not an allocation document. The Regulation 18 draft Local Plan published in January 2024 is the first time land to the south of the airport has been identified as a potential site for employment-related development.</p> <p>NWLDC’s role as a strategic partner in the Freeport initiative is separate from its role as the Local Planning Authority preparing the Local Plan.</p>	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondent: East Midlands Freeport (231)</i>		
The identification of the Leicestershire International Gateway in the Strategic Growth Plan disregarded the needs and lifestyle of local people particularly of Diseworth. It results in an unfair distribution of development in the district.	The Strategic Growth Plan provides an overarching framework for the Local Plans in the Leicestershire area but it is not a statutory plan. It is for the new Local Plan (plus the DCO process) to identify which developments in the NWL part of the Leicestershire International Gateway should go ahead.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Stuart Dudley (102); Jim Snee (376);</i>		
The proposal contradicts Leicestershire Strategic Growth Plan of aiming to develop in major strategic locations and reduce the amount that takes place in existing towns, villages and rural areas.	The Strategic Growth Plan does identify the Leicestershire International Gateway area which is focused around the north of A42 and M1. The SGP signals that this is an area where there are major employment opportunities. In this respect, the proposed site is not considered to be in conflict with the SGP.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Karen Jepson (106); Paul Jepson (110);</i>		
9 – Cumulative impacts		
The combined impact of the Freeport and Isley Woodhouse need to be considered (including loss of wildlife habitat and rural landscape, air quality, light, noise, flooding, mental and physical health, traffic, pollution, flooding)	The ‘whole plan’ Sustainability Assessment will provide a combined analysis of the social, environmental and economic impacts of the Local Plan’s policies and allocations. The DCI process will also consider wider cumulative impacts e.g. transport.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Andrew Allman (114); Richard Brackenbury (117); Michael Doyle (138); Christine Agar (152); Jamie Donaghy (167); Long Whatton & Diseworth Parish Council (189); Long Whatton & Diseworth Flooding Working Group (199); Louis Della-Porta (249); Janet Allard (271); Emma Haycraft (306); Diseworth Heritage Trust (308); Stephen McIver (330); David Fenny (388); Karen Oliff (593);</i>		
The juxtaposition of the two “proposals” is	The Local Plan and Development Consent Order processes both have consultation	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>oppressive, akin to the behaviour of an autocratic state. There is a potential breach of ECHR in this conduct.</p> <p>They are promoted only by landowner/ owners and developer/developers who have no real knowledge or interest in the locality.</p>	<p>stages and public hearings in which those opposed to development can participate. In both cases, the final decision on the acceptability or otherwise of the proposal is made by independent planning inspectors.</p> <p>If future development needs are to be met, it is essential that there are landowners willing to put land forward and developers willing to develop it.</p>	<p>for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Richard Brackenbury (117);</i></p>		
<p>HIGHWAYS</p>		
<p>1 – Access</p>		
<p>The principle of a safe access can be achieved to the satisfaction of the Local Highways Authority and National Highways.</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Manchester Airports Group Property (233)</i></p>		
<p>Access to the site is not compliant with existing Highways Authority regulation.</p>	<p>LCC Highways has commented that an access from A453 Ashby Road would be contrary to Leicestershire Highway Design Guide (Note: the design guide has subsequently been updated). Nonetheless, in the absence of alternatives, the highways authority has stated that it may be prepared to consider an access from the A453 providing any junctions were formed by the amendment or upgrading of the existing junctions with employment development on the northern side of the A453, providing this were supported by a convincing argument.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondents: Richard Brackenbury (117);</i>		
There will be an access on Hyams Lane. Increased traffic/junction movements here will be particularly dangerous as it is close to the village school.	The latest masterplan prepared by SEGRO does not show an access on to Hyams Lane. LCC Highways has previously stated that an access via Hyams Lane would be unacceptable as it would result in site traffic passing through Diseworth.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Peter Onyon (203);</i>		
2 – Highways capacity		
SEGRO’s Highways Position Statement refers to potential mitigation schemes but work is ongoing and there are various options under consideration.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: SEGRO (290)</i>		
The impacts of this site should also be considered in the context of the nearby Isley Woodhouse housing allocation. Subject to a Transport Assessment identifying the likely traffic impacts and any necessary mitigation, National Highways does not have any objections in principle to this allocation which would be accessed from the local road network. This site (EMP90) would form a significant element of further development in the International Gateway Area (or immediately adjoining), including IW1, CD10 and the wider Freeport, thus it cannot be considered in isolation	The forthcoming transport modelling work will quantify the combined traffic impacts of the Local Plan as a whole and Ratcliffe Power Station on the local and strategic highway network and, as a second stage, consider what measures are needed to address the impacts. Separate transport modelling work is being prepared by the promoters of EMP90 for the DCO process. Similarly, this will consider the combined effects of EMP90 and Isley Woodhouse	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: National Highways (112); Leicestershire CC as Highway Authority (341);</i>		
The Freeport is working closely with partners across the region considering the combined impact on our transport infrastructure and	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>speaking with one voice back into Government and National Highways about the need for further targeted investment (e.g. at J24). The Freeport and Midlands Connect recently commissioned a strategic transport assessment to increase investment and make improvements in/around J24. The Minister for Roads and Local Transport also confirmed that National Highways will deliver a geographically-limited but detailed scheme development study at Junctions 23a – 25.</p>		<p>for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: East Midlands Freeport (231)</i></p>		
<p>The commissioned transport modelling to assess the cumulative impact of the three sites in the area (EMP90, CD10 and IW1) in conjunction with planned development outside the district, including at Ratcliffe Power Station, is welcomed.</p>	<p>Noted</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Leicestershire CC as Highway Authority (341);</i></p>		
<p>It is requested that any transport impacts within South Derbyshire associated with the development of this site, in terms of highway capacity, safety and local amenity, be identified and satisfactorily mitigated, particularly in respect of HGV movements.</p>	<p>The transport modelling work will consider traffic flows in adjoining districts/boroughs and the necessity for mitigation measures as a result.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: South Derbyshire District Council (545);</i></p>		
<p>The traffic around junction 23A & 24 is already horrific including the single carriageway A453 west of M1 and made worse during events at Donington Park. This will increase traffic further including on local roads and cause more congestion. It is difficult to see how the additional traffic could be managed. Several road projects in the</p>	<p>Notwithstanding that the transport modelling has not concluded, it is expected that improvements will be needed at J23a/J24 to deal with the additional traffic generated by these developments.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
region have been “mothballed” due to lack of funding.		
<p><i>Respondent: Kathleen Robertson (27); Diane Wilby (60); Audrey Brooks (64); Marie Slevin (68); Susan Hurley (69); John Hurley (88); Richard Smith (101); Craig Jones (104); Alan Clark (105); Alicia Smithies (109); Gary Woods (113); Andrew Allman (114); Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Chris Peat (123); Cllr Carol Sewell (128); Adrienne Chester (145); Duncan Ferguson (148); Isobel Smithies (164); Jamie Donaghy (167); Charlotte Jones (169); Long Whatton & Diseworth Parish Council (189); Lesley Allman (198); Peter Onyon (203); James Agar (209); Alastair Hutchinson (222); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Sharon Crosby-Browne (248); Joanne Hunt (253); Jeremy Hunt (269); Alan Wade (274); Richard Smithies (276); Mervyn Johnson (284); Garry Needham (285); Noel McGough (287); Katrina Palling (288); Pauline Needham (292); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Jane Cunningham (303); Annette Della-Porta (302); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Neil Curling (309); Kim Alcock (310); Elizabeth Jarrom (315); William Jarrom (316); Travis Croft (319); Tracy Croft (320); Sarah Gascoigne (321); Ann Hawtin (327); Janet Moorhouse (329); Sue Orme (332); Bill Slevin (342); Alison Millward (343); Amy Dunmore (349); J. Smith (373); Morwenna Mitchell (377); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); David Fenny (388); Glenn Robinson (423); Bruce Scott (482); Karen Oliff (593); Carly Snee (626); Stephen Vigor (632); Robert Ridler (636); Marie Brierley (638); Karen Franklin (639); Hannah Robinson (653);</i></p>		
Commuting will increase because a) jobs will not go to local people; b) existing firms will relocate to the Freeport because of the tax incentives on offer; c) there is limited workforce in the local area	The Strategic Growth Plan identifies the Leicestershire International Gateway area, into which EMP90 falls, as a location with major employment opportunities and the scope for significant new housing. Co-locating housing and employment provides people with a choice to live closer to where they work although workforce is also likely to come from further afield including from the major cities of Derby and Nottingham. The planning system does not control which firms move to the site but it is a reasonable assumption that some will relocate from elsewhere.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<p><i>Respondents: Duncan Ross (44); Stuart Dudley (102); Andrew Allman (114); Adrienne Chester (145); Joanne Hunt (253); Kathryn Hutchinson (304); Janet Moorhouse (329);</i></p>		
Assumptions are flawed as not everyone wants to live near their place of work. Post	The planning system can enable people to live closer to where they work if they wish to.	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
pandemic many people have hybrid roles and they do not need to attend physically at work every day or at all.	The focus of this site is on the industrial and manufacturing sectors where substantial amounts of home/hybrid working is unlikely.	for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103);</i>		
How you are modelling the potential impacts and how you consider that the road infrastructure will cope with this. What projections are included to take account of the number of people who will be using our road infrastructure around Diseworth and Long Whatton to travel to work for jobs created by the Freeport? How many people do you expect to be employed by the Freeport and to what extent are the movements of these people considered in your plans?	The Highways Authority (Leicestershire County Council) is commissioned to undertake transport modelling of the Local Plan proposal. This will include informed assumptions about the numbers of additional journeys and origins/destinations to determine the overall impact on the road network. The assumptions will need to be reasonable and justified. As part of the DCO process it will be necessary to consider these issues as well.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Richard Smithies (276); Jamie Smith (369); Carla Smith (370);</i>		
3 – Road safety		
Development will exacerbate dangerous rat running through Diseworth including during construction and especially when trunk roads/motorways are closed. This will include HGVs. Main routes through the village have narrow pavements (where they exist) where two people cannot pass without stepping into the road. It will be dangerous for school children walking to the school. Development will exacerbate rat running through Breedon on the Hill, especially when diversions are in place and/or when there are events at Donington Park.	Locations on motorway junctions are so sought after by distribution occupiers because of their easy access to the strategic road network, in particular by HGVs. This in turn limits the use of more local roads. Some journeys will be on local roads including by employees travelling to/from work. Sustainable transport options will be an important way to bear down on the number of car trips. Improved bus services in particular will be important. The forthcoming transport modelling will consider all these factors.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Nick Hollick (38); Duncan Ross (44); Sadie Dunmore (66); Sarah-Jane Varley (67); Richard Smith (101); Stuart Dudley (102); Craig Jones (104); Susan Smith (111); Gary Woods (113); Richard Brackenbury (117); Chris Peat (123); Susan Ward (125); Delia Platts</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>(137); Adrienne Chester (145); Peter Onyon (203); Alastair Hutchinson (222); Rachel Smith (224); Anne Howell (240); Christopher Howell (241); Erica Morris (246); Charles Brompton (272); Meryl Tait (273); Richard Smithies (276); Noel McGough (287); Katrina Palling (288); Caroline Reffin (300); Jane Cunningham (303); Stephen Smith (305); Emma Haycraft (306); Diseworth Heritage Trust (308); Neil Curling (309); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Lois Croft (318); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Janet Moorhouse (329); Stephen Mclver (330); Dawn Mclver (331); Sylvia Slevin (339); Vanessa Johnson (354); Thomas Onyon (356); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Sally Simpson (371); S. Smith (372); J. Smith (373); Jim Snee (376); Kevin Ward (380); Jacqueline Butterworth (384); Susan Fenny (387); Aimee Ridler (625); Nigel Lane (629); Thomas Lane (630); Robert Ridler (636); Karen Franklin (639);</p>		
<p>Increased traffic is potentially dangerous as it can result in more accidents which in turn results in injury or loss of life. This includes increased danger for cyclists and walkers.</p>	<p>The issue of road safety will be considered as part of the DCO process.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Isobel Smithies (64); Peter Onyon (203); Kathryn Hutchinson (304); William Jarrom (316);</i></p>		
<p>4 – Sustainable transport</p>		
<p>A Sustainable Travel Strategy has been submitted. The use of sustainable modes will be significant including fully electric shuttle bus. The site also benefits from its proximity to the SFRI.</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: SEGRO (290)</i></p>		
<p>Development has the potential to impact on Public Rights of Way.</p>	<p>Hyams Lane and Long Holden are PROW and there are further links connecting to the village. Impact on the alignment and condition of these routes will need further consideration as the detail of the proposals emerge. Walkers using these routes are also regarded as ‘sensitive receptors’ for the purposes of Landscape and Visual Impact Assessment. The development will have a particular impact on the experience of these individuals using the routes.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Leicestershire Local Access Forum (192);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>It is requested that developer contributions be sought towards bus service 9, which connects East Midlands Gateway to Ashby, Swadlincote and Burton. The service provides an essential sustainable transport option for residents of those settlements, travelling for employment or air transport and it will also be beneficial to those seeking access to this potential strategic distribution site and to employers located thereon seeking to attract staff.</p>	<p>Noted. It is agreed that improved bus services will be an important component of the sustainable transport strategy for the development. Decisions about the specific services for improvement and support is a matter for a later stage.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: South Derbyshire District Council</i></p>		
<p>Public transport in the area is insufficient. How will workers get to work? There is no genuine choice of transport modes- residents of the proposed new development will be wholly reliant upon road freight and workers using the private car. Indeed, the majority of those travelling to East Midland Airport already travel by car which adds to congestion on the highway network and contributes to carbon emissions.</p>	<p>Improved bus services will be an important component of the sustainable transport strategy that supports the development. The location is well served by existing bus services, including two Skylink services which serve Derby, Leicester, Nottingham and Loughborough. This gives some prospect that some employees could use public transport to get to work.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Andrew Allman (114); Long Whatton & Diseworth Parish Council (189);</i></p>		
<p>LOCAL SERVICES AND INFRASTRUCTURE</p>		
<p>1 – Impacts on the airport</p>		
<p>The development of the site is not expected to have any adverse impacts upon the safe and efficient operation of East Midlands Airport.</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: SEGRO (290)</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
2 – Infrastructure		
Site lacks infrastructure and utilities.	This is a greenfield site and, like many others, this means that connections to utilities and other site infrastructure will need to be installed. There is no evidence to date that this cannot be achieved.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Emma Ward (53)</i>		
The adverse implications on existing infrastructure are not fully researched and evidenced or justified e.g. for traffic congestion, pollution, medical services, policing, emergency services, local council service provision, water, drainage, sewerage. Existing infrastructure cannot cope.	For employment sites such as this, the main infrastructure impacts are likely to relate to transport and water (drainage and sewerage capacity). The forthcoming Infrastructure Delivery Plan will help identify what new and upgraded infrastructure is needed to support the Local Plan proposals.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103); Karen Jepson (106); Paul Jepson (110); Protect Diseworth (115); Cllr Ray Sutton (405); Lesley Allman (198); Alison Millward (343); Tony Wilson (351); Jeffrey Guy (352); Glenn Robinson (423); Karen Oliff (593); Carly Snee (626); Stephen Vigor (632); Karen Franklin (639);</i>		
How will infrastructure, including road infrastructure, be paid for? By the developers? The cost of infrastructure mitigation requirements is unaffordable, both locally and nationally. The draft policy wording should include reference to the need for S106 financial contributions to deal with wider cumulative/cross-boundary issues.	The Infrastructure Delivery Plan will identify funding sources for the infrastructure required. In many cases, this will be developer funding but it may also come from other private sources (e.g. water companies) and could include some public sector funding. Infrastructure requirements will be reflected in the Local Plan as appropriate. Whilst the full infrastructure costs are currently unconfirmed, there is no evidence at this point that they are unaffordable and would make the development undeliverable.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Jamie Donaghy (167); Richard Smithies (276); Jacqui Donaghy (299); Kathryn Hutchinson (304); Emma Haycraft (306); William Jarrom (316); Leicestershire CC as Highway Authority (341);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
ENVIRONMENTAL		
1 – Landscape and topography		
<p>MAG land is separate from Diseworth and, with mitigation for landscape and heritage impacts (types of measures are listed), the whole of land N of Hymans Lane can be brought forward.</p> <p>SEGRO considers that landscape and visual effects will be predominantly localised and are capable of being substantially mitigated. The site has the landscape and visual capacity to accommodate future employment development with a) a robust landscape framework; b) mitigation mounding; and c) careful design of buildings and infrastructure. SEGRO objects to the location of the landscaping belt shown. The landscape screening should be wider, but along a more westerly alignment than currently shown. (see Appdx 3)</p>	<p>An initial assessment by the council’s landscape consultants concludes as follows “the proposed development of this Site would have a high level of adverse impact on recreational and residential receptors in the vicinity, particularly those living and moving around the north eastern edge of Diseworth. There would be a change from a rural agricultural land use, which provides an attractive landscape setting to the Diseworth Conservation Area, to an employment development with an abrupt relationship with the village. Indirectly, there would be a loss of legibility of Diseworth as a standalone settlement in a rural setting and a reduction in tranquillity”. Measures which could have a mitigating effect are:</p> <ul style="list-style-type: none"> • “Reduction of the footprint of Proposed Development and further set back from the north east edge of Diseworth in order to reduce effects on the village ; • Reduction of the height of proposed units in order to reduce its visibility; • Breaking up larger units into smaller ones to reduce the presence of very large buildings; • Retention of existing fields and hedgerow boundaries to the north east edge of Diseworth in order to maintain a 	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	landscape setting to this edge of the Conservation Area; <ul style="list-style-type: none"> • Wider planting buffers with mounding to the north and south of the Site; • Retention of hedgerows along Hyam's Lane and Long Holden Lane, in addition to some hedgerows which sit within the Site; • Introduction of some hedgerows to reinforce the existing landscape character of the Site; • Retention of higher sensitivity existing landscape area to the south east of the Site, where there is an existing watercourse set within an area of lower topography". 	
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290);</i>		
Development will result in the loss of countryside - fields, ancient hedgerows and woodland – as well as its intrinsic character.	The impact of development on landscape features such as hedgerows and trees is something that will need to be considered, together with any possible mitigation measures to ensure that any impact is acceptable.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Nick Hollick (38); Duncan Ross (44); Sadie Dunmore (66); Andrew Allman (114); Richard Brackenbury (117); Michael Doyle (138); Lesley Allman (198); Anne Howell (240); Christopher Howell (241); Louis Della-Porta (249); Joanne Hunt (253); Janet Allard (271); Samantha Wade (275); Mervyn Johnson (284); Pauline Needham (292); Jacqui Donaghy (299); Annette Della-Porta (302); Kim Alcock (310); Sarah Gascoigne (321); Janet Moorhouse (329); Sue Orme (332); Kevin Walker (336); Amy Dunmore (349); Tony Wilson (351); Vanessa Johnson (354); Thomas Onyon (356); Nicky Miller (374); Kevin Ward (380); Annabel McCrorie (383); Glenn Robinson (423); Bruce Scott (482); Karen Oliff (593); Carly Snee (626); Karen Franklin (639);</i>		
Landscape impacts will be unacceptable. The site slopes down towards the village - obtrusive in every respect and will have an overbearing effect on existing homes. This amount of	Key considerations are whether impacts can be mitigated to an acceptable level and/or whether the negative impacts on landscape character etc. are outweighed by the overall benefits of the development.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
development cannot be mitigated by screening or landscaping.		
<i>Respondent: Robert Evans (73); John Hurley (88); Richard Brackenbury (117); Cllr Carol Sewell (128); Christine Agar (152); Janet Hutchinson (154); James Agar (209); Erika Wood (210); Andy Foxhall (217); Alastair Hutchinson (222); Rachel Smith (224); Christopher Howell (241); Sharon Crosby-Browne (248); Louis Della-Porta (249); Elinor Hunt (270); Janet Allard (271); Bill Cunningham (301); Jane Cunningham (303); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Diseworth Heritage Trust (308); Neil Curling (309); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Jamie Smith (369); Carla Smith (370); Nicky Miller (374); Jacqueline Butterworth (384); Paul Butterworth (385);</i>		
Land is too sloped and will be difficult to build on.	The topography of the site is not a barrier to its development from a technical standpoint.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Craig Jones (104);</i>		
Work commissioned by the LW&DPC identifies the role of this land a) providing separation to major development and transport infrastructure to the north and east; b) protecting the village's identity and character. Landscape and visual sensitivities are assessed as medium-high for employment development.	Key considerations are whether impacts can be mitigated to an acceptable level and/or whether the negative impacts on landscape character etc. are outweighed by the overall benefits of the development.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Long Whatton & Diseworth Parish Council (189);</i>		
2 - Townscape		
The scale of the development, coupled with existing development at the airport and beyond, will swamp Diseworth Conservation village, ruin its character and setting and is simply too close to the village. Coupled with this the proposed housing development at Isley will close Diseworth down on the west side, we will no longer be a village.	As outlined above, the council's landscape consultants advise that "there would be a change from a rural agricultural land use, which provides an attractive landscape setting to the Diseworth Conservation Area, to an employment development with an abrupt relationship with the village. Indirectly, there would be a loss of legibility of Diseworth as a standalone settlement in a	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>The separate identity and specific character of the village will be lost.</p> <p>The land currently provides effective separation between Diseworth and the airport, East Midlands Gateway and M1/A42.</p>	<p>rural setting and a reduction in tranquillity". Initial work by the Council's consultants identifies that development of EMP90 would result in harm to the setting of Diseworth Conservation Area in a number of ways. The degree of harm to the significance of the Conservation Area will be assessed in greater depth in response to more detailed proposals for the site through the DCO process.</p>	
<p><i>Respondent: Kathleen Robertson (27); Alison Evans (57); Diane Wilby (60); Audrey Brooks (64); Hazel Fitzgibbon (87); Julia Matthew (90); Richard Smith (101); Stuart Dudley (102); Craig Jones (104); Alicia Smithies (109); Gary Woods (113); Andrew Allman (114); Protect Diseworth (115); Cllr Ray Sutton (405); Chris Peat (123); Susan Ward (125); Adrienne Chester (145); Duncan Ferguson (148); Laura Dudley (155); Isobel Smithies (164); Charlotte Jones (169); David Bamford (170); Angela Bamford (194); Lesley Allman (198); Erika Wood (210); Andy Foxhall (217); Alastair Hutchinson (222); Rachel Smith (224); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Max Crosby-Browne (247); Sharon Crosby-Browne (248); Louis Della-Porta (249); Joanne Hunt (253); Charlotte Agar (264); Miriam Wallace (265); Meryl Tait (273); Samantha Wade (275); Richard Smithies (276); Mervyn Johnson (284); Noel McGough (287); Pauline Needham (292); Katrina Palling (288); Caroline Reffin (300); Bill Cunningham (301); Annette Della-Porta (302); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Nichola Miller (313); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Lois Croft (318); Travis Croft (319); Tracy Croft (320); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324) Ann Hawtin (327); Janet Moorhouse (329); Annelise Hunt (333); Jeffrey Guy (352); Vanessa Johnson (354); Ron Mearns (361); Jean Mearns (367); J. Smith (373); Nicky Miller (374); Lucy Agar (375); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); David Fenny (388); Julie Doyle (416); Patricia Hening (524); Shirley Briggs (539); Aimee Ridler (625); Carly Snee (626); Karen Franklin (639); Hannah Robinson (653);</i></p>		
<p>The Government advises the protection of rural communities.</p>	<p>Equally, the NPPF requires that Local Plans make sufficient provision for new development whilst conserving and enhancing the natural, built and historic environment (paragraph 20). The Local Plan will need to take into account the NPPF as a whole and decide on a reasoned and reasonable approach overall. This can mean making a balanced decision between apparently competing objectives.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondent: Karen Jepson (106); Paul Jepson (110);</i>		
<p>In addition to restricting growth to within Diseworth only, effectively protective levels of separation between rural villages and prospective development should be provided. How can the planning process be trusted to protect Diseworth from development creep? The area around Diseworth and Langley Priory should be incorporated into an area of protected countryside to prevent airport expansion on this southern slope.</p>	<p>The potential impact of the Freeport on Diseworth including the issue of separation from the village, will be considered through the DCO process.</p> <p>At this stage, it is considered that achieving sufficient separation between Diseworth and EMP90 is important to a) maintain the separate and stand-alone identity of the village; b) sustain to some degree the village's relationship with its rural hinterland; c) reduce amenity impacts on local residents; and d) preserve the setting of Diseworth Conservation Area</p> <p>Similarly, the Local Plan could recognise the separation between Diseworth and the proposed new settlement (IW1) to the west. The Limits to Development do this to an extent but a more specific planning protection may also be merited.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<i>Respondent: Richard Brackenbury (117); Janet Hutchinson (153); Peter Onyon (203);</i>		
3 - Ecology		
<p>There are no over-riding ecological constraints that would prevent the allocation/development of the site.</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290);</i>		
<p>Further development will exacerbate the harm to the habitat and wildlife of Diseworth Brook. Development will destroy habitats and deplete wildlife and biodiversity. It is not possible to replace this loss.</p>	<p>The broad hierarchy set out in the NPPF is that significant harm to biodiversity should be avoided where possible, then adequately mitigated and, as a last resort, compensated for. If none of these sequential steps can be</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<p>achieved, planning permission should be refused (paragraph 186).</p> <p>A comprehensive mitigation package will be required for the development to go ahead. Natural England has not made an 'in principle' objection to the development of this site which is primarily arable land. The site lies in the surface water catchment of Lockington Marshes and Attenborough Gravel pits SSSIs. Natural England advise that surface water would need to be subject to a suitable SuDS scheme before discharging to a watercourse which flows to these sites.</p> <p>The Ecology team at Leicestershire County Council has also not objected. The latter team has identified that it is adjacent to Donington Services Local Wildlife Site (LWS) and there are LWS trees on the site boundary requiring buffer zones to protect trees, boundary hedges and the watercourse.</p>	
<p><i>Respondents: Nick Hollick (38); Alison Evans (57); Sarah-Jane Varley (67); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); John Hurley (88); Stuart Dudley (102); Craig Jones (104); Alan Clark (105); Karen Jepson (106); Paul Jepson (110); Richard Brackenbury (117); Susan Ward (125); Cllr Carol Sewell (128); Michael Doyle (138); Adrienne Chester (145); Duncan Ferguson (148); Kay Armitage (149); Laura Dudley (155); Joshua Smithies (156); Isobel Smithies (164); Jamie Donaghy (167); Charlotte Jones (169); Lesley Allman (198); James Agar (209); Erika Wood (210); Andy Foxhall (217); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Sharon Crosby-Browne (248); Louis Della-Porta (249); Joanne Hunt (253); Charlotte Agar (264); Miriam Wallace (265); Elinor Hunt (270); Samantha Wade (275); Noel McGough (287); Katrina Palling (288); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Jane Cunningham (303); Annette Della-Porta (302); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Sally Price (310); Kim Alcock (310); Peter Miller (314); William Jarrom (316); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324) Ann Hawtin (327); Janet Moorhouse (329); Sue Orme (332); Annelise Hunt (333); Kevin Walker (336); Bill Slevin (342); Amy Dunmore (349); Tony Wilson (351); Jeffrey Guy (352); Vanessa Johnson (354); Thomas Onyon (356); Jamie Smith (369); Carla Smith (370); J. Smith (373); Lucy Agar (375); Morwenna Mitchell (377); Kevin Ward (380); Annabel McCrorie (383); Susan Fenny (387); Julie</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Increasing biodiversity as a result of this development is not possible.</p>	<p>Biodiversity Net Gain (BNG) is a national requirement designed to deliver a genuine uplift in biodiversity by creating or enhancing habitats in association with development. Much of this site comprises arable land which, in strict biodiversity terms, is not that diverse and BNG requirements could achieve a genuine improvement. Measures could include enhancing existing features, creating additional habitat areas and creating links to reduce the fragmentation of the local ecological network. BNG metrics are used to quantify the gains.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Karen Jepson (106); Alicia Smithies (109); Paul Jepson (110); Chris Peat (123); Michael Doyle (138); Christine Agar (152); Jamie Donaghy (167); Charlotte Jones (169); Janet Allard (271); Richard Smithies (276); Mervyn Johnson (284); Pauline Needham (292);</i></p>		
<p>Several large developments are proposed to the north of the district including the new settlement at Isley Woodhouse, the developments at Castle Donington and Kegworth as well as the East Midlands Freeport. Strategic Green Infrastructure (GI) should be coordinated throughout these developments together with Biodiversity Net Gain sites to provide connected habitats for the maximum benefit for nature recovery and access for people to nature. Consideration should be given to extending GI links across local authority boundaries to link with other large developments that are proposed, including those falling within the focus of the East Midlands Development Company.</p>	<p>Noted. The Green and Blue Infrastructure Study, which is part of the evidence base for the Local Plan, provides an action plan for the provision of GBI in and around the new settlement and this includes measures such as restoring the condition of waterways, expanding woodland and enabling walking and cycling. A similar approach could be taken with EMP90 which could help achieve a more co-ordinated approach as Natural England propose. A number of Diseworth residents are concerned about the deterioration of walking routes as a result of the development of EMP90 and this approach could act on that concern.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondent: Natural England (223);</i>		
4 - Heritage		
<p>There is the potential for impacts on the setting of heritage assets including Diseworth Conservation Area but it is not considered that there are heritage/archaeology reasons that would preclude development. SEGRO's Heritage Position Statement concludes that development will result in less than substantial harm to heritage assets.</p>	<p>Noted. Initial work by the Council's consultants identifies that development of EMP90 would result in harm to the setting of Diseworth Conservation Area in a number of ways. It would diminish the stand-alone nature of Diseworth as a settlement and its relationship with its rural hinterland. The rural character of Hyam's Lane and Long Holden, both PROW, would be eroded and that these former agricultural routes reflect the historic connection between the village and its fields. Some of the glimpsed views of the Church of St Michaels and All Angels' spire (Grade I listed) from the northeast would be lost as would an area of ridge and furrow. The significance of the heritage assets and the degree of harm will be assessed in greater depth in response to more detailed proposals for the site through the DCO process.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290);</i>		
<p>Section 3(c) of the proposed policy states that there must be “no harmful impact upon Diseworth Conservation Area or its setting”. This wording should recognise that harm to heritage assets is a balanced judgement to be weighed against a proposal's public benefits (Paragraph 208 NPPF). Amend the paragraph to “The development of this site will not lead to substantial harm to (or total</p>	<p>Noted. The NPPF sets out the approach to be followed. It requires that both the significance of heritage assets and the degree of harm resulting from development are assessed. The outcomes from such an assessment then influences the determination criteria to be applied (see paragraphs 206-209). The significance of the heritage assets and the degree of harm will</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
loss of significance of) the Diseworth Conservation Area or its setting”	be assessed in greater depth in response to more detailed proposals for the site through the DCO process.	
<i>Respondents: SEGRO (290);</i>		
It is not clear how any harm to Diseworth Conservation Area and nearby listed buildings has been considered in the assessment work. From the information available, it is not clear whether the site could be developed or delivered in the way the Council anticipates.	Noted. Initial work by the Council’s consultants identifies that development of EMP90 would result in harm to the setting of Diseworth Conservation Area in a number of ways. It would diminish the stand-alone nature of Diseworth as a settlement and its relationship with its rural hinterland. The rural character of Hyam’s Lane and Long Holden, both PROW, would be eroded and that these former agricultural routes reflect the historic connection between the village and its fields. Some of the glimpsed views of the Church of St Michaels and All Angels’ spire (Grade I listed) from the northeast would be lost as would an area of ridge and furrow. The significance of the heritage assets and the degree of harm will be assessed in greater depth in response to more detailed proposals for the site as part of the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Historic England (357)</i>		
Development would impact on Diseworth’s conservation status, its setting and heritage. The Government advises the protection of conservation areas.	See response to Historic England (357) above.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Alison Evans (57); Sadie Dunmore (66); Robert Evans (73); John Hurley (88); Julia Matthew (90); Stuart Dudley (102); Karen Jepson (106); Paul Jepson (110); Richard Brackenbury (117); Susan Ward (125); Duncan Ferguson (148); Christine Agar (152); Janet Hutchinson (154); Jamie Donaghy (167); Sharon Crosby-Browne (248); Louis Della-Porta (249); Garry Needham (285); Jacqui Donaghy (299); Kathryn Hutchinson (304); Emma Haycraft (306); Ann Hawtin (327); Bill Slevin (342); Alison Millward (343); Amy Dunmore (349);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Jennifer Onyon (358); Ron Mearns (361); J. Smith (373); Jim Snee (376); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); Ian Robertson (430); Nigel Lane (629); Thomas Lane (630); Stephen Vigor (632);</i>		
Breedon on the Hill is a conservation village. The Church of St Hardulphs will be affected.	Initial work by the Council's consultants does not identify potential impacts on Breedon Conservation Area or the church.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Sarah-Jane Varley (67)</i>		
<ul style="list-style-type: none"> • Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the authority shall have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Section 72 contains similar requirements with respect to buildings or land in a conservation area. In this context 'preserving' means doing no harm. • The Barnwell Manor and Forge Field cases illustrate the need to demonstrably give "considerable importance and weight" to the desirability of preserving heritage assets and to refer expressly to the advice of the NPPF in cases where there is harm to heritage assets has been identified. 	Noted. See response to Historic England (357) above.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Long Whatton & Diseworth Parish Council (189);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
5 – Flooding		
No risk of significant flooding issues. SEGRO assert that the development could offer a degree of betterment to flood risk in the wider catchment area due to the proposed management of surface water runoff discharging from the site.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290);</i>		
Site lies within Flood Zone 1	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Environment Agency (404);</i>		
<p>Diseworth’s and Long Whatton’s existing flood problems resulting from surface water run-off from existing developments and ineffective SUDS, will be exacerbated by replacing green fields with development. Diseworth is in a dip. The drains cannot cope with the amount of excess water at the moment. With global warming this situation will further worsen. ‘Once in a lifetime’ flooding events are happening more frequently. Is the data that you are using to estimate the water flow into the village based on very recent data? If not, predicted flood levels would be significant underestimates. Additional flooding affects residents’ homes, drivers’ & pedestrians’ safety.</p> <p>EMP90 and IW1 will result in over 200 Ha of land adjacent to Diseworth, representing two thirds of the natural rainwater runoff</p>	<p>Flood risk will be assessed in greater depth in response to more detailed proposals for the site as part of the DCO process.</p> <p>Managing the risk of flooding from surface water is the responsibility of Lead Local Flood Authorities.</p> <p>LCC (in its role as the LLFA) prepared the Diseworth and Long Whatton Catchment Study and subsequently the Long Whatton and Diseworth Flood Risk Mitigation and Resilience Study in response to flooding in Diseworth and Long Whatton.</p> <p>LCC does not have an ‘in principle’ objection to EMP90 although the specific comment was made that the discharge rate should not exceed 80% of the pre-development discharge rate for any sub-catchment of the site. Similarly, the Environment Agency has not objected to the proposal.</p>	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>catchment area into Diseworth Brook, being concreted over. As Diseworth Brook runs through the heart of the village and is a fast flow reacting brook, the risk of increased frequency and scale of flooding in the village is unavoidably increased. The sheer scale of contributory flood risk from these developments will be such that mitigation will not be economically viable. If these developments go ahead, then NWLDC will have relinquished its duty of care and knowingly condemned Diseworth and downstream Long Whatton to certainly of material flooding and increased damage to property.</p> <p>Water releases from EMA are currently carefully managed so as not to exacerbate the risk of flooding. Increasing areas of hardstanding would make this task extremely difficult.</p>	<p>SEGRO submitted a Flood Risk and Drainage Note as part of its submissions to the Regulation 18 plan. This notes:</p> <ul style="list-style-type: none"> • The site falls across two topographical catchments roughly separated by Hyam's Lane. The northern catchment falls in a westerly direction and towards Hall Brook. Hall Brook connects with Diseworth Brook in Diseworth. • The southern catchment falls in a southeasterly direction, draining via a minor watercourse and field ditches and then a piped outfall to join Diseworth Brook beneath A42 road bridge. • A surface water drainage for the proposed development will be designed to intercept and store rainwater falling on the development before releasing it to the downstream watercourse. • The excess surface water runoff will be stored within the development. The drainage infrastructure will be designed to accommodate a 1 in 100-year storm event (+climate change). • The strategy will redirect all the surface water run off in a SE direction, bypassing Hall Brook and the village entirely. <p>The note concludes that "the development will not result in any detrimental impacts on flood risk" and indeed there may be a marginal improvement due to the redirection of all the surface water run off out of Hall Brook.</p>	

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	The note also identifies the types of drainage infrastructure which will be used to treat the surface water run off before it is discharged from the site.	
<p><i>Respondents: Kathleen Robertson (27); Nick Hollick (38); Duncan Ross (44); Emma Ward (53); Alison Evans (57); Audrey Brooks (64); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Robert Evans (73); John Hurley (88); Julia Matthew (90); Richard Smith (101); Stuart Dudley (102); Craig Jones (104); Alan Clark (105); Karen Jepson (106); Alicia Smithies (109); Paul Jepson (110); Susan Smith (111); Gary Woods (113); Andrew Allman (114); Richard Brackenbury (117); Chris Peat (123); Susan Ward (125); Cllr Carol Sewell (128); Delia Platts (137); Adrienne Chester (145); Duncan Ferguson (148); Kay Armitage (149); Christine Agar (152); Laura Dudley (155); Joshua Smithies (156); Isobel Smithies (164); Jamie Donaghy (167); Charlotte Jones (169); Angela Bamford (194); Lesley Allman (198); Long Whatton & Diseworth Flooding Working Group (199); Peter Onyon (203); James Agar (209); Alastair Hutchinson (222); Rachel Smith (224); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Sharon Crosby-Browne (248); Louis Della-Porta (249); Joanne Hunt (253); Charlotte Springthorpe (260); Charlotte Agar (264); Janet Allard (271); Charles Brompton (272); Meryl Tait (273); Alan Wade (274); Samantha Wade (275); Richard Smithies (276); Garry Needham (285); Noel McGough (287); Katrina Palling (288); Pauline Needham (292); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Jane Cunningham (303); Annette Della-Porta (302); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Sally Price (310); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324) Ann Hawtin (327); Janet Moorhouse (329); Stephen McIver (330); Dawn McIver (331); Sue Orme (332); Annelise Hunt (333); Bill Slevin (342); Alison Millward (343); Amy Dunmore (349); Tony Wilson (351); Vanessa Johnson (354); Thomas Onyon (356); Jennifer Onyon (358); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Sally Simpson (371); S. Smith (372); J. Smith (373); Nicky Miller (374); Lucy Agar (375); Jim Snee (376); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); Glenn Robinson (423); Phil James (425); Chris Duggan (427); Bruce Scott (482); Karen Oliff (593); Nigel Lane (629); Thomas Lane (630); Stephen Vigor (632); Marie Brierley (638); Karen Franklin (639); Hannah Robinson (653);</i></p>		
<ul style="list-style-type: none"> • There are existing holding ponds and level/flow sensors along the Brook so that water can be actively managed without flooding Diseworth and Long Whatton. The additional impervious catchment that this development would create requires, as a pre-requisite, for a similar actively managed solution. 	Noted. The choice and efficacy of the technical solutions for surface water management are matters for the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<ul style="list-style-type: none"> The proposed strategic distribution site should include both attenuation of runoff from new roofs and hardstanding, and new areas of flood storage to intercept surface water in order to alleviate flood risk in both Long Whatton and Diseworth villages. 		
<i>Respondent: Long Whatton & Diseworth Parish Council (189); Peter Onyon (203);</i>		
<p>Given the positioning of this site within a catchment sensitive to flooding, the LLFA requires that any developer seeks early engagement with the LLFA to agree principles of discharge of surface water. Given the site sits across multiple sub-catchments, the developer should seek to discharge surface water across the sub catchments, mimicking the pre-development drainage conditions. The discharge rate should not exceed 80% of the pre-development discharge rate for any sub-catchment of the site.</p>	Noted. The arrangements and metrics for surface water management are now matters for the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Leicestershire CC as Lead Local Flood Authority (341);</i>		
6 – Impacts on residents		
Residential amenity issues (visual impact; noise; air quality; flood risk) have informed SEGRO’s design principles and strategy for the development of the site.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: SEGRO (290);</i>		
The proposal is far too close to the village. Local residents will be disturbed 24hrs/day from noise, air pollution, including from particulates (which is already affected by nearby main roads and the airport),	Potential impacts on local residents are an important and serious issue. The potential impact of any proposed development in respect of lighting, noise and other sources of pollution will need to be	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>additional traffic and lighting, including during construction. These issues can't be mitigated. It is not conducive to the well-being or health, including the mental health, of local residents.</p>	<p>addressed as part of the DCO process. At this stage there is no evidence to suggest that it would not be possible to mitigate against such impacts.</p> <p>Lighting: Likely to be needed 24 hours/day across the whole site. As part of the DCO application, the Planning Inspectorate requires the lighting requirements during construction and operation to be described and to include details of any temporary or permanent, daytime or night-time lighting (taken from the EIA Scoping Opinion).</p> <p>Noise: arising from activity in outside areas such as loading/unloading, reversing alarms etc but there could also be noise from within units, depending on the effectiveness of sound insulation etc. Also, site operations will be 24-hour.</p> <p>Traffic: Forthcoming transport modelling will help identify the routes that Freeport related traffic will take including the propensity (if any) for vehicles to route through Diseworth.</p> <p>Air quality: The High Street/Bondgate area in Castle Donington is an Air Quality Management Area (AQMA) for Nitrogen Dioxide. The 2023 Air Quality Annual Status Report shows that NO₂ standards were met in the AQMA in 2022. The traffic modelling will identify how flows through Castle Donington could change which, in turn, would signal if NO₂ levels within the AQMA could worsen.</p> <p>Residents' comments more particularly relate to worsening air quality with Diseworth itself.</p>	

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	In addition to the above, the EIA Scoping Opinion also identified dust and vibration as potential issues.	
<p><i>Respondents: Kathleen Robertson (27); Duncan Ross (44); Alison Evans (57); Diane Wilby (60); Audrey Brooks (64); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); John Hurley (88); Richard Smith (101); Stuart Dudley (102); Judith Billington (103); Craig Jones (104); Alan Clark (105); Karen Jepson (106); Alicia Smithies (109); Paul Jepson (110); Gary Woods (113); Andrew Allman (114); Richard Brackenbury (117); Chris Peat (123); Susan Ward (125); Cllr Carol Sewell (128); Delia Platts (137); Adrienne Chester (145); Kay Armitage (149); Christine Agar (152); Laura Dudley (155); Joshua Smithies (156); Jamie Donaghy (167); Charlotte Jones (169); Long Whatton & Diseworth Parish Council (189); Angela Bamford (194); Lesley Allman (198); Peter Onyon (203); James Agar (209); Erika Wood (210); Andy Foxhall (217); Alastair Hutchinson (222); Rachel Smith (224); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Sharon Crosby-Browne (248); Louis Della-Porta (249); Joanne Hunt (253); Charlotte Agar (264); Jeremy Hunt (269); Elinor Hunt (270); Janet Allard (271); Charles Brompton (272); Meryl Tait (273); Alan Wade (274); Samantha Wade (275); Richard Smithies (276); Mervyn Johnson (284); Garry Needham (285); Noel McGough (287); Katrina Palling (288); Pauline Needham (292); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Annette Della-Porta (302); Jane Cunningham (303); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Neil Curling (309); Sally Price (310); Kim Alcock (310); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Travis Croft (319); Tracy Croft (320); Kath Taylor (323); Ron Taylor (324) Janet Moorhouse (329); Stephen Mclver (330); Dawn Mclver (331); Sue Orme (332); Annelise Hunt (333); Alison Millward (343); Amy Dunmore (349); Tony Wilson (351); Vanessa Johnson (354); Thomas Onyon (356); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Sally Simpson (371); S. Smith (372); J. Smith (373); Nicky Miller (374); Lucy Agar (375); Jim Snee (376); Morwenna Mitchell (377); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); David Fenny (388); Julie Doyle (416); Phil James (425); Tim Wagstaff (429); Bruce Scott (482); Karen Oliff (593); Aimee Ridler (625); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Robert Ridler (636); Karen Franklin (639); Hannah Robinson (653);</i></p>		
Littering will increase.	Dropping litter is an offence by virtue of the Environmental Protection Act (1990). Littering is not under the control of the Planning system and the potential for littering is not, of itself, a planning reason to resist development.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .
<p><i>Respondents: Duncan Ross (44); Gary Woods (113); Adrienne Chester (145); Duncan Ferguson (148); Richard Smithies (276); Jane Cunningham (303); Stephen Smith (305); Kim Alcock (310); Peter Miller (314); Kath Taylor (323); Ron Taylor (324); Amy Dunmore (349); Karen Oliff (593); Marie Brierley (638);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>There will be a reduction in local green amenity space and attractive walking routes. Hyams Lane and Long Holden are two of the three most popular walking routes in the village.</p>	<p>Development of EMP90 will change the character of these routes. Walkers using these routes are also regarded as ‘sensitive receptors’ for the purposes of Landscape and Visual Impact Assessment.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Duncan Ross (44); Alison Evans (57); Sadie Dunmore (66); Marie Slevin (68); Robert Evans (73); Julia Matthew (90); Craig Jones (104); Karen Jepson (106); Paul Jepson (110); Susan Smith (111); Gary Woods (113); Andrew Allman (114); Chris Peat (123); Michael Doyle (138); Charlotte Jones (169); Peter Onyon (203); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Louis Della-Porta (249); Jeremy Hunt (269); Bill Cunningham (301); Annette Della-Porta (302); Jane Cunningham (303); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Nichola Miller (313); William Jarrom (316); Travis Croft (319); Sue Orme (332); Kevin Walker (336); Sylvia Slevin (339); Jeffrey Guy (352); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Nicky Miller (374); Jim Snee (376); Morwenna Mitchell (377); Susan Fenny (387); Chris Duggan (427); Bruce Scott (482); Karen Oliff (593); Aimee Ridler (625); Carly Snee (626); Marie Brierley (638); Karen Franklin (639); Hannah Robinson (653);</i></p>		
<p>Air and water quality (including Diseworth Brook) will be worse. The run off from roads/concrete hardstanding will contain pollutants which will pollute local watercourses.</p>	<p>Air quality: see response above. Water quality: SEGRO has proposed a number of ways in which water run off could be managed to ensure that water quality is not affected. At this stage no comment is made about the efficacy of these solutions, but the indications are that there are engineering solutions to address this concern.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Sadie Dunmore (66); Susan Hurley (69); Julia Matthew (90); Stuart Dudley (102); Long Whatton & Diseworth Parish Council (189); Caroline Reffin (300); Janet Moorhouse (329);</i></p>		
<p>It is inappropriate to locate buildings of this scale close to local communities. They will create an oppressive atmosphere.</p>	<p>The visual impact of buildings of this scale will require very careful assessment including how visible the development will be from Diseworth village. To enable such analysis, the Planning Inspectorate expects the DCO application “to include the design, size (including heights), capacity, technology, and</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<p>locations of the different elements of the Proposed Development. This should include the footprint and heights (and depths) of the structures (relevant to existing ground levels)” (extract from the EIA Scoping Opinion).</p>	
<p><i>Respondents: Stuart Dudley (102); Duncan Ferguson (148); Peter Onyon (203);</i></p>		
<p>It will hugely exacerbate parking problems in the village, already in existence with airport staff and passengers.</p>	<p>It is expected that the full parking requirement will be met within the EMP90 site.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Richard Brackenbury (117); Jane Cunningham (303); Stephen Smith (305); Kath Taylor (323); Ron Taylor (324); Dawn McIver (331); Karen Oliff (593);</i></p>		
<p>7 – Agricultural Land</p>		
<p>Development will result in the loss of productive agricultural land. The Government has advised the protection of agricultural land. Food security is an important issue. The type of development planned and the number of people employed is not in proportion to the amount of farm land destroyed.</p>	<p>The NPPF states that “Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered, alongside the other policies in this Framework, when deciding what sites are most appropriate for development” (footnote 62). This means that the development of agricultural land is not of itself a reason to resist development. It is a factor to weigh in the planning balance.</p> <p>SEGRO report that approx. 64Ha is subgrade 3b agricultural quality with the remainder (approx. 35Ha) falling within the Best and Most Versatile classifications (i.e. 1,2 and 3a).</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<p>The EIA Scoping Opinion for SEGRO's proposals on the whole of EMP90 was submitted to the Planning Inspectorate (as the determining body for the DCO). The Planning Inspectorate's response states that they will require a clear tabulation of the areas of land of each agricultural land classification that will be temporarily or permanently lost as a result of the Proposed Development, specific justification for the use of the land by grade should be provided.</p>	
<p><i>Respondents: Nick Hollick (38); Duncan Ross (44); Alison Evans (57); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); Hazel Fitzgibbon (87); John Hurley (88); Julia Matthew (90); Richard Smith (101); Stuart Dudley (102); Judith Billington (103); Alan Clark (105); Karen Jepson (106); Paul Jepson (110); Susan Smith (111); Andrew Allman (114); Richard Brackenbury (117); Susan Ward (125); Delia Platts (137); Michael Doyle (138); Kay Armitage (149); Jamie Donaghy (167); David Bamford (170); Long Whatton & Diseworth Parish Council (189); Angela Bamford (194); Lesley Allman (198); Peter Onyon (203); James Agar (209); Erika Wood (210); Andy Foxhall (217); Joanne Hunt (253); Janet Allard (271); Samantha Wade (275); Mervyn Johnson (284); Garry Needham (285); Pauline Needham (292); Caroline Reffin (300); Annette Della-Porta (302); Jane Cunningham (303); Kathryn Hutchinson (304); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Neil Curling (309); Elizabeth Jarrom (315); William Jarrom (316); Janet Moorhouse (329); Alison Millward (343); Tony Wilson (351); Jeffrey Guy (352); Vanessa Johnson (354); Ron Mearns (361); S. Smith (372); Jim Snee (376); Susan Fenny (387); Glenn Robinson (423); Shirley Briggs (539); Karl Pigott (580); Kathleen Pigott (581); Karen Oliff (593); Carly Snee (626); Nigel Lane (629);</i></p>		
<p>Development will result in increased overall carbon emissions e.g. from concrete used in construction, increased air/sea/road travel, energy needed to operate the site, loss of green space etc. The government insists that it is committed to a plan to reduce the carbon foot print. Also NWLDC declared a Climate Emergency in 2019, and set targets to achieve a Net Zero Carbon Council by 2030 and a Net Zero Carbon District by 2050.</p>	<p>Through the DCO process the applicants will need to demonstrate the steps being taken to minimise carbon emissions. This will relate to both the construction and operational phases.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>It is unlikely that the developments planned in the vicinity of the airport (including EMP90) will be possible if we are to fulfil the Climate Change Act requirements.</p> <p>The policy says that the proposals should mitigate for, and adapt to, climate change. This is laughable.</p>		
<p><i>Respondents; Alison Evans (57); Robert Evans (73); Julia Matthew (90); Stuart Dudley (102); Karen Jepson (106); Paul Jepson (110); Richard Brackenbury (117); Michael Doyle (138); Isobel Smithies (164); Erika Wood (210); Andy Foxhall (217); Janet Allard (271); Stephen Smith (305); Neil Curling (309); Tony Wilson (351); Jeffrey Guy (352); David Fenny (388); Siobhan Dillon (396); Julie Doyle (416); Marie Brierley (638);</i></p>		