



Hearing Transcript

Project:	East Midlands Gateway Phase 2
Hearing:	Recording of Open Floor Hearing 1 (OFH1)
Date:	12 May 2026

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Open Floor Hearing - 12_5_26 10_00am

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SUMMARY KEYWORDS

East Midlands Gateway, material change projects, industrial action, planning inspectorate, open floor hearing, environmental impact, traffic congestion, Freeport designation, cumulative impacts, local plan, flooding issues, rail freight operation, spatial planning, compulsory acquisition hearing.

SPEAKERS

Speaker 1, Speaker 4, Speaker 17, Speaker 7, Speaker 10, Speaker 6, Speaker 8, Speaker 11, Speaker 16, Speaker 5, Speaker 13, Speaker 3, Speaker 14, Speaker 18, Speaker 12, Speaker 9, Speaker 2, Speaker 15, Speaker 19

 00:00

 00:50

morning, everybody, and it's 10 o'clock and it's time for this period to begin. I would like to welcome you all to the central floor, hearing from the East Midlands gateway, two

 00:58

of East Midland

 00:59

gateway, one, material change projects. Can I just confirm that everything you need clearly? And can I also confirm with case team and the live streaming recording this event has commenced? Thank you. My name is Roberts Jackson, and I've been appointed by the Secretary of State as the lead member of the panel to examine these applications. And now we've asked my fellow panel members to introduce themselves.

 01:25

Thank you. My name is Liam page, and I've also been appointed by the Secretary of State

 01:30

applications.

 01:35


Good morning. My name

 01:36

is Gaurav

 01:37

Joshi, and I have also been appointed by the Secretary of State to be a member of the panel to examine this application. Thank you. I can confirm that all members of the examination panel have made a formal declaration of interest, and there are no known conflict of interest with regard to us examining these applications. Together, we constitute the examining panel for this application. There are also few colleagues from the planning Inspectorate here with us, Simon Ray booth and Jenny savage from our case team. If you have any queries on the process or any other matters relevant to the examination, please talk to them. They are sitting at the last of this room on the left hand side, there are also some other employees of the planning Inspectorate here in an observation room as part of the learning and training, neither the case team nor the observers are involved in assessing the merits of These applications, which is for three of us to do, I will now deal with a few housekeeping matters for those attending in person. Can everybody please set all your devices and phones to silent place you can find the toilets just down the corridor on this side, which is my left, there is also a fire alarm taste scheduled at 11am this morning. So please don't be surprised by that. We will stop for however long that it takes in the event of an actual fire. Main fire exists are located in the meeting room and clearly sign posted. So exit through this and follow the signage to the hotel fire point, which is located directly opposite to the main hotels, the train fire master are also on hand to assist in the event of an unsimulated fire alarm. As far as I am aware, no request have been made for any special major arrangements to enable participation in this meeting. But can I just check that that is correct?

 03:48

No, I don't see any hands here.

 03:52

In case this is of use to anyone, the rows immediately in front of the audio visual production test are provided for an inductance. Please move to that area and use that facility if you feel it will help you. Today's hearing is being undertaken in a hybrid way, meaning some of you are present with us at the hearing menu, and some of you are joining us virtually, using Microsoft Teams. We will make sure that however you have decided to attend today, you will be given a fair opportunity to participate. A recording of today's hearing will be made available on the east Midland gateway two and East Midland gateway one, material change order project sections of the national infrastructure planning website. As soon as practicable, after the hearing has finished, there will be also an AI generated transcript with this, with this in mind, please ensure that you speak clearly into microphone, stating your name and who you are representing each time before you speak, if you are not at the table with a microphone, microphone, there is a roving microphone, so please wait for one of these to be brought forward to you a link to the planning inspector is privacy policy was provided in our rule. Six later, we assume that everybody here today has familiarised themselves with this document, which establishes how the personal data of our customers is handled in accordance with the principles set up in data protection laws. Please speak to the case manager of case team who is sitting at the end of this room. If you have any questions about this. As a matter of professional courtesy, I advise the parties that planning inspectors are currently participating in industrial action, sort of a strike, which includes not working beyond conditional hours. That is 37 hours per week, including travel time. This would also this would also include not travelling outside a conventional Monday to Friday working week. This industrial action relates to an ongoing trade district over pay and job evaluation. This action affects the examining panel. The period of industrial action started in December 2025 and runs until 23rd of May this year. Therefore there may be some impact on these examinations booth therefore, like towards all participant in today's open floor hearing and all of this week's hearing to keep the advertised agendas and timings, because the examining panel will not be able to extend the hearing, either into shorter breaks nor into the evenings. Regardless, of the industrial action, we all need to be mindful of this whilst ensuring we have heard what we need to hear and to enable a robust consideration of these applications. Therefore, we would like to highlight that if any participant in any of these weeks, hearing is affecting the efficient running of an event or taking up too much time in the submission. They may be asked to shorten the or invited to submit their comments in writing at the end, at the next deadline, you are reminded that the region comments have no less weight than those met properly each session on time. Thank you for understanding on this. Now, before moving on to the other items on the open floor hearing agenda, I would like to draw attention to a matter concerning the detailed agenda published on Fifth may 2026 specifically the agenda for issue specific, hearing, three, examination, Library Reference, Ev, 8001, following the publication of that agenda, the examining panel become aware of a hyperlink error relating to agenda. Item 7.4, under ecology and bio diversity, which concerns the government's recent response to consultation on the implementation of biodiversity net gain, the hyperlink provided direct directed users to the consultation for small, medium and wrongful size where it should have linked to the consultation relating to the hands IT projects the Correct consultation can be accessed via gov, gov.uk website by searching, quote, biodiversity, Nat gain for nationally significant infrastructure projects. Unquote. I hope the examining panel trust that this clarification will assist parties in preparing the for agenda. Item 7.4, of the issue, specific, hearing three. Now coming back, this open floor hearing will generally follow the agenda that was published on the project page of the national impact of website on Fifth may 2026, a copy of this can be found in in the examination, examination library at reference ev 6001,

 09:02

and

 09:03

is now being displayed on the screen by the applicant. Can the applicant display the agenda please? Thank you. Now I'll move on to the item two on the agenda, which is the purpose for this open floor hearing. So let me brief. Let me briefly explain the purpose. Open floor hearings provide an opportunity for individuals and organisations to raise matters directly with the examining panel that they consider important and relevant to the examination. They are not limited to a particular location or a topic the content of your representations is therefore a matter for you. In relation to timing, the published agenda indicated that the overall submissions would be limited to five minutes. However, given that the examining panel has received only few notices of intention to speak, speakers may take up to eight minutes, if necessary, you would nevertheless ask that submissions are concise to the point and focus on the relevant issues. I will indicate when you have approximately one minute left in your submission. Following each submission, the examining panel may ask questions or seek clarifications where questions are asked during a time or of submission, the time taken by the panel will not come toward the speaker's allotted time. Subject to the available time, attendees who have not registered in advance may also be invited to address the examining panel after those who have registered to speak the same maximum speaking time and procedure will apply for the interested parties. Finally, once all speakers have been heard, the applicant will be given an opportunity to respond to matters raised under Agenda Item four, either orally or in writing, by deadline for which is Tuesday, 16th June. Moving on to the next agenda item three, confirming of those notified the examination panel to be heard at this open floor here. And before I move on to the list, can I please ask the applicant to introduce today who is going to speak on behalf of the applicant? Could you also state the title, Good

 11:28

morning, sir. My name is Alexander booth, promoting the case on behalf of the applicant. To my left is Mr. Richard Thurling of Gowling solicitors, and to my right is Ms. Tony Westman, also of Gowling solicitors, we three will be assisting the panel this morning in the context of the open floor, hearing to the extent necessary. We're primarily here listening mode, so to speak, and I anticipate that in the first instance it will be Miss Tony Westman, who is going to

 12:00

be responding to any matters raised. Moving on, I will now share the list of those interested parties who have formally notified the examining panel of their intention to speak, which was also published on Eighth May and available in the examining Library Reference, AV nine, Dash 001, as per the list, I have the four organisation, protect Diseworth, Prologis UK, limited and Prologis UK one to one, limited, East Midland International Airport, limited and East Midland airport, property investment, industrial limited and the last national highways. However, we have been informed that the representative of East Midland airport are attending today's open floor hearing in an observing capacity only, and do not intend to make a moral submission. Is that my understanding

 13:00

correct? I

 13:22

certainly, thats. My

 13:25

understanding. I think you can represent your submission, which we already have listed.

 13:31

I'm grateful, sir. As I said, what CaseTeam I'm instructed by?

 13:37

I'm sorry, not yet. I'm just going on the list of the other parties. Secondly, we also have the request to speak from the protect Diceworth On the basis of two persons. So each allocation of the five minutes, since we don't have the EMIA oral submissions now, examining panel is content to accommodate total of 10 minutes rather than eight minutes. So each speaker will have the five minutes. Each total will be challenged only the two extra minutes for the project as well. Thirdly, we also have a request from Mr. Ray Sachin to make an overall submission. Who will be invited to speak once we have completed the public speaking list at the end of this list, and finally, can I check whether is there anyone else in the room who would like to speak today? Please raise your hand. Can we have the microphone? Please?

 14:56

Yes, thank you.

 14:59

Next, consultant.

 15:04

So Ray Sutton, we've already mentioned it, but I did in my registration say that I will be joined by a consultant, Chris Kay and speaking with me on a separate matter online. And I hope that works. Is okay?

 15:20

That's fine, but you will have a total minutes allocated to has eight.

 15:27

Good morning. My name is John Thornton. I'm an interested party in that I live in the village of Hemington, and I've registered this morning that I would like to raise two points. Thank you.

 15:41

Thank you. I note that you are not an interested party.

 15:46

I think I am an interested

 15:52

party because, sorry,

 15:55

I think I am an interested party in that. I live locally. I live actually in the village which will be affected by the particular expansion of this rally.

 16:08

Thank you very much. For clarification, however, we will confirm with the case team about the interesting party status on you. And once the all the speakers have spoken, who has registered to speak in advance, we will invite you at the end of the list to speak. Now, under Agenda Item four, I'm going to invite this registered parties to speak. So when I call your name or authentic name, if you are present in the room, please come forward to the table at the front Yes. Thank

 16:48

you, sir. Apologise for intervening out of order. Prologis, I just wanted to mention before we start going through the other speakers that we are attending this morning in order to listen to contributions made by other interested parties, we reserve the possibility of speaking in case anything arises from what they say. We feel we need to comment, but otherwise we will be reserving our submissions to the compulsory acquisition hearing and the issue specific Hill. So if that assists in terms of the timing of this morning, I wanted to raise it before we started.

 17:29

Thank you, Mr. Field for clarification, so you will not be making a whole submission at first. So when I call your name, please come to the table in the front on my left, the second microphone. And I could also remind you not to supply any personal details when speaking. For example, do not state your home address, your age or any medical conditions you may have. If you feel that you need to supply such personal informations to us, please talk to the case team about how this can be done without being on the public record. The first in the list is protect Diseworth. Could you please come to the table on my left and speak into the microphone. Could you also introduce yourself again and by which title you would like to be addressed? Good

 18:29

morning. Can you hear that? Yeah. My name is Max Crosby Brown, representing protect Diceworth. Diceworth is a small conservation village of approximately 600 residents, situated immediately adjacent to the proposed EMG to residents are not opposed to economic growth logistics or investment in the East Midlands, but this examination must decide whether this is the right development in the right location. Our position is that it is not the cumulative impacts on Diceworth from industrialization, traffic, noise, visual intrusion and loss of countryside separation are simply too severe for this location. The adopted local plan does not allocate this land south of the A 453, for development. Indeed, the local plan specifically recognises Diceworth as a conservation village and

recognises the importance of the open countryside surrounding villages like ours, even North West Leicestershire district council officers themselves acknowledge that development on this site would create substantial environmental impacts. They warned that this land currently provides important separation between Diceworth and surrounding infrastructure development and forms part of the countryside setting of the conservation area. They also want a fundamentally changed view, significant disturbance of 24 hour operations, noise, traffic and lighting impact on Diceworth residents that is not protect Diceworth, saying this that is the local authority's own assessment. Yet concerns the East Midlands Freeport designation appears to have transformed agricultural land surrounding Diceworth into land now assumed to be available for industrial expansion. Residents have no meaningful involvement in that process, and the amended Free Port proposal, including this land, was conducted in total secrecy without any of the consultation. The result is that Diceworth now faces progressive encirclement by strategic warehousing and great infrastructure. An EMG two does not exist in isolation. The Village also faces and proposes a woodhouse new settlement immediately to the west, a proposed development of up to 4500 homes, creating the third biggest town in North West Leicestershire. Residents are therefore not just facing the single development proposal, but the combined effects of airport expansion, Freeport expansion, strategic warehousing, major highway pressure, and now an entirely new settlement, the examining panel has a duty to take this cumulative impact into consideration. This is not just a small extension to an existent employment site of the MG one. This is a transformational change to the character of an historic village, and the impacts are not theoretical. The applicants own environmental statement confirms the construction activity would continue for more than five years, including approximately two and a half years of major earthworks immediately adjacent to residential properties. The applicant's own assessments show construction knowledge levels approaching thresholds where temporary rehoming measures could become necessary. Residents are being asked to accept years of major earthworks, construction, noise, lighting and disruption immediately beside their homes. Operationally, the nearest warehouses would sit less than 250 metres from homes in Diceworth, buildings of extraordinary scale would permanently dominate views for homes, gardens and public footpaths, fundamentally altering the villages rural centre residents would no longer look out countryside as an industrialised logistics landscape. Traffic is perhaps the clearest example of why this is fundamentally the wrong location. Junction 24 of the M1 is already one of the busiest and most constrained strategic junctions in the region. The A453, is not just another a road to be fed into a piece of modelling software. It is the main arterial route to both the UK's largest great airport and a major leisure venue at Barrington Park. Circuit residents already experienced severe congestion associated with these sites and gridlock occurs when more than a couple of planes land in close proximity or embrace event or music festival takes place. This is a route already under significant pressure. Critically, the concerns around traffic and transport are now accord echoed by the East Midlands mayor and the East Midlands Freeport themselves. Their recently published report states that junction 24 quote will soon be operating beyond capacity, and that without intervention quote, it will become a barrier to growth. The report also acknowledges that development at two of the three ports, three strategic sites, is already constrained by junction 24 capacity limitations. Most importantly, the report identifies that a future strategic highway intervention costing up to 350 million pounds may be required to future proof the junction that raises a fundamental question for this examination, if strategic authorities themselves now acknowledge that junction 24 is approaching failure without massive intervention, how can this proposal reasonably conclude that the cumulative impacts on local communities are acceptable? This examination is not simply deciding whether more warehousing should exist anywhere in these Midlands. It is deciding whether this scale of development should be imposed immediately adjacent to a small conservation village. It Diceworth, the impacts are permanent and irreversible once the countryside buffer is lost, the village becomes dominated by surrounding logistics, infrastructure. Residents, therefore, respectfully ask the examination authority to conclude that this proposal represents the wrong development in the wrong location, and that alternative location should be considered that would not impose such severe impacts on the existing

 18:29

community. Richard brackenbury, protect Diceworth at your first meeting in March, Diceworth parish Council's chair complained that all site references in DCO and the corresponding and competing application by Prologis all researcher lands out of the A,453, or land to the west, the finger farm roundabout, no reference to no specific reference on those documents the Diceworth at that time, that encapsulates Diceworth sense in this matter that it's been treated largely as an irrelevance by combined political and corporate interests, to be ignored, if possible, and given minimal regard at rest, at best, no logical explanation for this application being made on this site in short dices, but feel steam rolled. My submission will not focus on the detailed objections. You'll hear a lot more about those tomorrow, sir, but it is in the wider context and how we've got here. First, we've seen no evidence that SEGRO has developed any site in a form similar to that on the site that we face here, that at Lockington is 450, yards to the nearest building, and that is at the tip of a linear settlement. Here we've got diverse built around the cross. Similarly, Milton Mansour, comparable provided by SEGRO, is down the RFI on Northampton, on the m1 again 450, metres to the nearest building, against what is being proposed here in Diceworth, whilst personal relations between individuals, SEGRO professionals, the village feels that corporately has been made at regard in relation to the application documents, with little meaningful response to representations. One example only that Max touched upon is that of noise. Why are not the best standards being used to minimise construction noise during that construction phase and one of the Freeport we think we wouldn't be here if it wasn't for the Freeport designation, which has been used in a crutch for this application, even on its own terms of encouraging economic growth and, critically, job creation, it should fail to claim a relocation of its anchor tenant. Mercy is, self evidently, a displacement project rather than the creation of new jobs. Moreover, from the time this village became aware of the free court designation, we say we've been treated with barely concealed disdain by the various public sector bodies involved one of our previous submissions refers to the EMF chair, saying the expectation was that something would happen on the site, but they were looking for more than rectangular shifts, and that was in April 23 long before the initial joint application, equally repeated FMI attempts to Find out what consideration was given to Diceworth, but basically failed. North weststershire First claimed that the request was too broad, and then only after the Information Commissioner had said they had to disclose did they get four emails, one of which from the chief executive members of the corporate team says, in its entirety, looks like tax site designation will be first of March with secondary legislation. So looks like done deal for E magic. Why were these answers not disclosed? Why the consuming lack of transparency? We say that there are facts about the designation of the site and specific advisor to role that are being withheld. The Chief Exec of Leicestershire county council has been shown by state of information requests to have been directly and personally involved in the getting off the ground of the project in February 2022, in recent directions your statements. Visit the village. We ask you to do so and see for yourself the vibrant community which Diceworth forms. You will also see many signs with the words weak fields, not warehouses, and more specifically, stock SEGRO. That is precisely what the asks you to do. Reject this application.

 28:43

Thank you very much of your oral submissions. Thank you. You did it beautifully with three and a half seconds. Thank you very much.

 29:01

Next in my list is Prologis does not want to make local submissions, and national highway is not in the attendance as well. So can I ask Mr. Sutton to come forward please to the table?

 29:40

Thank you. Ray Sutton, resident of Kegworth, member of Kegworth parish council, and also the North West Leicestershire district councillor, though not, certainly not speaking on behalf of North West Leicestershire District Council. I first of all want to say that I support protect Diceworth and all that they have said. And although the villages of Cape worth and Diceworth are well separated, they have many aspects of this particular DCO application that they're concerned about. I think transport unites them. I wish to speak about the principle of development on this site to amplify something I said in my response document, one stage to which I'm pleased to say that SEGRO have responded to that. And thank you. I have your response here in front of me, and my point, particularly on the principal development, will be followed by my consultant, Chris Kane online, and we'll talk about the transport and the highways aspects, but I wish to follow through the principle development and how wide so the the framework has been in terms of looking for where this development should go, it's a great concern to local people on the periphery of Leicestershire and periphery of North West Leicestershire, that we are almost in a hermetic field and in a hermetically sealed strategic planning area. And I think this has been reflected over the since the Leicestershire produced their strategic plan about 2018 after which, really this particular application arises, and it's well documented, as the applicant says in their planning statement, although I haven't gone through that October document in great detail, but the Leicestershire has tended to not, in our opinion, on the boundary, not really look very widely. This is in spite of having a free port that straddles now the East Midlands combined county authority, which is a mayoral authority, of course, which goes up to the river Trent and actually across it as well, and includes the power station, the Ratliff site, which is part of the Freeport, whereas Leicestershire contains the airport and SEGRO sites, and this is a huge anomaly. And what we have here, sir, is incremental planning. I wish to add so my I have a question for the panel, which is that, will you ensure that at the other stages, that we do get some comments from these Midlands combined county authority who who have part of the free port and ought to be interested, and they have their own spatial plan, because you will know so that spatial planning is a very important part of the new the new regime that has been introduced to the Planning Act, and there is a big rush, but the mayoral Authorities have an advantage of the East Midlands and already has a spatial plan, which actually has a trend arc of development up through the trend north of and outside of this hermetically sealed area in which this application has arisen, My concerns are and it comes out in statements of common ground, sir that been submitted now Leicestershire, part of the pack, again, does not really consider what the implications of boundary issues, which are very sensitive, because the m1 runs through both of these authorities, and so these are very integral matters, and yet we have no input to this process from these movements and combined grantee authority, which I find bizarre, especially as they're just taking over the administrative side of the Freeport. For instance, there are so many anomalies behind this which you may regard as political, but which I regard as being substantive of material in

relation to this application, I have to put in difficult matters, as preceding speakers did, because you will know, sir, that the government has been consulting on spatial planning strategy areas recently, because it's trying to capture quickly with areas that are not already designated. And there was a consultation in temporary March, almost in parallel with a local reorganisation consultation, which actually affects Leicestershire as well. And I have to say to you, sir, that although it was on the government website, and I actually contribute to it as a boundary now to say, why are you not suggesting that Leicestershire actually becomes part of the mayor Combined Authority? This is relevant because it would provide coherent planning which has not been present in the evolution years, which have been referred to by protect Diceworth already. And I think this is relevant to the principle of development, whatever was written by the applicant in October 2025 because we have an evolving situation in terms of legislation, in terms of requirements, and crucially, in terms of strategic and spatial planning. And to make a decision even on this, you will need wisdom in your recommendation to the Secretary of State in this very fast moving framework, which doesn't really allow for fixed planning. So let me say, sir finally, that I discovered this consultation about spatial planning strategy areas, but I could not find another North West Leicestershire councillor, even Never mind the resident who was aware of the consultation. And there may have been many residents in this part, you might have said it will be good to have coherent standing across boundaries where the empty space is at some of the other Freeport sites might be considered as to whether they will be suitable and whether this has to be cheap by job with the airport itself, constraining roads, constraining development area further for any activity that the airport itself wants to make in the future as it expands as a cargo. And so let me say finally, that I discovered that people were not aware and the despite of the Secretary of State's letters saying this consultation about spatial planning strategy areas was happening, I believe I have it in writing that the decision was made not to make people in North West Leicestershire, and probably the whole of Leicestershire, particularly aware of this. It certainly hasn't appeared on either of those two local authority websites at all. Believe A decision was made to suppress it. That's a strong word that I'll use in this hearing and take the risk. I have a question in on this matter at the North West Leicestershire District Council, AGM this evening on the same matter as to how aware this decision was made, this matter of spatial planning across boundaries, across the river, trend, what land is available is Fundamental, and I'll hand over to Mark

 37:00

you have Mr. Kay, can you come online? Please? Think you're on mute. Can't got here? Yes,

 37:30

we can hear

 37:32

you now. So thank you.

 37:33

Okay,

 37:34

Mr. Kay, you've you've got a one minute left within the speech. Sorry,

 37:40

in which case I other than to say that I'm a qualified planner and an expert in aviation related development and assisting Cape worth parish council, who are a member of my Local Government Association, efforts group, I wanted to raise very briefly, because obviously, I've only got a minute left. First of all, I think the need to look at the original ice study, because that's the basis of the demand and need case. I'll write more about this as a subsequent part of their inquiry, but it's based on a very crude projection rather than any more sophisticated work, and then it's simply a corridor planning exercise. And as Mr. Sutton has said, it didn't look beyond the boundary of Leicestershire, and it could have done, because SEGRO Also not set out in any detail, an alternative site appraisal that demonstrates why this is the only place that this could be put as a development. There's a there's a kind of discursive three page note that I've seen, but it does not get into a systematic way of looking at this issue. And I think finally, I want to raise the whole service access issue. Policy requires developers to pay for access improvements that are associated that are demanded by their development. I have seen no evidence of any word that would cost, what that would estimate, what the cost of that would be, and whether that would continue if imposed on the development would make the development viable? I think we need a viability appraisal to demonstrate that SEGRO and cover the costs of improvements to the highway network that it is going to be responsible for. Because if we haven't got that, how can we actually miss whether Can

 39:47

I

 39:47

interrupt here, please? Yeah, your time is over. So if you want to raise any further matter, you are feel free to write, submit, oral submission, in writing to the examination panel by deadline four. And I would also say to Mr. Satan as well, if you would like to submit your script or with any further matter in writing and deadline for that would be really helpful for the examination. Thank you, Mr. Sutan and Mr. King. Next, Can I Can I request Mr. Halton to come here.

 40:38

Please introduce yourself again. You

 41:00

sorry I feel extremely stressed. I popped out of work to come in, my main, my main question to the panel really, is basically regarding, I know, not addressed through some emails that I was passed on to regarding the flooding from the Kegworth with bypass, from my understanding, reading into it, it was part of it was Grant. But obviously, the part of the first planning application was, obviously, with the bypass was to be built. Part of the application, I would say, forward to start the HGV vehicles coming through the village. Obviously, on doing this when it was completed back in 2017 we have really back flooding. I know I can't give my address a handful of residents that suffer with it. I mean, I'm talking not just for talking Wellington booth. Weather we're talking it's knee deep. If anyone like to see videos or pictures do course down the line. Very welcome to have the information. Just grab hold of me after the meeting. So the question is basically pretty, pretty simple, is, before we carry on going down the route so obviously disturbing the residents of Diceworth, the quite the pretty simple question is, what's the resolution? Because I'm sure they'll suffer with what we suffer with the Kegworth is more it's simple factor mattering the more surface ground surface area put it taking fields away, is the surface water going accumulates somewhere, and looking, I mean, where the Diceworth is as well. Obviously, the development site, obviously, Diceworth is going downhill, like myself. I am to the site, or up the top here. So it's just basically just, you know, thank you for every here just listening to a point of view of just saying, you know, I suffer quite a lot. It's been another resident who can't with us. He's having surgery, unfortunately, who's been in the village for 55 years, and can clarify that until this bypass was built, we've never really suffered it because, obviously it was all fields that would take such water away. But since it's been the drainage being put in, it's insufficient, and quite I mean, quite severely, that myself and a couple of my residents ran my property. Really get it? I mean, it's, it's, it's gone to an extreme where I we have severe weather, and I've set alarm clocks to get up to make sure at the top of my garden gates are open. Children toys, absolutely. Children's toys are put away in the garden, put away, and I have to go to the front of the house on my driveway to open the drain and put some barriers around it. So that's what I do for a living fire. Alarms, but to the extent that if I don't open the drains at my property, it actually the amount of water comes down blocks and shuts down the road. Hence we get diverse and everything. But, yeah, it's, it's just, basically just get get in the way. I'm just saying what resolution before go on to further, surely we should resolve the pre the issues, which to our city to take it forth.

 45:00

Thank you, Mr. We have listened carefully and what you have described your problem of learning, and will take into that consideration. And it would be really helpful if you can describe your issues in writing and submit into the examination, which will be at the discussion of the exam. Thank you. Thank you for those submissions. I would say to you that we have asked

 45:30

questions of that nature. As part of our first written questions, we've had responses. So it's definitely an issue we're looking into in detail. There may be further questions on that issue in our subsequent written question. So just to assure you, we are looking into it and take anything into account. Yes, thank you.

 45:49

Thank you. Mr. Thank you.

 45:50

Thank you.

 45:53

Next, I guess I have finished the list. So can I invite Miss to come to the table now, as we have the

 46:26

it

 46:26

gets light, you will be able to see the

 46:29

red light is on. Thank you, sir. The reason I come along this morning is to query the application by SEGRO to make material changes to the previously approved East Midlands gateway railway interchange. SEGRO have done a reasonable job in providing us with some of the area to walk, which was taken away when they produced, stopped, produced warehouses and things. Unfortunately, what I see with the extension of rail freight operation is that it is increasingly encroaching on the area which we would normally walk out animals. This is a really rather sad state of affairs because the original application was undertaken without the necessary planning applications. It was forced upon us, and it now looks as though SEGRO are going to encroach more and more on the villagers of Lockington and Pennington, which is a single parish council, we have developed a local plan which was approved by North West Leicestershire so it's in place. And it strikes me that nobody ever takes any any cognizance of these plans when they're in place. And so I would really request that SEGRO Do not encroach more in this area, and but if the rail freight term has to increase in size, then there needs to be a proper plan that is actually looked at by the local parish council, which is totally affected by the system. I'm doing this as a personal person who is implemented by this I'm an interested party, and it affects me personally. As a resident of Hemington, I would also like to say I support Diceworth, as we have become absolutely surrounded by warehouses. There's going to be another group of warehouses built, which planning has been approved on the south of the A50 this will increase the flooding in our areas. This was originally the flood plain for the Trent the pumps that they have proposed to put in are insufficient. I raise this as a sort of pitch, but I'm really concerned that nobody looks sensibly at the bio diverse implications of all this building of warehouses and rail terminals, you know, what is actually a very small area. Thank you very much for allowing me to put my point.

 50:18

Thank you very much for coming here and putting forward what your objections are, and we have noted your oral submissions we will take into the consideration for assessing.

 50:28

Thank you.

 50:29

Thank you.

 50:29

Can I ask anybody else in the room who would like to speak at this open floor, hearing anybody online? No, then I'll move the agenda item five, or giving an opportunity for applicant to respond if it wishes so. Good morning. Ms Tony Westman just thank people for their comments this morning.

 50:59

Obviously, made a note of the comments that they've made. We don't propose to make no submission this morning, but we will take into account those comments, and we'll respond in writing a deadline.

 51:10

Thank you very much. So then in that case, I'll move on to the closing. Thank you very much for everyone's contribution today. If you I would, I would like to reiterate that if you have spoken today, please submit your work submission in writing at deadline. For that would help the examination panel for assessing the objections or the descriptions you have provided today. And there is a compulsory admission hearing, which will commence at 11:40am today. So now the time is 10:50am, and this opening open floor clearing is now closed. Thank you.

 51:52

You.