

Document DCO 8.10 / MCO 8.10

Statement of Common Ground between the Applicant and Environment Agency

APRIL 2026

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

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1 Introduction

1.1 This Statement of Common Ground ("SoCG") is a written statement produced during the application process for a Development Consent Order ("DCO") and is prepared jointly by the applicant and another party.

1.2 The Guidance entitled 'Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects' (April 2024) ("the Guidance") describes a SoCG as follows:

"A Statement of Common Ground (SoCG) is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree, or indeed disagree. A SoCG helps to ensure that the evidence at the examination focuses on the material differences between the main parties and therefore makes best use of the lines of questioning pursued by the Examining Authority" (paragraph 007)

1.3 This SoCG has been prepared as part of the information accompanying the applications for a DCO and a Material Change Order ("MCO") for the scheme known as East Midlands Gateway Phase 2 ("EMG2" or "the Scheme") comprising:

Main Component	Summary of Component	Works Nos.
DCO Application made by the DCO Applicant for the DCO Scheme		
EMG2 Works	<p>Logistics and advanced manufacturing development located on the EMG2 Main Site south of East Midlands Airport and the A453, and west of the M1 motorway. The development includes HGV parking and a bus interchange.</p> <p>Together with an upgrade to the EMG1 substation and provision of a Community Park.</p>	<p>DCO Works Nos. 1 to 5 including Further Works as described in the draft DCO (Document DCO 3.1).</p> <p>DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (Document DCO 3.1).</p>
Highway Works	<p>Works to the highway network: the A453 EMG2 access junction works (referred to as the EMG2 Access Works); significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements), works to the wider highway network including the Active Travel Link, Hyam's Lane Works, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.</p>	<p>DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (Document DCO 3.1).</p>
MCO Application made by the MCO Applicant for the MCO Scheme		
EMG1 Works	<p>Additional warehousing development on Plot 16 together with works to increase the</p>	<p>MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A</p>

	permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing.	and 8A in the draft MCO (Document MCO 3.1).
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1.4 This SoCG has been prepared in accordance with the Guidance to assist the Examining Authority in examining the applications for the DCO and MCO by providing an understanding of the status of discussions or negotiations between the Applicant and another party.

1.5 Capitalised terms refer to the Glossary at Appendix A to Chapter 1 of the Environmental Statement (Document 6.1A) unless otherwise stated.

2 Parties to this SoCG

2.1 This SoCG is entered into by (1) SEGRO who has submitted the DCO Application through SEGRO Properties Limited and has submitted the MCO application through SEGRO (EMG) Limited (referred to collectively as "the Applicant") and (2) Environment Agency (EA).

2.2 EA enters into this SoCG in its capacity as statutory consultee.

2.3 A record of the engagement between the Applicant and EA in relation to flood risk and drainage, and ground conditions is set out in the Appendix to this SoCG.

3 Structure of this SoCG

3.1 This SoCG has been structured with two clearly defined sections. The first section considers matters relevant to the DCO and the second section considers matters relevant to the MCO. Where a particular matter is common to both the DCO and the MCO this is clearly stated and recorded in both sections.

3.2 The areas covered by this SoCG are as follows:

3.2.1 Flood Risk

3.2.2 Water Quality.

3.2.3 Ground Conditions.

3.3 This SoCG records those matters which are agreed, and, if appropriate, any matters that are not agreed and still under discussion between the Applicant.

3.4 Where this SoCG is identified as a draft, some matters may still be under discussion. If appropriate, a final version that confirms the final positions of the parties on relevant matters will be submitted before the close of the Examination.

3.5 Within the following tables a Red Amber Green (RAG) status has been applied as follows: **green**: agreed, **amber** - a matter that is under discussion and/or further work is being completed, and **red** - not agreed.

4 DCO

Matters agreed		
Ref	Matter	RAG status and any additional comments
Flood Risk		
4.1	The Flood Risk Assessment and ES Chapter 13 (DCO/MCO 6.13) have been prepared in accordance with the National Policy Statement for National Networks (NPSNN) and the National Planning Policy Framework (NPPF).	Agreed
4.2	The methodology and approach taken for the assessment of flood risk is appropriate and acceptable, including consideration of the effects of climate change. The information detailed within the Chapter 13 (DCO/MCO 6.13) and within the supporting appendices (Flood Risk Assessments, and Sustainable Drainage Statements) is appropriate and acceptable.	Agreed
4.3	The Scheme is at an acceptable level of flood risk and, subject to the implementation of the flood risk management principles outlined in the Flood Risk Assessment, and the surface water drainage principles outlined in the Sustainable Drainage Statements, the proposed scheme will seek to appropriately mitigate flood risk in line with best practice guidance.	Agreed
4.4	Matters contained in the Construction Environmental Management Plan (CEMP) (DCO 6.3A) in relation to flood risk are considered appropriate to address the construction phase of the EMG2 Project.	Agreed
4.5	Phase specific CEMPs are to be prepared prior to the construction of each development phase. This will include details of any necessary temporary (or otherwise) flood risk and surface water quantity and quality management measures. The performance of implemented measures will be monitored and changes made where appropriate in order to maintain	Agreed

	water quality and adequately mitigate flood risk during the construction period.	
Ground Conditions		
4.6	The EA have requested additional information in regard to the ground conditions and land contamination risks pertaining to the Highways Works. This has been addressed through review and inclusion of the Preliminary Sources Study Reports (PSSRs) pertaining to the Highways Works produced by BWB in the most recent version of the draft ES Chapter (DCO/MCO 6.14 E and 6.14F)	Agreed
4.7	The EA provided comment on the sensitivity classification of the Secondary Aquifers underlying the EMG2 Project. The classification has been reconsidered in the most up to date chapter as 'Moderate' (Table 14.4 of DCO/MCO 6.14).	Agreed
4.8	Review of the 'Environment Agency Groundwater Protection Position Statements' was recommended by the EA, for inclusion within DCO/MCO 6.14 , to inform the risk to groundwater beneath the site. This has been addressed within the Chapter.	Agreed
4.9	The EA requested the source data pertaining to the historical Waste Transfer Station featuring within the third party environmental database report and identified as a suspected geo-referencing error within the Preliminary Risk Assessment (DCO/MCO 6.14A). This data was provided to the EA and accepted on the 21 st April 2025 as a geo-referencing error. As such, Chapter 14 (DCO/MCO 6.14) does not discuss the historical Waste Transfer Station as a potential contaminant source.	Agreed
4.10	The EA requested additional information regarding the groundwater monitoring which has historically been completed at the EMG2 Works. The locations of the monitoring points, duration of the monitoring and the time of year during which it has been undertaken has been incorporated into the assessment and Chapter 14 (DCO/MCO 6.14). A	Agreed

	Groundwater Levels Plan visually displays this information (DCO/MCO 6.14M).	
4.11	Additional information regarding the soil testing which has been undertaken as part of all historical ground investigations was requested by the EA. This is included in ES Chapter 14 (DCO/MCO 6.14) in tabular form, presenting the types of laboratory soil tests and the number of tests completed (Table 14.5).	Agreed
4.12	The EA requested clarification of the range in depth at which the groundwater samples were obtained from the EMG2 Works. The Applicant has confirmed that 15 No. groundwater samples were obtained from monitoring wells at the EMG2 Works between depths of 2.51 m bgl and 19.00 m bgl.	Agreed
4.13	Additional information was requested by the EA regarding the groundwater Polycyclic Aromatic Hydrocarbon (PAH) exceedance obtained from the EMG2 Works against the relevant generic assessment criteria (GAC). As of June 2025, updated Chapter 14 (DCO/MCO 6.14) included a Table which indicates the findings of the controlled waters assessment and a summary of the groundwater chemical exceedance with the determinant exceedance, contaminant range, number of elevated results and relevant GAC – Table 14.6 of MCO/DCO 6.14 .	Agreed
4.14	Clarification on the thickness of the Made Ground encountered at the EMG2 Works was requested by the EA. Chapter 14 (MCO/DCO 6.14) has addressed this, and has concluded only localised extended Made Ground thickness (CP27, south eastern area – 3.00 m thick and TP08, north western area – 2.80 m thick). All remaining exploratory locations where Made Ground was encountered generally comprised of less than 1.0 m. Therefore, the localized extended thicknesses are not considered to be significant.	Agreed

4.15	The EA requested consideration of the re-use of site won materials and waste. This has been actioned where, as a preliminary assessment, the Chapter considers that Made Ground may be re-used as part of earthworks, subject to appropriate sorting, testing and controlled placement in accordance with Requirements 11 (CEMP) which secure the MMP and 12 (Earthworks) in the draft DCO.	Agreed
4.16	The outcomes and conclusions of Chapter 14 (DCO/MCO 6.14) are appropriate and acceptable. There are no likely significant effects on ground conditions from the DCO and MCO applications individually, collectively or with surrounding (inter-project) developments.	Agreed
Matters not agreed		
4.17	While some matters are still in discussion, there are no matters not agreed between Applicant and EA	Agreed
Matters still under discussion		
Water Quality		
4.18	The EIA methodology and approach taken for the assessment of ground and surface water quality is appropriate and acceptable. The information detailed within the Chapter 13 (DCO/MCO 6.13) and within the supporting appendices (WFD Screening, and Sustainable Drainage Statements) is appropriate and acceptable. The only outstanding issue relates to clarification of whether there is any potential for uncontrolled firewater drainage from the substation posing an unacceptable risk to water environment receptors.	Under discussion
4.19	The contents of the Construction Environmental Management Plan (CEMP) for the (DCO 6.3A) in relation to water quality are considered appropriate to address the construction phase of the EMG2 Project except for some issues relating to water quality monitoring, fuel and soil management, concrete	Amendments to the CEMP are under consideration to address the concerns raised

	mitigation, wheel washing and flocculants are requesting a commitment to a drilling fluid breakout plan	
4.20	Subject to implementation of the mitigation measures detailed within the Flood Risk Assessment and WFD Screening, the surface water drainage principles outlined in the Sustainable Drainage Statements, and the measures outlined in the CEMP, the Scheme will not cause deterioration of the water environment, the status of the surrounding water bodies, or compromise the ability of the water bodies to achieve their WFD status objectives. This conclusion is however subject to ongoing discussions with regard clarification of discharge rates; monitoring of PFAS and foul water.	Under discussion
4.21	The outcomes of ES Chapter 13 (DCO/MCO 6.13) are appropriate and acceptable. Specifically, there are no likely significant effects on flood risk or water quality from the DCO and MCO applications individually, collectively or cumulatively with other development. This conclusion is however subject to ongoing discussions with regard clarification of discharge rates; monitoring of PFAS and foul water.	Under discussion
Ground Conditions		
4.22	The EA requested additional information regarding the surface water sampling completed as part of the EMG2 Works ground investigation. From June 2025, the additional information was incorporated into the assessment, including the locations of the surface water samples, a summary of surface water chemical exceedances against the relevant GAC and consideration of the sample exceedance being upstream or downstream (Table 14.7 of Chapter 14 MCO/DCO 6.14). Further surface water sampling and testing completed at the EMG2 Works at a later date has also been discussed (DCO/MCO 6.14D). This conclusion is subject to ongoing consideration of securing appropriate water quality monitoring. Consideration	Under discussion

	is being given to amendments to the CEMP.	
4.23	The EA requested further consideration and acknowledgement regarding the identified groundwater contamination. This has been actioned and the Chapter updated accordingly with reference to the type of groundwater contamination and an assessment of its potential and likelihood to reach surface water receptors (Paragraphs 14.5.22 to 14.3.7 of Chapter 14 MCO/DCO 6.14). Further consideration is being given to whether the chapter provides the information required.	Under discussion
4.24	In August 2025, the EA provided additional commentary on the ES Chapter and associated appendices in relation to contamination impact findings in exploratory location CP27, aquifer structure and hydraulic gradient and PFAS amongst other points of clarification. Chapter 14 (MCO/DCO 6.14) and relevant appendices (MCO/DCO 6.14A and 6.14B) have been updated accordingly to include clarification of interpretation of impact in CP27 and recommendations, clarification and consistency of aquifer structure and hydraulic gradient, update of the ground model in the BWB PSSR for Junction 24 Improvement Works (DCO/MCO 6.14E) and the inclusion of PFAS as a potential off-site source of contamination associated with East Midlands Airport. The Applicants position is that that due to the lack of hydraulic connectivity there is not considered to be a geo-environmental risk to onsite receptors from PFAS/PFOS associated with the operation of the site. In addition, due to the depth of the groundwater table the proposed construction works will not encounter the aquifer. However, the EA have suggested that its concerns would be overcome by a monitoring obligation and the Applicant is content to agree with this. The means of securing such monitoring is currently under consideration.	Under discussion

4.25	The methodology and approach used to assess soil, geology, groundwater and land contamination risks across the EMG2 Project are considered appropriate and acceptable, and robust evidence is provided for each conclusion, based on historical ground investigation findings. This conclusion is subject to the appropriate monitoring mechanisms being agreed.	Under discussion
Draft DCO		
4.26	The EA are comfortable with the content of the draft DCO relating to flood risk, the water environment, and ground conditions subject to the additional/amended requirements referred in 4.27, 4.28, 4.29 and 4.30 below. The Applicant is considering these and any changes to the requirements will be included in the next version of the dDCO.	Under discussion
4.27	EA wish to be included as a consultee in Req 11 (Approval of P-CEMPS), Req 17 (Flood Risk), Req 18 (Foul Drainage) Req 22 (Contamination) and Req23 (Verification).	Under discussion
4.28	The EA wish Req 22 to be amended so that any contamination found is reported "in writing to the local planning authority as soon as possible and within 10 working days" instead of simply a reference to within 10 days. The Applicant agrees with this.	Under discussion
4.29	The EA want a requirement requiring the approval of an Operational Environmental Management Plan prior to occupation. The Applicant has asked for clarification as to what such a plan should cover.	Under discussion
4.30	The EA want a requirement to require a Foundation Works Risk Assessment if it transpires that piled foundations are needed. The Applicant has no objection to such a requirement	Under discussion

5 MCO

Matters agreed		
Ref	Matter	RAG status and any additional comments
Flood Risk		
5.1	The Flood Risk Assessment and ES Chapter 13 (DCO/MCO 6.13) have been prepared in accordance with the National Policy Statement for National Networks (NPSNN) and the National Planning Policy Framework (NPPF).	Agreed
5.2	The methodology and approach taken for the assessment of flood risk is appropriate and acceptable, including consideration of the effects of climate change. The information detailed within the Chapter 13 (DCO/MCO 6.13) and within the supporting appendices (Flood Risk Assessments and Sustainable Drainage Statements) is appropriate and acceptable.	Agreed
5.3	The Scheme is at an acceptable level of flood risk and, subject to the implementation of the flood risk management principles outlined in the Flood Risk Assessment, and the surface water drainage principles outlined in the Sustainable Drainage Statements, the proposed scheme will seek to appropriately mitigate flood risk in line with best practice guidance.	Agreed
5.4	The EMG1 DCO contains provisions pursuant to Requirement 11 as set out in Schedule 2 of the EMG1 DCO requiring a further P-CEMP to be submitted for each phase and this will apply to the EMG1 Works. The P-CEMP will need to adhere to the approved construction management framework plan that was approved for EMG1. Matters contained in the Construction Environmental Management Plan (CEMP) in relation to flood risk are considered appropriate to address the construction phase of the MCO.	Agreed

Ground Conditions		
5.5	The outcomes and conclusions of Chapter 14 (DCO/MCO 6.14) are appropriate and acceptable. There are no likely significant effects on ground conditions from the DCO and MCO applications individually, collectively or with surrounding (inter-project) developments. This includes the relevant requirements in the draft EMG1 DCO, including 11 (CEMP) and 12 (Earthworks).	Agreed in principle, subject to our comments at Relevant Reps, herein, and elsewhere or subsequently, being addressed, and all mitigation and DCO Requirements being adequately actioned
Matters not agreed		
5.6	While some matters are still in discussion, there are no matters not agreed between Applicant and EA	Agreed
Matters still under discussion		
Water Quality		
5.7	The EIA methodology and approach taken for the assessment of ground and surface water quality is appropriate and acceptable. The information detailed within the Chapter 13 (DCO/MCO 6.13) and within the supporting appendices (WFD Screening and Sustainable Drainage Statements) is appropriate and acceptable.	Under discussion
5.8	The EMG1 DCO contains provisions pursuant to Requirement 11 as set out in Schedule 2 of the EMG1 DCO requiring a further P-CEMP to be submitted for each phase and this will apply to the EMG1 Works. The P-CEMP will need to adhere to the approved construction management framework plan that was approved for EMG1. Matters contained in the Construction Environmental Management Plan (CEMP) in relation to water quality are considered appropriate to address the construction phase of the MCO. This is subject to ongoing discussions relating to fuel and oil management, concrete mitigation wheel washing and flocculants	Under discussion
5.0	Subject to implementation of the mitigation measures detailed within the Flood Risk Assessment, the surface	Under discussion

	<p>water drainage principles outlined in the Sustainable Drainage Statements, and the measures outlined in the CEMP, the Scheme will not cause deterioration of the water environment, the status of the surrounding water bodies, or compromise the ability of the water bodies to achieve their WFD status objectives.</p>	
5.10	<p>The outcomes of ES Chapter 13 (DCO/MCO 6.13) are appropriate and acceptable. Specifically, there are no likely significant effects on flood risk or water quality from the DCO and MCO applications individually, collectively or cumulatively with other development. This conclusion is subject to agreement on some elements of securing the mitigation.</p>	Under discussion
Ground Conditions		
5.11	<p>The methodology and approach used to assess soil, geology, groundwater and land contamination risks across the EMG2 Project are considered appropriate and acceptable, and robust evidence is provided for each conclusion, based on historical ground investigation findings. The EA have however raised the issue of PFAS as a potential off-site source of contamination associated with East Midlands Airport. The only plausible pathway for PFAS to migrate from East Midlands Airport to the site would be via groundwater. There are no identified surface water or surface connectivity pathways between the Airport and the EMG1 Works area, and no on site sources of PFAS have been identified. The EMG1 Works were authorised through the East Midlands Gateway Rail Freight Interchange Development Consent Order (EMG1 DCO), which was supported by a full Environmental Impact Assessment and Environmental Statement, including assessment of ground conditions and contamination risks. A review of the approved ground conditions ES Chapter documentation does not identify PFAS as a potential off site source of contamination, nor any PFAS-specific monitoring or remediation requirements associated with that consent. The</p>	Under discussion

	Applicant does not believe any monitoring provision is necessary.	
The draft MCO		
5.12	The EA are comfortable with the content of the draft MCO relating to flood risk, water environment, and ground conditions subject to the additional requirement referred in 5.13 below. The Applicant is considering this change to the requirements will be included in the next version of the dMCO.	Under discussion
5.13	The EA want a requirement to require a Foundation Works Risk Assessment if it transpires that piled foundations are needed. The Applicant has no objection to such a requirement.	Under discussion

6 Conclusions

- 6.1 The Applicant and EA confirm that all flood risk and drainage, and ground conditions matters under discussion in relation to the Scheme have been agreed or are still in discussion as recorded in the tables in sections 4 and 5 above.

SIGNATURES:

On behalf of the Applicant:

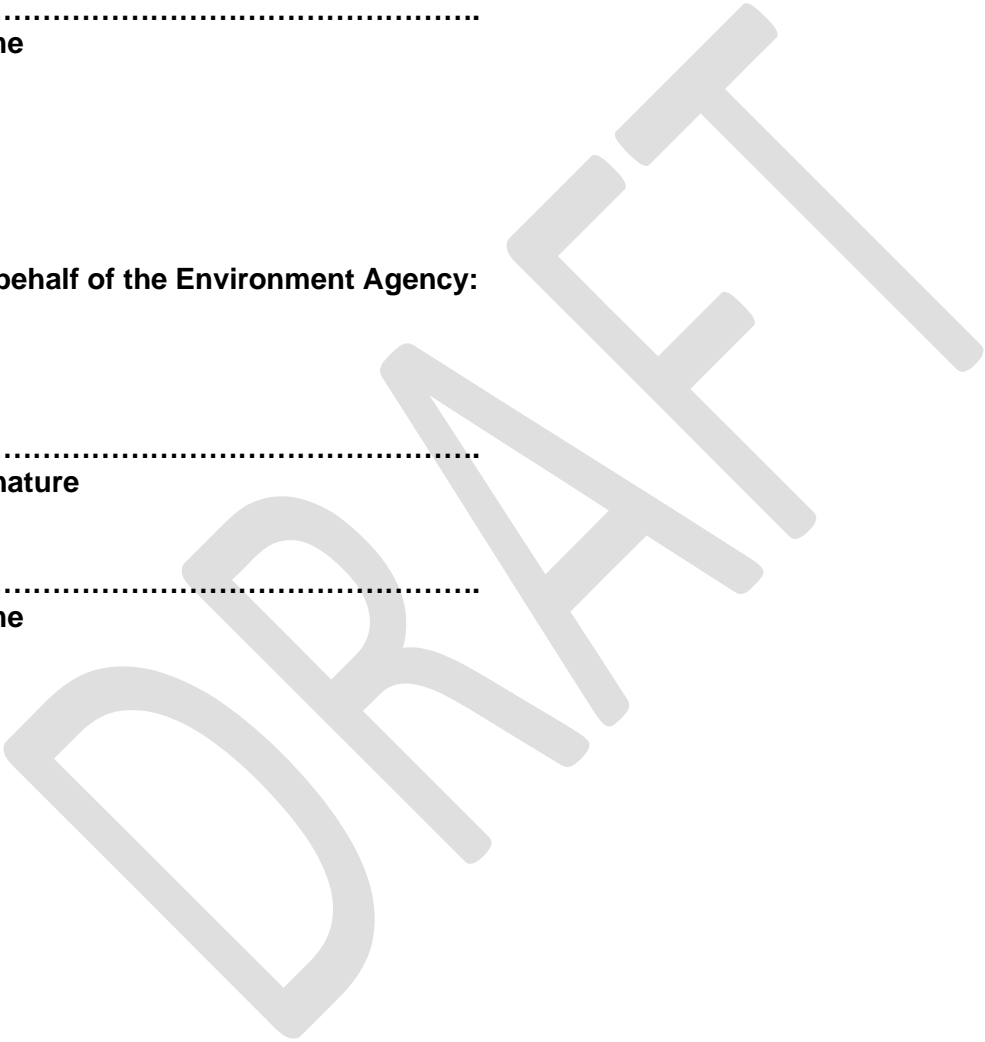
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Signature

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Name

On behalf of the Environment Agency:

.....
Signature

.....
Name



APPENDIX

RECORD OF ENGAGEMENT

Date	Form of engagement	Summary of matters dealt with
25/07/2024	Meeting	An initial introductory meeting was held with the EA to discuss the project and the best communication routes for engagement.
24/09/2024	Scoping Opinion	<p>The EA raised a number of items relating to flood risk and water quality that the forthcoming ES Chapter and supporting technical assessments should consider including: the impact of the Highway Works within the vicinity of Flood Zone 3 and 2; the flood risk from the Hall Brook at the EMG2 Main Site; Main River flood assets associated with the Lockington Brook; the potential betterment that the EMG2 Main Site could provide; the design life of the development and climate change allowances; the use of FEH22 rainfall data; the capacity of the A42 culvert; the effect of the EMG2 project on upstream reservoir classification; information on the field drainage around the EMG2 Main Site; water treatment activities requiring chemical treatments; an independent review of the Diseworth and Long Whatton hydraulic model; and compliance with the WFD.</p> <p>The EA raised a number of items relating to ground conditions that the forthcoming ES Chapter and supporting technical assessments should consider including: identification of potential effects on ground conditions and contamination during construction, operation and, where relevant, decommissioning, of the whole Proposed Development. This should include identification of any source protection zones, groundwater abstractions or land uses using an appropriate study area. The assessment of effects should consider the effects that could arise</p>

		<p>from both existing land uses and any new risks that could be introduced by the Proposed Development itself. This should be supported by appropriate surveys and the approach agreed, where possible, with relevant consultation bodies.</p> <p>The EA advised that the assessment in the ES should also cross refer to the human health assessment so that any risks to human receptors are considered. Appropriate cross reference to the water resources assessment should also be made for effects on surface or ground water receptors from any identified sources of contamination.</p>
19/11/2024	Email	A summary note was returned to the EA providing additional information to the EA on matters they raised in the scoping opinion
25/11/2024	Email	Supplementary information was issued to the EA relating the Lockington Brook Main River flood assets which add further weight to these being incorrectly classified as Flood Assets and Main River.
23/12/24	Email	The EA were issued with a preliminary WFD Screening report.
13/01/25	Email exchange	<p>The EA returned a review of the information submitted to them on the 19/11/24 and 25/11/24.</p> <p>In an email back to the EA it was confirmed that agreement had been reached on: Development life span and climate change epoch; use of the FEH99 data in the Diseworth and Long Whatton Flood Model; use of the Diseworth and Long Whatton Flood Model to assess the flood risk from the Hall Brook; flood storage compensation (FSC) is not needed for the credible maximum climate change scenario; FSC will not be required if the highway works are undertaken</p>

		<p>above/outside of the design floodplain; reservoir flood risk will be considered in the Flood Risk Assessments; the potential requirement for Environment Permits for chemical treatments will be recognised in the EA.</p> <p>Further information on the A42 culvert and the EA flood assets was subsequently requested.</p>
05/02/25	Email	The EA returned comments relating to their review of the preliminary WFD screening. It agreed that a full WFD assessment is not necessary, but it was identified that further information on the ground conditions and groundwater bodies, and the construction stage of the EMG2 Project will be required for full submission.
13/02/25	Email	Two preliminary culvert capacity assessments were shared with the EA. One associated with the footpath crossing of the Hemington Brook (the L57 footpath), and the other associated with the Active Travel Route's proximity to a minor tributary of the River Soar outfalling from the East Midlands Airport.
21/02/25	Meeting	A meeting was held with representative of the EA to discuss what further information they require in relation to the A42 culvert and the EA flood assets. The culvert capacity assessments shared on 13/02/25 were also discussed.
26/02/25	Email	The EA wrote to make the Applicant aware of the release of new flood and coastal erosion risk data which may affect the project.
12/03/25	Email	The EA provided a review of the preliminary culvert capacity assessments shared on 13/02/25. The estimation of flood flows was agreed, but development of a simple hydraulic model of each

		<p>was requested to confirm that the proposed alterations would not affect downstream flood risk. Further information of the proposed length of the L57 footpath structure was also requested.</p>
17/03/25	Statutory Consultation	<p>The EA returned comments on the draft Flood Risk and Drainage ES chapter submitted for the statutory consultation. The EA highlighted that the draft submission required additional technical appendices including the Flood Risk Assessments. The EA identified the following outstanding points: independent approval of the Diseworth and Long Whatton flood model; information on the capacity of the A42 culvert; information on the proposed Highway Works next to Flood Zone 3 and 2; information on the capacity of the L57 culvert, the flood risk associated with the minor tributary of the River Soar; and an updated WFD Screening. They also requested that the potential need for a foundation works risk assessment was added; that further information on the ground water bodies was added; and that plans from the Ground Investigation were provided.</p> <p>The EA returned comments on the draft Ground Conditions ES Chapter submitted for the statutory consultation. The EA highlighted that the draft submission was required additional technical appendices and figures. The EA identified the outstanding points for future agreement which are presented within Sections 4 and 5 above.</p>
31/03/25	Email	<p>The EA were issued with further information relating to the Lockington Brook Flood Assets, the capacity of the A42 culvert, and hydraulic model analysis of the footpath crossing of the Hemington Brook (the L57 footpath), and the minor tributary of the River Soar next to the proposed Active Travel Route.</p>
17/04/25	Email	<p>The EA confirmed that they have no more concerns relating to the flood risk and capacity of the minor tributary of the River Soar next to the proposed Active Travel Route; the L57 footpath</p>

		culvert; and the A42 culvert. However, the EA recommended that the acceptable of the increase in culvert length at the L57 footpath was confirmed with the Lead Local Flood Authority (LLFA). It was also confirmed that the EA have no further concerns in relation to the Lockington Brook Flood Assets.
22/04/2025	Email	The EA were issued with information to support the historical Waste Transfer Station (EMG2 Main Site), identified within the Preliminary Risk Assessment (DCO/MCO 6.14A), being a geo-referencing error. The EA confirmed that this entry in the associated Groundsure Report does correspond to a geo-referencing error and does in fact relate to permit HP3693CW (formerly Waste Management License No. 43288), which is associated with East Midlands Airport and outside of the DCO boundary. Therefore, this issue is resolved and the former waste transfer station is no longer considered to be an on-site potential source of contamination within the draft Ground Conditions ES.
21/05/25	Email	The EA were made aware of the change in programme and the intention to undertake a second round of consultation.
11/06/25	Email	In an email back to the EA it was relayed that the LLFA had confirmed that they are comfortable with the increase in culvert length at the L57 footpath.
02/07/25	Email	The EA were made aware that the second consultation had begun, and also that the hydraulic modelling had been independently reviewed. The model review proforma was shared.
08/08/25	Statutory Consultation	The EA returned comments on the Flood Risk and Drainage ES chapter submitted for the additional consultation. The EA's comments requested the following in the final submission:

		<p>greater consistency between the water quality mitigation measures outlined in this Chapter and the CEMP; clarity on how foul water from construction phase welfare facilities will be disposed of. They also raised a comment on the ability to achieve greenfield discharge rates at the Active Travel Route, but it was confirmed that they will defer to the LLFAs opinion on this matter. To address these matters the CEMP was updated to be more consistent with the recommendations of Chapter 13 of the ES, and details of the foul water disposal at the construction stage was added to the Chapter 13 of the ES. The LLFA were also approached, who confirmed that they had no outstanding concerns on the DCO/MCO.</p> <p>The EA returned comments on the Ground Conditions ES Chapter submitted for the additional statutory consultation. The key comments related to the risks to groundwater and the absence of any reference to PFAS throughout the Chapter or Appendices. The EA comments requested the following in the final submission: consistency in the Chapter whereby all recommendations made within the report text are to be repeated in the conclusions, consistency throughout the Chapter regarding the aquifer structure and groundwater flow direction, clarification in references to the potential requirement for a Foundation Works Risk Assessment (FWRA), inclusion and consideration of PFAS as a potential source of contamination given the proximity of the site to East Midlands Airport and clarification within document DCO/MCO 6.14B regarding the interpretation of soil chemical results. All of these matters were addressed within the final Chapter submission.</p>
09/01/26	Relevant Reps	<p>The EA provided commentary on the application documents which requested clarification or further information in the following subject areas relating to flood risk drainage, water quality and ground conditions:</p>

		<ul style="list-style-type: none"> • Approach for managing firewater at the sub-station • Consistency in the description of any piled foundations. • Clarification on treatment stages in the drainage strategy, including the approach for operating penstocks on the drainage strategy, and the outline maintenance schedule. Greater reference made to the SuDS manual in the relevant documents. • Clarification on the lining of SuDS to prevent ground water pollution • Commitment to preparing an OEMP • Clarification on the proposed water quality monitoring plan • Clarification on the foul water drainage strategy • Clarification of potential PFAs released from the PV solar panels • Provision of further details from the CEMP of concrete wash out, wheel washing runoff, drilling fluid breakout plan and, the use of flocculants • Clarity on the CEMP for the EMG1 MCO • The treatment of oil from the HGV parking area(s) <p>The EA also asked to be named consultees requirement 11, 17, 18, 22 and 23.</p>
		<p>[To be updated]</p>