

Document DCO 8.1

Joint Position Statement between the DCO Applicant and National Highways relating to SRN Mitigation Scheme

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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Highway Order 202X**

**JOINT POSITION STATEMENT BETWEEN THE DCO
APPLICANT AND NATIONAL HIGHWAYS RELATING
TO SRN MITIGATION SCHEME
(DOCUMENT DCO 8.1)**

Version	Date	Status of Version
0	April 2026	Deadline 1 Submission

1 Introduction

- 1.1 This Joint Position Statement has been agreed between National Highways and the DCO Applicant and relates to the DCO Application for the DCO Scheme known as East Midlands Gateway Phase 2. It relates specifically to the wider benefits that would be delivered by the mitigation works on the Strategic Road Network (SRN) included in the DCO.
- 1.2 This statement explains the broader context for the DCO Applicant's highway mitigation in relation to Junction 24 of the M1 motorway, and how that mitigation provides wider benefits and could contribute to an overall strategy for addressing the current and future issues relating to highway capacity at Junction 24 which, unless resolved, will operate as a constraint on planned growth in the region.

2 Operational Context of M1 Junction 24

- 2.1 It is recognised that Junction 24 of the M1 motorway is at times currently operating over capacity and that, without significant highway interventions, traffic on the SRN will encounter increased congestion, meaning that identified, planned growth necessary to grow the regional economy may not be able to be accommodated on the network. It is also recognised that the highway interventions required to mitigate the impact of development will need to be of a significant scale.
- 2.2 The planned growth in the immediate vicinity includes much of the proposed local plan allocations in the replacement North West Leicestershire Local Plan (involving a significant amount of employment development and approximately 6,000 houses). It also includes the Freeport sites in the area comprising the EMAGIC sites and the redevelopment of Ratcliffe-on-Soar Power Station into a zero-carbon technology and energy hub for the region. The Power Station redevelopment is authorised by a Local Development Order but much of the re-development is dependent upon a solution to the constraints at and around Junction 24 and a Planning Condition exists for mitigation to be implemented by the developer before an employment threshold equivalent to previous-use employment levels can be implemented on the site. Further afield the operational issues at Junction 24 will operate as a constraint on wider regional growth.

3. The Proposed DCO Mitigation Scheme as Part of a Strategic Solution to M1 Junction 24

- 3.1 In recognition of the need for a series of significant interventions at Junction 24 to mitigate the impact of their developments, and to avoid a suboptimal piecemeal approach, a consortium of developers (including the DCO Applicant, the owner of the Power Station, the proposed developers of a new village proposed in the local plan to the west of Diseworth and other landowners) has been working on a strategic solution to address the forecast congestion at the junction. To this end work has been undertaken to develop a design and demonstrate its operational effectiveness through traffic modelling, in consultation with National Highways.
- 3.2 The consortium, through engagement with National Highways and other key stakeholders, has identified a combination of highway upgrades which the consortium considers together provide a solution to the capacity issues at Junction 24. That solution has been discussed with National Highways. The consortium is undertaking strategic and microsimulation modelling to demonstrate the suitability of the proposed solution to mitigate the impacts of all planned growth in the area. National Highways is

engaged in this exercise and will review the modelling and the effectiveness of the mitigation when it is available.

- 3.3 The majority of the works to the SRN proposed by the DCO Applicant in the DCO Application, which are required to mitigate the impact of the DCO Scheme, consist of one of those upgrades – known as “the green package”, which comprises Works Nos. 8 - 12 in Schedule 1 of the draft DCO [APP-012D], being a new freeflow link from the M1 Northbound to the A50 Westbound. Due to its scale, this scheme of works constitutes a nationally significant infrastructure project itself and the NNNPS applies to it. The mitigation put forward by the DCO Applicant is consistent with, but not reliant upon, the remainder of the highway upgrades proposed by the consortium.

4. Wider Benefits of the Proposed SRN Mitigation Scheme

- 4.1 The DCO Applicant has included the “green package” as part of its highway mitigation and has assessed its impact in the environmental assessment and Transport Assessment submitted with the DCO Application. That assessment is dealt with in a SOCG between the parties to this statement. The assessment demonstrates that, as required by the NNNPS, the NSIP works comprising Works Nos, 8 – 12 improve the operation of the network and assist with capacity issues (NNNPS Para 5.283).
- 4.2 The DCO Applicant’s strategic and microsimulation modelling, validated by National Highways, demonstrates that the proposed highway mitigation works (including the highways NSIP) provide wider benefits than simply mitigating the impacts of the East Midlands Gateway 2 development. They also eliminate forecast mainline congestion on the M1 northbound mainline on the approach to Junction 24 (without the planned growth / development) and remove substantial traffic from Finger Farm Roundabout and the A453, enabling additional capacity to accommodate the traffic arising from the planned growth / development. Without these works being implemented, safety and congestion concerns will persist on the M1 Mainline and at Junction 24, which can be expected to act as a constraint on future development.
- 4.3 The mitigation included in the DCO in respect of Works Nos. 8 - 12 addresses forecast capacity constraints on the western side of Junction 24 and can be augmented by interventions on the eastern side of the junction, which will be required to enable further development to be brought forward, to form a strategic solution for the entire junction. Its early delivery as part of the DCO Scheme, provided such delivery is secured, will be beneficial to the future operation of the SRN and can be expected to enable the junction – in conjunction with improvements to the eastern side of the gyratory - to accommodate transformational growth in the region.

5. Conclusion

- 5.1 National Highways has been working with the DCO Applicant to discuss the detail of the highway works proposed as part of the DCO (including the M1 Northbound to the A50 Westbound link) and is satisfied, subject to the approval of a small number of departures from standard, that the scheme would deliver the mitigation required, including resolving safety and congestion issues apparent in the baseline, and could in due course form part of a wider strategic solution for the junction. National Highways is therefore supportive of the proposals.