

Document DCO 8.3C / MCO 8.3C

Statement of Common Ground between the Applicant and North West Leicestershire District Council (relating to Air Quality)

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) North West Leicestershire District Council ("NWLDC").

2.2 NWLDC enters into this SoCG in its capacity as Local Planning Authority.

2.3 A record of the engagement between the Applicant and NWLDC in relation to air quality 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 The baseline nitrogen dioxide (NO₂) diffusion tube monitoring locations and programme located in the vicinity of the Scheme.

3.2.2 The methodology traffic screening criterion to define the study area (including Air Quality Management Areas (AQMAs) for the air quality impact assessments for both the construction and operation phases.

3.2.3 The air quality prediction methodologies adopted for the assessment

3.2.4 The traffic effects, both from increases in traffic as well as changes to traffic movements as a result of the Scheme.

3.2.5 The suitability of the Site for the Scheme as well as an assessment of air quality impacts on nearby uses (including operations at East Midlands Airport, EMG1 and Junction 23a Services).

3.2.6 The effects of each element of the Scheme (i.e. the cumulative impacts of the Main Site, the Rail Freight Interchange and EMG1, and Highway Works).

- 3.3 This SoCG records those matters which are agreed and, where appropriate, any matters that are not agreed and still under discussion between the Applicant and North West Leicestershire District Council in relation to air quality.
- 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
4.1	The baseline nitrogen dioxide (NO ₂) diffusion tube monitoring locations and programme located in the vicinity of the Scheme.	
4.2	The methodology traffic screening criterion to define the study area (including AQMAs for the air quality impact assessments for both the construction and operation phases.	
4.3	The air quality prediction methodologies adopted for the assessment.	
4.4	The traffic effects has been considered in their entirety, using data from the strategic model outputs, and the results of the traffic impacts arising from the Scheme will be set out in the ES Chapter	
4.5	A Site suitability assessment has been carried out and the results set out in the Chapter	
4.6	The cumulative impacts has been considered in their entirety, and the results set out in the ES Chapter	
Matters not agreed		
4.21	There are no matters of disagreement between the Applicant and NWLDC	
Matters still under discussion		

4.22	There are no matters still under discussion between the Applicant and NWLDC – subject to updated transport modelling being accepted by Leicestershire County Council (LCC) and National Highways (NH) as not altering the conclusions.	
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5 MCO

Matters agreed		
Ref	Matter	RAG status and any additional comments
5.1	The baseline nitrogen dioxide (NO ₂) diffusion tube monitoring locations and programme located in the vicinity of the Scheme.	
5.2	The methodology traffic screening criterion to define the study area (including AQMAs for the air quality impact assessments for both the construction and operation phases.	
5.3	The air quality prediction methodologies adopted for the assessment.	
5.4	The traffic effects has been considered in their entirety, using data from the strategic model outputs, and the results of the traffic impacts arising from the Scheme will be set out in the ES Chapter	
5.5	A Site suitability assessment has been carried out and the results set out in the Chapter	
5.6	The cumulative impacts has been considered in their entirety, and the results set out in the ES Chapter	
Matters not agreed		
5.7	There are no matters of disagreement between the Applicant and NWLDC	
Matters still under discussion		
5.8	There are no matters still under discussion between the Applicant and NWLDC	

6 Conclusions

6.1 The Applicant and NWLDC confirm that all air quality matters under discussion in relation to the Scheme have been agreed as recorded in the tables in sections 4 and 5 above.

SIGNATURES:

On behalf of the Applicant:

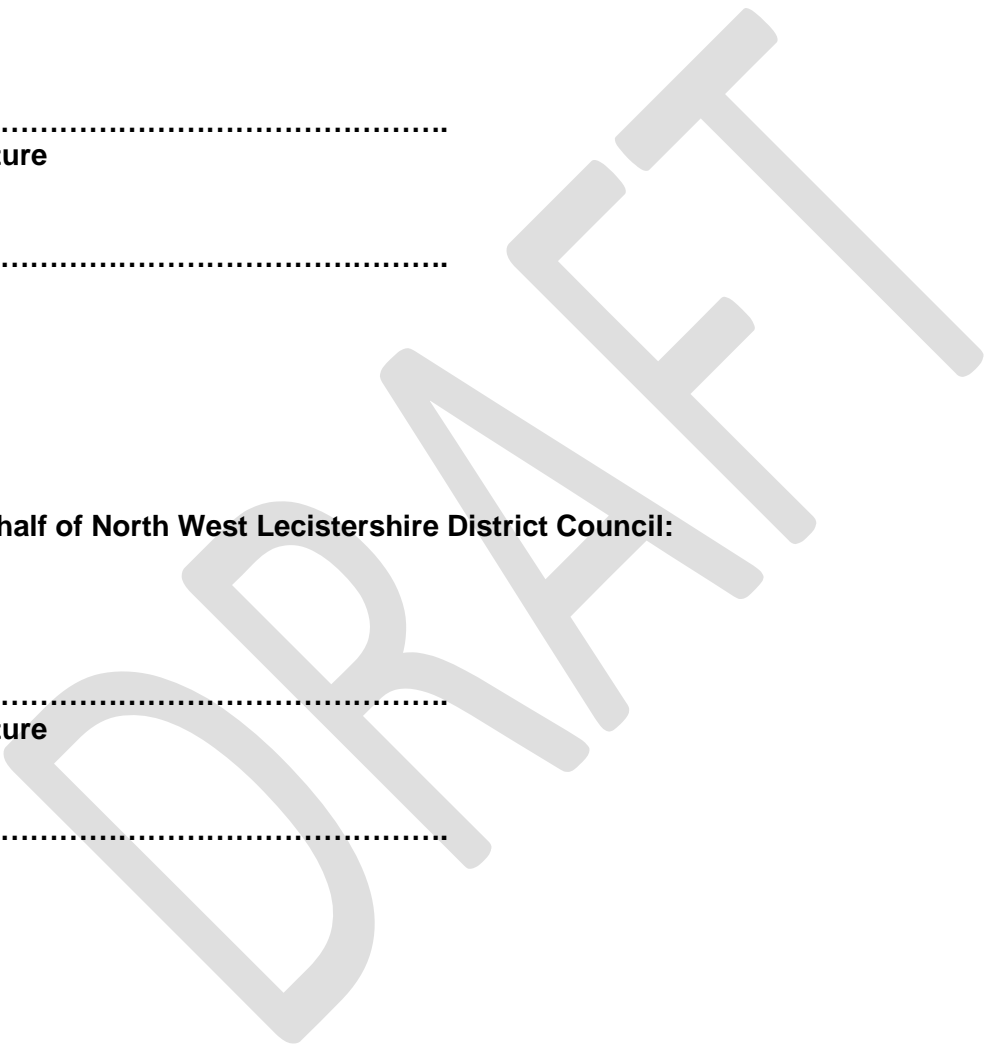
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Signature

.....
Name

On behalf of North West Leicestershire District Council:

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Signature

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Name



APPENDIX

RECORD OF ENGAGEMENT

Date	Form of engagement	Summary of matters dealt with
30/05/2022	Email to Gareth Rees, Environmental Protection Officer, NWLDC	Provided details on air quality monitoring to feed into the air quality model verification process, including locations and time period of monitoring programme to be undertaken
31/05/2022	Email from Gareth Rees, Environmental Protection Officer, NWLDC	Confirmed the monitoring locations and methodology was acceptable.
05/2022	Air Quality section of Scoping Report produced by Applicant (original scheme)	Provided overview of proposed scope and methodology, including proposed baseline survey locations (note that at this time, the Scheme was limited to the works taking place at the EMG2 Main Site).
08/2024	Air Quality section of Scoping Report produced by Applicant (revised scheme)	Provided overview of proposed scope and methodology, baseline conditions, potential impacts and baseline survey locations.

22/10/2024	Email to Gareth Rees, Environmental Protection Officer, NWLDC	Requested any further opinions on comments received by PINS , Leicestershire County Council, Highways England, Natural England, NWLDC and the UK Health Security Agency.
22/10/2024	Email from Gareth Rees, Environmental Protection Officer, NWLDC	Confirmed that approach in email above was deemed satisfactory.
		[To be updated]