

National Infrastructure Planning
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Date: 28th April 2026
My Ref: F349E2D1F
Your ref: BC0410001/TR0510002
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Dear Sirs

Application by SEGRO Properties Limited for an order granting consent for the East Midlands Gateway Phase 2 (BC0410001) and East Midlands Rail Freight Interchange Material Change (TR0510002)

Deadline 3 submission

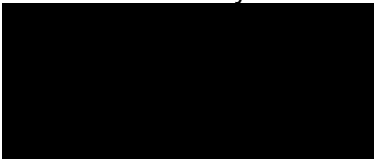
Please find attached the following Deadline 3 submission on behalf of Leicestershire County Council (LCC):

- LCC Deadline 3 Table of comments

These comments respond to new information submitted to the Examination by the Applicant at Deadline 1.

We hope that this information is helpful to the Examining Panel.

Yours faithfully



Head of the Growth Service

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Director, Ann Carruthers

East Midlands Gateway Phase 2 – East Midlands Gateway Rail Freight Interchange Material Change

Leicestershire County Council Deadline 3 submission – 28.04.2026

Document reference	Document	LCC comments
REP1-040	Appendix 6A – Transport Assessment Part 5 of 10 revision 1	LCC has reviewed the directional signing strategy. This requires amendments as set out in the comments on REP1-058 below.
REP1-042	Appendix 6A – Transport Assessment Part 6 of 10 revision 1	LCC has reviewed the updated VISSIM LMVR and has no further comments to make.
REP1-044	Appendix 6A – Transport Assessment Part 7 of 10 revision 1	LCC has reviewed the updated VISSIM forecasting report and has no further comments to make.
REP1-046	Appendix 6A – Transport Assessment Part 8 of 10 revision 1	LCC has reviewed the local junction models on the LRN and has no further comments to make.
REP1-048	Appendix 6A – Transport Assessment Part 9 of 10 revision 1	LCC has reviewed the local junction models on the LRN and has no further comments to make.
REP1-050	Appendix 6A – Transport Assessment Part 10 of 10 revision 1	LCC has reviewed the revised COBA assessment and considers that this should be extended to include the former A6 Derby Road, Kegworth based on predicted increases in flows as a consequence of mitigation proposals. Please also see related comments below.
REP1-058	PRTM 2023 Sensitivity Test Technical Note and Local Road Network Impact Assessment Note	<p>LCC has reviewed the BWB ‘PRTM 2023 Sensitivity Test Modelling’ report dated 1st March 2026 and has the following comments:</p> <ul style="list-style-type: none"> • Paragraph 6.4, with regard to mezzanine floorspace, states that Appendix 12 (considered below), ‘<i>demonstrates how there would be a negligible increase in traffic along the local road network that would not affect any of the previous modelling and hence conclusions of the TA.</i>’ As indicated below, LCC does not fully agree with this conclusion given the increases in traffic flows on the former A6 Derby Road, Kegworth and through the centre of the village of Castle Donington. • Appendix 12 to the report is formed by BWB Technical Note EMG2-BWB-GEN-XX-RP-TR-0042 dated 13th March 2026, ‘Assessment of Residual Impacts on Local Road Network’. The LHA has the following comments: <ul style="list-style-type: none"> <u>Kegworth</u> <ul style="list-style-type: none"> ○ In the 2038 morning peak hour, the traffic flow on Derby Road, Kegworth (former A6), is forecast to increase by 163 vehicles to 1,450 vehicles. ○ The Technical Note sets out that, ‘<i>The increase of 163 trips relates entirely to background reassignment and there are no vehicles from the EMG2 development predicted to use Derby Road. It is therefore a localised effect of re-assignment that will have benefits on the surrounding local highway network.</i>’ However, LCC considers that this is a significant hourly increase in flows brought about by the

		<p>development proposals which requires mitigation. LCC have requested that the Applicant designs a scheme of mitigation, and LCC awaits submission.</p> <p><u>Castle Donington</u></p> <ul style="list-style-type: none"> ○ In the 2038 morning peak hour the flow of vehicular traffic on the Castle Donington bypass is predicted to increase by 73 vehicles to 1,453 vehicles. During the same period, the flow of traffic on High Street, Castle Donington, is predicted to increase by 52 vehicles to 478 vehicles. ○ LCC is concerned that all through-traffic is not predicted to use the bypass to the detriment of the community of Castle Donington. ○ As set out in LCC's response to Q19.0.5 of the EXP first questions [REP1-088], '<i>LCC awaits confirmation from the Applicant of what existing signage on the Local Road Network (LRN) is proposed to be amended, and what additional signing is to be provided to encourage use of the Castle Donington Relief Road.</i>'
REP1-059	EMFM 2019 Sensitivity Test	LCC notes that this assessment was undertaken at the request of National Highways and has no comments to make.