



Hearing Transcript

Project:	East Midlands Gateway Phase 2
Hearing:	Recording of Issue Specific Hearing 3 (ISH3) – Day 2 – Part 3
Date:	14 May 2026

Please note: This document is intended to assist Interested Parties.

It is not a verbatim text of what was said at the above hearing. The content was produced using artificial intelligence voice to text software. It may, therefore, include errors and should be assumed to be unedited.

The video recording published on the Planning Inspectorate project page is the primary record of the hearing.

Issue Specific Hearing 3 - 14_3_26 12.50pm (Action Points)

📅 Thu, May 14, 2026 12:48PM ⌚ 18:08

SUMMARY KEYWORDS

Action points, compulsory acquisition, case law, Secretary of State, M1 junction, personal injury policy, bridge solution, swept path analysis, sustainable transport, landscape ecological plan, archaeological assessment, biodiversity net gain, health impact assessment, development consent order, material change order.

SPEAKERS

Speaker 2, Eventurous AV Team, Speaker 1

👤 00:00

👤 00:46

you. The Hearing is resumed as

👤 01:09

👤 01:45

before I run through the list of action point as I explained on Tuesday in compulsory acquisition, I would like to reiterate all interested parties in the applicant that the examining panel issue a continuous number for the action points, starting from from the first compulsory aggression hearing. So moving on from that list, we have to come to number 36 and one was added about trend partum later. So we'll begin with the action point 38 now, however, this can change until we publish next week. So I will try to speak which this action is for at the beginning, as in as much as possible. So the first action point 38 is to provide the case law examining authority, recommendation report and Secretary of State decision preferences as part of the post hearing submissions relating to the agenda item 3.2, on the lawful determination of the DCO application. And the action is for the applicants Prologis and protect ice world. This is for the deadline for Tuesday 16, June 26 From now onwards, I will only speak the default for the tube. The next action point is for the applicants and national

highways to review and comment on the M1 junction, 24 link, DC ratios. Appendix, five, table three of rep, 105258, noting that with development plus mitigation imports, scenario shows links operating at or near capacity, and to confirm whether any additional mitigation is considered necessary, or explain why no further mitigation is required, having regard to the limitations and uncertainty inherent in the modelling assumptions. Action Point number 14, following the PRT and 2023, update, would the parties provide their latest position in respect of personal injury policy analysis? This is for the applicants and Leicestershire county council and four. Next is for the applicants and East Midlands airports to clarify the interaction between the proposed bridge solution for the link road and the box road under package four trade package including whether the proposed breach and associated vertical alignment would recruit or constrain the future delivery of reach across the motorway, and the implication for available airport and vertical clear ups, noting the difference between an underpass and the bridge scenario, and the implication for abnormal high load coming from and to East Midland airport the airport. This is for deadline four, and the next action point is 42 for the applicants to provide a drawing or swept path analysis demonstrating how the potential for overrunning and site conflicts at the site access right. Reference 2.2, of rep, 1056, has been addressed and as referred to in the rap. 1057, next section point 43, is for the national highways. By deadline, four is to clarify its statement in the RSA reference, 5.4 rep, 1056, that the optimal, that the proposed solution is optimal, including whether this reflects that the design is the best practicable option, or that risk has have been reduced as low as reasonably practical the next section point 44 is for the applicants with input from the Leicestershire county council and North West Leicestershire District Council, without prejudice to its position, the applicant is to provide a mechanism warning to require a longer period of for free bus tickets for employees at the site is for deadline four. Next is for the applicant to further consider the request by national iOS, the county council and District Council for contributions towards their attendance at the sustainable transport working group meetings. Next 46 is for the applicants to amend the sustainable transport strategy to ensure that it would free for use for all, including the residents of guys work rather than being restricted to site employees as appraisal the present. Action Point number 47 is for the applicants consider alternative delivery mechanism for the park on the eastern side of the application site. Action Point number 48 is for the Prologis by deadline four to provide an update as to the current situation in relating to highways for the joint application, particularly where outstanding matters remain. Next Action Point 49 is for the applicants full list of appendix stamped viewpoints with types that were not topographically surveyed, including the night time viewpoints, preferably in table format. Action Point number 50 is for the district council north with the social District Council by default to provide comments on the updated landscape and ecological management plan. Read 3044 confirming whether it is content with the revisions or identifying any outstanding matters or areas of disagreement. Action Point number 51 to explain the scope and application of the replacement planting commitment in paragraph 4.6 of the updated land, including which areas and types of planting this applies to, and how this commitment allies with any secured by the relevant draft development consent, the border requirements for the delivery of LEMP. This is for the applicants by deadline four. Next is action point 52 to submit the latest archaeological assessment for the applicant and also the archaeological mitigation strategy into the examination and the county council can put forward the status update on that deadline falls. Next Action Point 53 to set out how appendix 12 ass is setting, where inter visibility is absent, including whether the approach accounts for kinetic experience and group value, and to provide any further consideration, for example, through a targeted addendum or update to the appendix 12, demonstrating how the approach experience has been assessed and whether this result in any change to the conclusions. This is for the applicants by deadline four, action point number 54 The first part is for the applicant to explain the basis on which the historical or cultural associations are considered to contribute to settings, including how legibility is assessed, and clarify with the assessment for Langley priority, consider such Association beyond inter visibility, with sign posting to the relevant es sections and the second para within the same action point is for the applicants and Historic England as well. In actions, we will also raise this with the EXP if it is necessary for the

information on the relevant historic. Documentation about Langley priority used in built heritage statement, specifically responding to the matters raised by protect dia scores in the DR action point number 55 is for the applicant to repeat a statutory test regarding determination of this application in ES chapter 12, action point number 56 is for the applicants, and the second point is for the North West Leicestershire District Council. The first point is to the assumption used in ES chapter 12 regarding the overlap with Isla booth house construction and operation, and to explain the robust robustness of the cumulative assessment, including whether any sensitivity testing for non overlapping scenarios has been undertaken or not, and if not, why not considered necessary. And the second point is to provide an update on the current timetable and status of the island Woodhouse proposal, including whether any changes affects the likelihood of temporal overlap with EMG to construction or operation. Action Point number 57 is for the applicants assessment to St Andrew's church Kegworth, including construction and operational effects, effects from the vehicles on the motorway network and the proposed link between the M1 and A50 and the increased height of the gantry cranes for the MCU proposal. And in combination and cumulative assessment, action point number 58 is for the applicants and national IRS. So the national IRS and the applicant to update the statement of common ground with information relating to their respective positions on biodiversity net gain and the relationship with the mitigation hierarchy, including how the hierarchy has been compiled within accordance with the paragraph 4.23 of the NNPS, and whether they there are instances where the loss of habitat on national highways land would otherwise be avoided or mitigated in sit applicants to provide an updated biodiversity net gain report showing the net change in habitat on national highway slide. Action Point number 59 is for the applicants to have regard to the Secretary of State's decision later for the pouring decarbonization project. November 2025 in particular paragraphs 4.53 to 4.64 and to provide a brief response setting out whether this has any implications for the position on design review in the current application. Action Point number 60 is for the applicants to provide clear sign posting within es chapter 17, identifying where the key health impact assessment components are addressed and to confirm how the embedded approach can be verified on the base of the years, including whether any changes arose following the removal of the standalone HIV action. Point number 61 is for the applicants to review the environment statement to determine whether updates are needed to individual chapters, including population and human health, air quality, noise and vibration and ecology, in light of the PRT and 2023 sensitivity modelling conducted as part of transport assessment. Action Point number 62 is for the applicant to update the appendix 17, table six and associated chapter of the environment statement to include the in combination effects, including reference number LCC one to LCC Three. Action Point number 63 is for the applicants and the county council to set out the respective cases in relation to the proposed peace application of section 141 of the Highways Act 1980 and the section 55 one and one A of the new roads and street Works Act 1991 including the applicants justification as to why these provisions are necessary, and with reference to precedent where relied upon, and the council's justification as to why the proposed misapplication would be inappropriate. The. Action Point number 64 is for the applicants, in conjunction with North West Leicestershire District Council and Leicestershire county council and national highways in reverse order, consider the Article Five and article 32 in relation to imports of campus headquarters, including co located head office functions. The Last Action Point is 65 which is for the all applicants, the applicants the council's District Council, and for all interested parties, due to the number and the nature of the points discussed during the agenda item 10, which was draft development consent order and the material change order, all parties, including the applicants, local authorities, national highways and the county council, are requested to refer to their notes and the recording of the hearing and provide written sufficient addressing the matters raised in relation to articles, schedules and the relevant policy tests of the draft development consent order or draft material change order by deadline four that comes completes the long list. Is there anyone else would like to raise any of the action points? I don't see any hands from anyone, so I'll hand over to Mr. Jackson for closing.

 16:39

Thank you. Thank you very much everybody for your attendance today and over the whole of this week. As I said during the hearings, I just make your mark in other ministry points before I do close, as I said during during the couple of times this week, we don't know yet whether we need hearings again in August. We in August, we will know, with plenty of time to let people know that we are going to have them. This is going to be nothing pragmatic on our policy, which is when we've got various sections of quality all planned in the gap. So we need to know to make decisions before how, between the gaps, between where we are all about, we will make sure that where, if we know when we're having, whether we're hearing, let people know as soon as possible what you there may be, and roughly about as detailed generally issued here at The time. It may be that we don't need them at this point to say. What I can say is, thank you everybody for your help over the last two days. Move from this further forward, getting our report made in general. Thank you. The day's hearing is closed.