

Document DCO 8.3B/MCO 8.3B

Statement of Common Ground between the Applicants and North West Leicestershire District Council (relating to Planning Policy)

June 2026

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

CONTENTS

Section	Page
1. Introduction	3
2. Parties to this SoCG	4
3. Structure of this SoCG	4
4. DCO	6
5. MCO	19
6. Conclusions	25
Signatures	26
Appendix 1 – List of Planning Policy	27
Appendix 2 – North West Leicestershire District Council's Draft Reg 19 Plan – EMP90 Policy Wording Extract	36
Appendix 3 – Record of Engagement	40

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); 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 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.</p>	<p>MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (Document MCO 3.1).</p>

1.4 This SoCG has been prepared in accordance with the Guidance to assist the Examining Panel 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 Applicants") and (2) North West Leicestershire District Council ("NWLDC").

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

2.3 A record of the engagement between the Applicants and NWLDC in relation to planning policy 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 description of the site and surroundings of the EMG2 Project;

3.2.2 The description of the development proposals for the EMG2 Project;

3.2.3 The identified relevant legislation and policy context for the proposals;

3.2.4 The status of the EMP90 site in the emerging Local Plan;

3.2.5 The approach taken to the assessment of the policy considerations by the Applicant in preparing the Planning Statement ("PS"), Document Reference DCO 5.4 and MCO 5.4, which accompanies its applications for a DCO and MCO;

3.2.6 The scope of the potential benefits of comprehensive development; and

3.2.7 The approach taken to design within the context of the opportunities and constraints of the site and the formulation of the Design Approach Document ("DAD") (Document Reference DCO 5.3 and MCO 5.3);

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 Applicants and NWLDC in relation to planning policy.

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:

(a) **green** indicates a matter agreed;

(b) **amber** indicates- a matter that is under discussion and/or further work is being completed; and

(c) red indicates a matter not agreed.

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Reference Number	Matter	Application Document	Applicants' Position	Interested Party's Position	Status	Date
Planning Policy						
4.1	Description of Site and Surroundings	Planning Statement, Section 2 (Reference AS-018)	The description of the site and surroundings of the EMG2 Project is accurately set out in Section 2 of the Planning Statement.	The description of the site and surroundings of the EMG2 Project is accurately set out in Section 2 of the Planning Statement.	Agreed	07/04/2026
4.2	Description of Development Proposals	Planning Statement, Section 3 (Reference AS-018) DCO Parameters Plan (Reference AS-006D)	The description of the development proposals for the EMG2 Project is as set out in Section 3 of the Planning Statement and the submitted Parameters Plan (Documents DCO 2.5).	The description of the development proposals for the EMG2 Project is as set out in Section 3 of the Planning Statement and the submitted Parameters Plan (Documents DCO 2.5).	Agreed	07/04/2026
4.3	Relevant Planning Policies	Planning Statement, Section 4 (Reference AS-018) Appendix 1 of this SoCG	The policies that are of most relevance to the determination of the DCO application are as set out in the table at Appendix 1.	The policies that are of most relevance to the determination of the DCO application are as set out in the table at Appendix 1.	Agreed	07/04/2026
4.4	Emerging North West	Planning Statement, Section 4, Paragraph 4.81 –	The 2024 Regulation 18 North West Leicestershire Local Plan identified an area broadly consistent with the EMG2 Main Site as a 'Potential	The 2024 Regulation 18 North West Leicestershire Local Plan identified an area broadly consistent with the EMG2 Main Site as a 'Potential	Agreed	07/04/2026

	Leicestershire Local Plan	4.88 (Reference AS-018)	<p>location for strategic distribution' (Ref. EMP90 part), dependent upon the outcome of further evidence base work.</p> <p>On 19 November 2025 the Council's Local Plan Committee agreed in principle the inclusion of Land south of East Midlands Airport (EMP90) as a strategic warehousing and general needs employment site in the Regulation 19 version of the emerging Local Plan subject to the outcomes of ongoing transport modelling, viability assessment and infrastructure requirements.</p> <p>This was agreed on the basis that 1) the proposed allocation will contribute towards a) the Leicester and Leicestershire significant need for additional strategic warehousing needs identified in the 'Leicester and Leicestershire Strategic Distribution Need and Apportionment Study' (November 2025); and b) the district need for industrial floorspace identified in the 'North West Leicestershire: The Need for Employment Land Update Note' (July 2024); and 2) there are sufficient policy safeguards in place to address the complex environmental and other impacts associated with the proposed development of the site.</p>	<p>location for strategic distribution' (Ref. EMP90 part), dependent upon the outcome of further evidence base work.</p> <p>On 19 November 2025 the Council's Local Plan Committee agreed in principle the inclusion of Land south of East Midlands Airport (EMP90) as a strategic warehousing and general needs employment site in the Regulation 19 version of the emerging Local Plan subject to the outcomes of ongoing transport modelling, viability assessment and infrastructure requirements.</p> <p>This was agreed on the basis that 1) the proposed allocation will contribute towards a) the Leicester and Leicestershire significant need for additional strategic warehousing needs identified in the 'Leicester and Leicestershire Strategic Distribution Need and Apportionment Study' (November 2025); and b) the district need for industrial floorspace identified in the 'North West Leicestershire: The Need for Employment Land Update Note' (July 2024); and 2) there are sufficient policy safeguards in place to address the complex environmental and other impacts associated with the proposed development of the site.</p>		
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			<p>The extent of the proposed allocation (EMP90) encompasses the EMG2 Main Site and the proposed Community Park.</p> <p>On the 11th June 2026, the North West Leicestershire approved the Regulation 19 version of the Plan for public consultation. This includes the area broadly consistent with the EMG2 Main Site as draft allocation for strategic and general needs employment use.</p>	<p>The extent of the proposed allocation (EMP90) encompasses the EMG2 Main Site and the proposed Community Park.</p> <p>On the 11th June 2026, the North West Leicestershire Council approved the Regulation 19 version of the Plan for public consultation. This includes the area broadly consistent with the EMG2 Main Site as draft allocation for strategic and general needs employment use.</p>		
4.5	Masterplanning and Comprehensive Development	<p>Appendix 2 of this SoCG</p> <p>DCO Parameters Plan (Reference AS-006D)</p>	<p>On the 11th June 2026, the North West Leicestershire Council approved the Regulation 19 version of the Plan for public consultation including the draft policy wording for the draft allocation (Ref. EMP90).</p> <p>As part of the draft policy wording, the policy requires a masterplan for the whole site to be submitted for the Council's approval (unless one is approved through the Development Consent Order process) to demonstrate how the whole site will be developed in a coordinated and comprehensive way.</p> <p>The EMG2 Parameters Plan (Document DCO 2.5) would constitute such a masterplan and would broadly satisfy the requirements of this draft</p>	<p>On the 11th June 2026, the North West Leicestershire Council approved the Regulation 19 version of the Plan for public consultation including the draft policy wording for the draft allocation (Ref. EMP90).</p> <p>As part of the draft policy wording, the policy requires a masterplan for the whole site to be submitted for the Council's approval (unless one is approved through the Development Consent Order process) to demonstrate how the whole site will be developed in a coordinated and comprehensive way.</p> <p>NWLDC has not determined whether the EMG2 Parameters Plan (Document DCO 2.5) submitted is</p>	Under discussion	16/06/2026

			policy including demonstrating how the whole site can be developed in a coordinated and comprehensive way.	sufficient to meet the requirements of the policy associated with EMP90.		
4.6	Freeport designation	Planning Statement, Section 4, Paragraph 4.101 – 4.104 (Reference AS-018)	<p>In March 2022, the Government announced the designation of Freeport status to an area including, and linked to, East Midlands Airport.</p> <p>The spatial extent of the East Midlands Freeport covers three complementary locations, the East Midlands Airport and Gateway Industrial Cluster (“EMAGIC”), Uniper’s Ratcliffe-on-Soar former Power Station site, and the East Midlands Intermodal Park (“EMIP”). The EMG2 Main Site falls within the EMAGIC area, and accordingly forms part of the Freeport designation.</p> <p>Whilst the Freeport is not a planning designation, the Freeport status is a clear signal of the Government’s support for advanced manufacturing and logistics development in this location.</p> <p>Within North West Leicestershire the Freeport designation is limited to the EMG2 Main Site and limited areas of adjoining land within East Midlands Airport and EMG1 and the incentives and freedoms it brings will make it highly attractive to occupiers.</p>	<p>In March 2022, the Government announced the designation of Freeport status to an area including, and linked to, East Midlands Airport.</p> <p>The spatial extent of the East Midlands Freeport covers three complementary locations, the East Midlands Airport and Gateway Industrial Cluster (“EMAGIC”), Uniper’s Ratcliffe-on-Soar former Power Station site, and the East Midlands Intermodal Park (“EMIP”). The EMG2 Main Site falls within the EMAGIC area, and accordingly forms part of the Freeport designation.</p> <p>Whilst the Freeport is not a planning designation, the Freeport status is a clear signal of the Government’s support for advanced manufacturing and logistics development in this location.</p> <p>Within North West Leicestershire the Freeport designation is limited to the EMG2 Main Site and limited areas of adjoining land within East Midlands Airport and EMG1 and the incentives and freedoms it brings will make it highly attractive to occupiers.</p>	Agreed	07/04/2026

4.7	Important Planning Policy Conclusions in the Determination of the DCO Application	Planning Statement, Section 4, Paragraph 4.108 – 4.111 (Reference AS-018)	<p>The following policy conclusions are important considerations in the determination of the DCO application:</p> <p>National Statement and Planning Framework (2024) and National Planning Policy Framework (2024) and Planning Policy Guidance (2024)</p> <ul style="list-style-type: none"> The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Paragraph 87 and Paragraph 031 of PPG (Reference ID: 2a-032-20190722) provide strong and explicit national policy support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth. The important role of rail freight in delivering transport and environmental benefits, in terms of reduced road congestion and reduced carbon emissions from the transport of goods. 	<p>The following policy conclusions are important considerations in the determination of the DCO application:</p> <p>National Statement and Planning Framework (2024) and National Planning Policy Framework (2024) and Planning Policy Guidance (2024)</p> <ul style="list-style-type: none"> The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Paragraph 87 and Paragraph 031 of PPG (Reference ID: 2a-032-20190722) provide strong and explicit national policy support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth. The important role of rail freight in delivering transport and environmental benefits, in terms of reduced road congestion and reduced 	Agreed	07/04/2026
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			<ul style="list-style-type: none"> The potential that expansion of existing SRFIs can play in delivering new jobs and supporting local economies. <p>Leicester and Leicestershire Strategic Growth Plan (2018)</p> <ul style="list-style-type: none"> Notes the strong regional support given to additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. Recognition that land in and around the East Midlands Airport and EMG1 is a strategic location suitable for further employment growth and identifies it as the 'Leicestershire International Gateway.' <p>North West Leicestershire Local Plan (2017)</p> <ul style="list-style-type: none"> Paragraph 4.5 of the Local Plan recognises the East Midlands Enterprise Gateway area (focussed on 	<p>carbon emissions from the transport of goods.</p> <ul style="list-style-type: none"> The potential that expansion of existing SRFIs can play in delivering new jobs and supporting local economies. <p>Leicester and Leicestershire Strategic Growth Plan (2018)</p> <ul style="list-style-type: none"> Notes the strong regional support given to additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. Recognition that land in and around the East Midlands Airport and EMG1 is a strategic location suitable for further employment growth and identifies it as the 'Leicestershire International Gateway.' 		
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			<p>the Airport, Donington Park and EMG1) as a key destination in its own right.</p> <ul style="list-style-type: none"> Policy Ec2(2) supports proposals for additional employment sites in addition to allocated sites where there is evidence to demonstrate an immediate need or demand which cannot be met from land allocated in the Local Plan, where the proposal is accessible to both the strategic road network and sustainable transport, and where it is not detrimental to nearby residential areas. 	<p>North West Leicestershire Local Plan (2017)</p> <ul style="list-style-type: none"> Paragraph 4.5 of the Local Plan recognises the East Midlands Enterprise Gateway area (focussed on the Airport, Donington Park and EMG1) as a key destination in its own right. Policy Ec2(2) supports proposals for additional employment sites in addition to allocated sites where there is evidence to demonstrate an immediate need or demand which cannot be met from land allocated in the Local Plan, where the proposal is accessible to both the strategic road network and sustainable transport, and where it is not detrimental to nearby residential areas. 		
4.8	Emerging Long Whatton and Diseworth Neighbourhood Plan	Planning Statement, Section 4, Paragraph 4.92 (Reference AS-018)	<p>The emerging Long Whatton and Diseworth Neighbourhood Plan Area covers the whole of the parish, this includes the EMG2 Main Site and was designated in October 2020.</p> <p>A formal consultation on the submission draft version (Regulation 16) of the plan ran from October 2025</p>	<p>The emerging Long Whatton and Diseworth Neighbourhood Plan Area covers the whole of the parish, this includes the EMG2 Main Site and was designated in October 2020.</p> <p>A formal consultation on the submission draft version (Regulation 16) of the plan ran from October</p>	Agreed	07/04/2026

			<p>– December 2025 and the draft Neighbourhood Plan has since been submitted for Examination and the Examiner's Report has been published.</p> <p>The Applicants and NWLDC had both objected to the Regulation 16 consultation, on the grounds that draft Policy LW+D30 would restrict/constrain the physical form of the development that is proposed as part of the Freeport and consider that as currently drafted, the draft Neighbourhood Plan may fail to meet the basic conditions. However, the Examiner concluded that subject to a number of recommendations to modify policies, the plan would meet the Basic Conditions and can proceed to referendum. The Examiner recommended a caveat within this policy to provide a suitable exception in the form of a satisfactory mitigation strategy: <i>'unless satisfactory mitigation can be demonstrated'</i>.</p> <p>The Examiner's Report recognises that the mitigation strategy to minimise residual landscape and visual impacts within the DCO proposals has been considered in detail and that the amended caveat would provide a workable solution to the concerns of the Parish Council.</p>	<p>2025 – December 2025 and the draft Neighbourhood Plan has since been submitted for Examination and the Examiner's Report has been published.</p> <p>The Applicants and NWLDC had both objected to the Regulation 16 consultation, on the grounds that draft Policy LW+D30 would restrict/constrain the physical form of the development that is proposed as part of the Freeport and consider that as currently drafted, the draft Neighbourhood Plan may fail to meet the basic conditions. However, the Examiner concluded that subject to a number of recommendations to modify policies, the plan would meet the Basic Conditions and can proceed to referendum. The Examiner recommended a caveat within this policy to provide a suitable exception in the form of a satisfactory mitigation strategy: <i>'unless satisfactory mitigation can be demonstrated'</i>.</p> <p>The Examiner's Report recognises that the mitigation strategy to minimise residual landscape and visual impacts within the DCO proposals has been considered in detail and that the amended caveat would provide a workable solution to the concerns of the Parish Council.</p>		
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4.9	Socio-economic Impact	ES Chapter 5: Socio-Economic, Section 5.5 (Reference REP3-008)	The socio-economic impact of the DCO Scheme would provide a significant number of jobs and substantial investment in the area as set out in full detail within Chapter 5: Socio-Economic of the ES (Document Reference DCO 6.5)	The socio-economic impact of the DCO Scheme would provide a significant number of jobs and substantial investment in the area as set out in full detail within Chapter 5: Socio-Economic of the ES (Document Reference DCO 6.5)	Agreed	07/04/2026
4.10	Flood Risk Sequential Test	Planning Statement, Appendix 5 (Reference AS-018)	The scope, methodology and conclusions of the Flood Risk Sequential Test, which is provided as Appendix 5 to the Planning Statement (Document Reference DCO 5.4) are agreed.	The scope, methodology and conclusions of the Flood Risk Sequential Test, which is provided as Appendix 5 to the Planning Statement (Document Reference DCO 5.4) are agreed.	Agreed	07/04/2026
4.11	Matters of Disagreement	n/a	There are no matters of disagreement between the Applicants and NWLDC	There are currently no matters of disagreement between the Applicants and NWLDC	Agreed	07/04/2026
4.12	Approach to Design	Design Approach Document (Reference REP2-022) NWLDC Local Impact Report (Ref. REP1-103/REP1-104/REP1-105)	Following amendments made to the DAD in response to the NWLDC Local Impact Report submitted at Deadline 1 an amended DAD was submitted at Deadline 2. It is considered that the general approach to detailed design as set out in the DAD is acceptable and represents good design and that the DAD provides an adequate level of detail about the approach that would be taken within the context of the opportunities and constraints of the site, and that the key development principles can be are secured through a Parameters Plan (Document DCO 2.5).	The DAD does make some positive changes to the wording, replacing a lot of 'should' to 'will' to offer greater certainty. This is not throughout, however, and there are areas where the change has not been made and where it should be. This needs to be reviewed in the round. For example, on Page 79 the Design Principle states: 'Consideration should be given to the layout of the development to ensure personal safety.' The Bus Interchange and HGV Facilities Building pages could refer in more detail to the scale of the materials proposed. There will be a	Under Discussion	

				<p>need, recognised in the narrative on pages 63 / 64 for the pedestrian nature of this building to be different and to have a more human scale. This needs to also be represented in the unit size of the materials and how they will be put together, which needs to reflect the fact that they will be viewed close up at walking pace.</p> <p>On page 72 KDO4 is referred to twice. It does not appear that the KDO being referred to is correct. The additional text here in the Design Principle reads 'should' instead of 'must' or 'will'.</p> <p>More description, detail and narrative in the images that are used within the DAD should be provided, along with how they 'marry' with the expectation of what is intended. There could be some useful cross correlation, for example, between the text and the images, so that they reinforce one another.</p> <p>The applicants' response to NWLDC's LIR specifies that in response to paragraph 8.186 of the LIR that additional details of the approach to wayfinding, including a plan, are provided within the DAD. Upon review, there does not appear to be a plan which demonstrates this.</p>	
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				<p>How the DAD is compliant with the Council's newly adopted Good Design Guide (GDG) needs to be demonstrated within the DAD by reference to relevant paragraphs of the GDG.</p> <p>The 'Frontage: car parking & office wellbeing' section does not specify within the text how landscaping within hard surfacing, and particularly within the car parking areas, would be protected. Information in this respect should be provided along with image examples to support the text. This request is as specified within the LIR by NWLDC at paragraph 8.181.</p> <p>In addition, it is not clear whether 'communal space' would be delivered within the boundary of each plot, or whether this is specific to a separate area outside the plots would be dedicated for these purposes, NWLDC is of the view that communal space should be delivered within the plots themselves as a means of providing convenient space for employees to gather if their period break is not sufficient to enable access to any wider communal space. Precedent images of how such communal space would appear should also be provided</p>	
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				<p>given that page 69 of the DAD does not provide clarity in this respect.</p> <p>Roof top gardens to office / warehouse office spaces could be considered an appropriate means of delivering communal space within the plots, notwithstanding the provision of separate soft landscaped areas with seating / canopies.</p>		
4.13	Landscaping along A453 frontage	<p>DCO Parameters Plan (Reference AS-006D)</p> <p>DCO Illustrative Landscape Masterplan (Reference AS-048)</p>	<p>It is the applicant's position that the proposed screening along the A453, as shown on the Parameters Plan and Illustrative Masterplan is robust and appropriate.</p>	<p>NWLDC has noted the Applicants response to Q2.0.6 of the First Written Questions of the ExP (Reference REP1-054) in that an acoustic fence is only required to the site boundary with the A453 if the service yard associated with any unit adjacent to the A453 is presented to the A453 (rather than internally into the site).</p> <p>Notwithstanding this, the DCO Parameters Plan and DCO Illustrative Landscape Masterplan do not show land which may potentially be safeguarded for the dualling of the A453 and how this may impact on the landscape buffer to be provided. Additionally, the Applicants did not provide a response to the ExP in relation to the 'minimum' width of the landscape buffer alongside the A453 as was specified within Q2.0.6.</p>	Under Discussion	

				NWLDC would require details to be provided in relation to the above points before such time as comments can be provided on the suitability of the landscaping alongside the A453 site frontage.		
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Reference Number	Matter	Application Document	Applicants' Position	Interested Party's Position	Status	Date
Planning Policy						
5.1	Description of Site and Surroundings	Planning Statement, Section 2 (Reference AS-018)	The description of the site and surroundings of the EMG2 Project is accurately set out in Section 2 of the Planning Statement.	The description of the site and surroundings of the EMG2 Project is accurately set out in Section 2 of the Planning Statement.	Agreed	07/04/2026
5.2	Description of Development Proposals	Planning Statement, Section 3 (Reference AS-018) MCO Parameters Plan (Reference REP1-013M)	The description of the development proposals for the EMG2 Project is accurately set out in Section 3 of the Planning Statement and the submitted Parameters Plan (Document MCO 2.5).	The description of the development proposals for the EMG2 Project is accurately set out in Section 3 of the Planning Statement and the submitted Parameters Plan (Document MCO 2.5).	Agreed	07/04/2026
5.3	Relevant Planning Policies	Planning Statement, Section 4 (Reference AS-018) Appendix 1 of this SoCG	The policies that are of most relevance to the determination of the MCO application are contained within the table at Appendix 1.	The policies that are of most relevance to the determination of the MCO application are contained within the table at Appendix 1.	Agreed	07/04/2026
5.4	Important Planning Policy Conclusions in the Determination of	Planning Statement, Section 4, Paragraph 4.108	The following policy conclusions are important considerations in the determination of the MCO application:	The following policy conclusions are important considerations in the	Agreed	07/04/2026

	<p>the DCO Application</p>	<p>– 4.111 (Reference AS-018)</p>	<p>National Planning Statement National Networks and National Planning Policy Framework (2024) and Planning Policy Guidance (2024)</p> <ul style="list-style-type: none"> • The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Paragraph 87 and Paragraph 031 of PPG (Reference ID: 2a-032-20190722) provide strong and explicit national policy support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth. • The important role of rail freight in delivering transport and environmental benefits, in terms of reduced road congestion and reduced carbon emissions from the transport of goods. • The potential that expansion of existing SRFIs can play in delivering new jobs and supporting local economies. <p>Leicester and Leicestershire Strategic Growth Plan (2018)</p>	<p>determination of the MCO application:</p> <p>National Planning Statement National Networks and National Planning Policy Framework (2024) and Planning Policy Guidance (2024)</p> <ul style="list-style-type: none"> • The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Paragraph 87 and Paragraph 031 of PPG (Reference ID: 2a-032-20190722) provide strong and explicit national policy support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth. • The important role of rail freight in delivering transport and environmental benefits, in terms of reduced road congestion and reduced carbon emissions from the transport of goods. 		
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			<ul style="list-style-type: none"> Notes the strong regional support given to additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. Recognition that land in and around the East Midlands Airport and EMG1 is a strategic location suitable for further employment growth and identifies it as the 'Leicestershire International Gateway.' <p>North West Leicestershire Local Plan (2017)</p> <ul style="list-style-type: none"> Paragraph 4.5 of the Local Plan recognises the East Midlands Enterprise Gateway area (focussed on the Airport, Donington Park and EMG1) as a key destination in its own right. Policy Ec2(2) supports proposals for additional employment sites in addition to allocated sites where there is 	<ul style="list-style-type: none"> The potential that expansion of existing SRFIs can play in delivering new jobs and supporting local economies. <p>Leicester and Leicestershire Strategic Growth Plan (2018)</p> <ul style="list-style-type: none"> Notes the strong regional support given to additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. Recognition that land in and around the East Midlands Airport and EMG1 is a strategic location suitable for further employment growth and identifies it as the 'Leicestershire International Gateway.' <p>North West Leicestershire Local Plan (2017)</p>		
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			<p>evidence to demonstrate an immediate need or demand, where the proposal is accessible to both the strategic road network and sustainable transport, and where it is not detrimental to nearby residential areas.</p>	<ul style="list-style-type: none"> • Paragraph 4.5 of the Local Plan recognises the East Midlands Enterprise Gateway area (focussed on the Airport, Donington Park and EMG1) as a key destination in its own right. • Policy Ec2(2) supports proposals for additional employment sites in addition to allocated sites where there is evidence to demonstrate an immediate need or demand, where the proposal is accessible to both the strategic road network and sustainable transport, and where it is not detrimental to nearby residential areas. 		
5.5	Plot 16 Adopted Local Plan Policy Position	Planning Statement, Section 4 (Reference AS-018)	<p>Plot 16 falls within an existing employment area within the adopted Local Plan.</p> <p>Policy Ec3 of the adopted Local Plan states that the Primary Employment Areas defined on the Policies Map will be retained for employment generating uses within the Use Classes formerly B1 (now part of Class E), B2 and B8. Planning permission will be given for the formerly B1 (light industrial and office – now part of Class E), B2 (General industrial) and B8 (Storage and</p>	<p>Plot 16 falls within an existing employment area within the adopted Local Plan.</p> <p>Policy Ec3 of the adopted Local Plan states that the Primary Employment Areas defined on the Policies Map will be retained for employment generating uses within the Use Classes formerly B1 (now part of Class E), B2 and B8. Planning permission will be given for the formerly B1 (light industrial and office – now part of Class E), B2 (General industrial) and B8 (Storage and</p>	Agreed	07/04/2026

			<p>distribution) uses subject to the proposed development not resulting in:</p> <p>(a) Significant harm to the amenity of any nearby residents; and</p> <p>(b) Significant harm to the general environment.</p> <p>With regard also being had to its infrastructure requirements and the merits of the proposal in terms of other local plan policies.</p>	<p>and distribution) uses subject to the proposed development not resulting in:</p> <p>(a) Significant harm to the amenity of any nearby residents; and</p> <p>(b) Significant harm to the general environment.</p> <p>With regard also being had to its infrastructure requirements and the merits of the proposal in terms of other local plan policies.</p>		
5.6	Socio-economic Impact	ES Chapter 5: Socio-Economic, Section 5.6 (Reference REP3-008)	The socio-economic impact of the MCO Scheme would provide some 280 - 380 Jobs and substantial investment in the area as set out in full detail within Chapter 5: Socio-Economic of the ES (Document Reference MCO 6.5).	The socio-economic impact of the MCO Scheme would provide some 280 - 380 Jobs and substantial investment in the area as set out in full detail within Chapter 5: Socio-Economic of the ES (Document Reference MCO 6.5).	Agreed	07/04/2026
5.7	Matters of Disagreement	n/a	There are no matters of disagreement between the Applicants and NWLDC.	There are currently no matters of disagreement between the Applicants and NWLDC.	Agreed	07/04/2026
5.8	Approach to Design	<p>Design Approach Document (Reference REP2-022)</p> <p>MCO Parameters Plan (Reference REP1-013M)</p>	<p>Following amendments made to the DAD in response to the NWLDC Local Impact Report submitted at Deadline 1 (Ref. REP1-103/REP1-104/REP1-105) an amended DAD was submitted at Deadline 2 (Refer. REP2-022).</p> <p>It is considered that the general approach to detailed design as set out DAD is acceptable as regards the MCO and represents good design and that</p>	COMMENTS ABOVE APPLY HERE	Under Discussion	

			the DAD provides an adequate level of detail about the approach that would be taken within the context of the opportunities and constraints of the Plot 16, and that the key development principles can be are secured through the Parameters Plan (Document MCO 2.6).			
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6 Conclusions

- 6.1 The Applicants and NWLDC confirm that the planning policy matters under discussion in relation to the Scheme have been agreed and/or are awaiting approval as recorded in the tables in sections 4 and 5 above.

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SIGNATURES:

On behalf of the Applicants:

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Signature

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Name

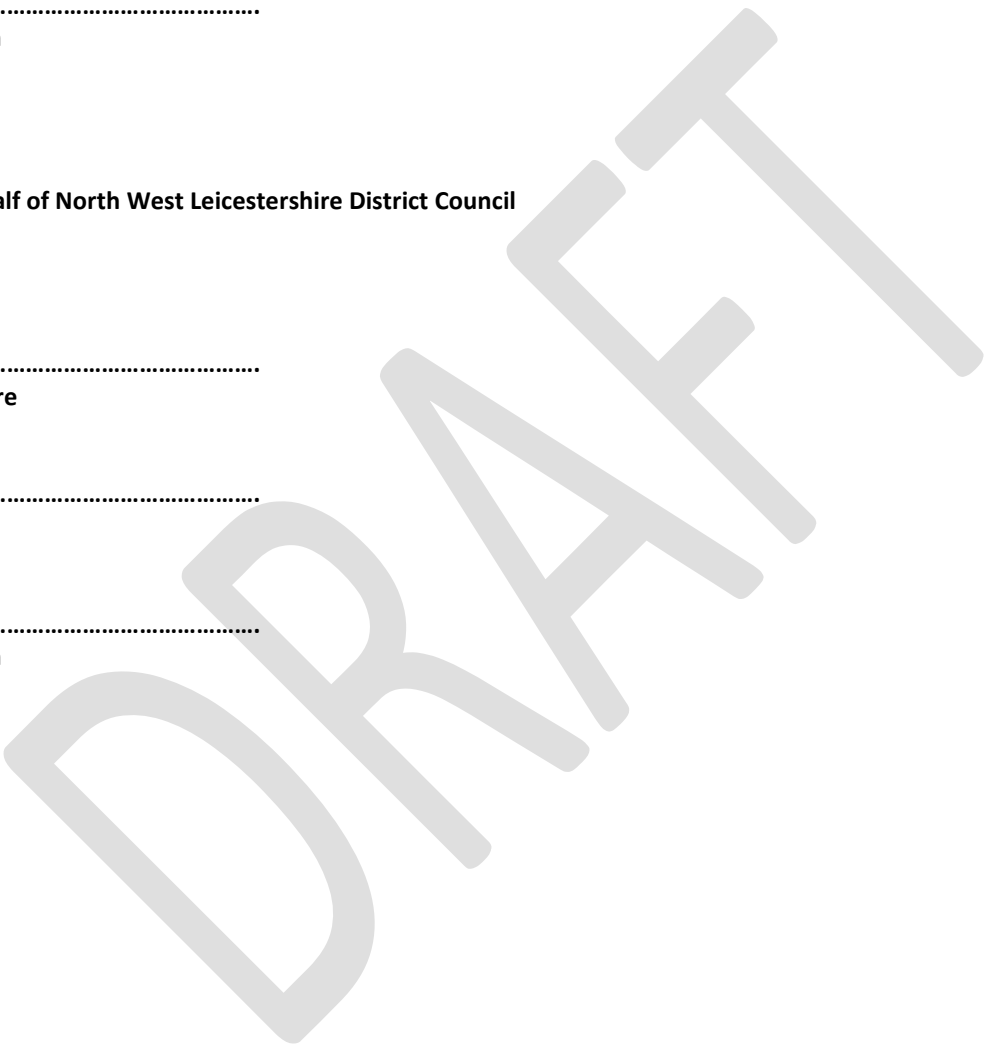
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Position

On behalf of North West Leicestershire District Council

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Signature

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Name

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Position



Appendix 1

RELEVANT LEGISLATION AND PLANNING POLICIES SUMMARY TABLE

Relevant Legislation/Policy Identified as per submitted Planning Statement	Applicable to DCO	Applicable to MCO
<p>National Policy Statement for National Networks (NPSNN)</p> <ul style="list-style-type: none"> - NPSNN Paragraph 1.3; - NPSNN Paragraph 1.10 - NPSNN Paragraph 1.11 - NPSNN Paragraph 2.1 - 2.4 - NPSNN Paragraph 2.15 - NPSNN Paragraph 2.29 - NPSNN Paragraph 3.4 	✓	✓

<ul style="list-style-type: none"> - NPSNN Paragraph 3.22 - NPSNN Paragraph 3.33 - NPSNN Paragraph 3.46 - NPSNN Paragraph 3.3.85 – 3.86 - NPSNN Paragraph 3.90 - NPSNN Paragraph 3.94 - NPSNN Paragraph 3.96 – 3.99 - NPSNN Paragraph 3.103 - NPSNN Paragraph 4.2 		
<p>National Planning Policy Framework (NPPF) – December 2024</p> <ul style="list-style-type: none"> - NPPF Paragraph 5 - NPPF Paragraph 8 	✓	✓

- NPPF Paragraph 10 – 11
- NPPF Paragraph 32;
- NPPF Paragraph 85 – 87
- NPPF Paragraph 96
- NPPF Paragraph 102 – 105
- NPPF Paragraph 109 – 111
- NPPF Paragraph 114
- NPPF Paragraph 118
- NPPF Paragraph 124 – 137
- NPPF Paragraph 139
- NPPF Paragraph 141
- NPPF Paragraph 161

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<ul style="list-style-type: none"> - NPPF Paragraph 163 - 164 - NPPF Paragraph 166 - NPPF Paragraph 170 - 175 - NPPF Paragraph 181 – 182 - NPPF Paragraph 187 - NPPF Paragraph 192 – 201 - NPPF Paragraph 207 - 221 		
<p>National Planning Practice Guidance (NPPG)</p> <ul style="list-style-type: none"> - NPPG Paragraph: 001 Reference ID: 26-001- 20191001 (Revision Date: 01-10-2019) - NPPG Paragraph: 031 Reference ID: 2a-031- 20190722 (Revision date: 22 07 2019) - NPPG Paragraph: 032 Reference ID: 2a-032- 20190722 (Revision date: 22 07 2019) - 	✓	✓

<p>North West Leicestershire Local Plan (adopted 2017)</p> <ul style="list-style-type: none"> - Policy S2 – Settlement Hierarchy - Policy S3 – Countryside - Policy D1 – Design of New Development - Policy D2 – Amenity - Policy Ec2(2) – New Employment Sites - Policy Ec5 – East Midlands Airport: safeguarding - Policy IF1 – Development and Infrastructure - Policy IF4 – Transport infrastructure and new development - Policy IF7 – Parking provision and new development - Policy En1 – Nature conservation - Policy HE1 – Conservation and enhancement of NWL’s historic environment 	✓	✓
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<ul style="list-style-type: none"> - Policy Cc2 – Flood risk - Policy Cc3 - Sustainable Drainage Systems 		
<p>Emerging Draft North West Leicestershire Local Plan (2024-42) – Regulation 19 version</p> <ul style="list-style-type: none"> - Draft Policy S1 – Future development needs - Draft Policy S2 – Settlement hierarchy - Draft Policy S4 - Countryside - Draft Policy AP1 – Design of new development - Draft Policy AP2 - Amenity - Draft Policy AP4 - Reducing carbon emissions - Draft Policy AP5 - Health and wellbeing - Draft Policy AP7 – Flood risk - Draft Policy AP8 – Sustainable Urban Drainage Systems 	✓	✓

<ul style="list-style-type: none"> - Draft Policy AP9 – Water efficiency - Draft Policy Ec4 - Employment uses on unidentified sites - Draft Policy/Site AllocationEMP90 (part) Land south of East Midlands Airport - Draft Policy Ec9 – East Midlands Airport: safeguarding - Draft Policy IF1- Development and infrastructure - Draft Policy IF5 – Transport infrastructure and new development - Draft Policy IF8 – Parking and new development including lorry parking - Draft Policy En1 – Nature conservation/BNG - Draft Policy En7 - Conservation and enhancement of the historic environment 		
<p>Lockington-Hemington Neighbourhood Plan</p> <ul style="list-style-type: none"> - Policy H2 – Design quality - Policy ENV1 – Sustainable development 		✓

<ul style="list-style-type: none"> - Policy ENV3 – Important open spaces - Policy ENV4 – Sites and features of natural environment significance - Policy ENV5 – Biodiversity and habitat connectivity - Policy ENV6 – Sites of historic environment significance - Policy ENV9 – Important views - ENV10 – Footpaths and other walking routes - Policy ENV11 - Flood risk resilience, watercourses and climate change - Policy BE2 Active encouragement for new businesses and employment - Policy T1 – Traffic management 		
<p>Submission Version Long Whatton and Diseworth Neighbourhood Plan</p> <ul style="list-style-type: none"> - Draft Policy LW&D1 - Countryside - Draft Policy LW&D2 – Landscape sensitivity 	✓	

<ul style="list-style-type: none"> - Draft Policy LW&D4 – Countryside access - Draft Policy LW&D5 – Ecology and biodiversity - Draft Policy LW&D6 – Trees and hedgerows - Draft Policy LW&D8 – Non-designated heritage assets - Draft Policy LW&D9 - Design - Draft Policy LW&D10 – Water management - Draft Policy LW&D13 – Infrastructure - Draft Policy LW&D16 – Noise impact - Draft Policy LW&D17 – Construction method statements - Draft Policy LW&D30 – Employment development in the countryside 		
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APPENDIX 2

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL DRAFT REG 19 LOCAL PLAN – EMP90 POLICY WORDING EXTRACT

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- 6.59. The land in its current, undeveloped state provides important separation between Diseworth and the infrastructure-related development to its north and east, namely the airport and the M1 and its associated junctions. Linked to this, the site helps to provide a countryside setting to Diseworth Conservation Area and development here could undermine Diseworth's legibility as a stand-alone village set within its agricultural context. As a result, landscape mitigation will need to be very carefully considered. As part of the landscape and green infrastructure strategy for the site, opportunities to increase public access to the countryside in this location should be capitalised on.
- 6.60. There is also the prospect of significant disturbance to Diseworth residents from 24-hour operations on site, principally from noise (including from traffic) and lighting which must be addressed in the scheme's design and operation.
- 6.61. Part of the Icen's Study's rationale for apportioning significant amount of the future need for strategic warehousing to the M1J23a/J24; A50 J1 location is the opportunity offered by the East Midlands Gateway Strategic Rail Freight Interchange to transport goods by rail. As such, the Council considers that it is important that the site occupiers make meaningful use of the facility and that this is demonstrated as part of a planning application.
- 6.62. A corridor of land along the entire frontage of the site is to remain free from built development to accommodate the dualling of A453.

Land south of East Midlands Airport (EMP90)

1. Land to the south of East Midlands Airport, as shown on the Policies Map, is allocated for some 300,000 sqm (excluding mezzanines) of strategic-scale warehousing (Use Class B8) and manufacturing (Use Class B2) with ancillary offices (Use Class E(g)(i)). No more than 20% of the total B2/B8 floorspace will be for manufacturing use. A training centre for use by the site occupiers (Use Class F1(a)) would also be an acceptable use.

A subsidiary element of uses falling within Use Classes E(g)(ii) and E(g)(iii) and non-strategic warehousing (B8) will be acceptable provided it is clearly demonstrated that:

- (a) significant economic benefits will result; and
- (b) strategic warehousing will be the predominant use of the site.

2. Development of this site will be subject to the following requirements:

Masterplan/phasing

A masterplan for the whole site must be submitted to and approved by the Council prior to any planning applications being determined, unless one has previously been approved through a Development Consent Order process. The masterplan will demonstrate how the whole site will be developed in a co-ordinated and comprehensive way, including development phasing.

Subsequent planning applications must adhere to the approved masterplan. The justification for any departure from the approved masterplan must be clearly demonstrated.

Landscape and Visual Impact

Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;

- (a) respond positively to, and integrate successfully with, the site's landscape setting;
- (b) minimise as far as possible the visual impacts of development;
- (c) provide an extensive landscaped setting for development within the site boundaries. This will include ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers which incorporate native species planting and naturalistic bunding are provided along visually sensitive boundaries, including the frontage to A453; and
- (d) deliver the most important elements of landscape mitigation in advance of development.

Design & Layout

Proposals for the site will be required to:

- (a) take full account of the site's topography in the design of the scheme, including building heights;
- (b) Demonstrate how the guidance from the Good Design Guide for North West Leicestershire has been applied to the design of the scheme;
- (c) Achieve effective and permanent separation, both visual and physical, between Diseworth and the development, including by ensuring substantial areas of land within the site boundary remain free of built development;
- (d) Maintain and enhance the existing network of Public Rights of Way which coincide with the site and, in addition, expand public access to the countryside in this location;
- (e) Ensure that any adverse noise, vibration and visual impacts on residential properties are fully addressed through the scheme's design; and
- (f) Ensure the site layout incorporates a corridor of land along the entirety of the site's A453 frontage sufficient to accommodate the additional land required for the dualling of A453 between the Finger Farm roundabout and the entrance to East Midlands Airport.

Heritage

Informed by the findings of a comprehensive Heritage Impact Assessment, proposals for the site will minimise any adverse impacts on the significance of heritage assets. This will include securing a countryside setting to Diseworth Conservation Area which maintains the village's legibility as a stand-alone historic settlement set within its agricultural context.

Airport

In line with Policy Ec9 – East Midlands Airport: Safeguarding, the design of development, including lighting, solar panels and landscaping, its construction and its operation should not adversely affect operations or safety at East Midlands Airport.

Green Infrastructure

Development proposals will incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat

across the site and surrounding countryside and, where appropriate, extends public access to the countryside in this location. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.

Surface water

The applicant will prepare a site-wide Drainage Strategy, including a site-wide approach to SuDS, which will demonstrate how the following requirements will be met:

- (a) there will be no transfer of flows from one catchment to the other;
- (b) discharge rates will meet the Lead Local Flood Authority's requirements;
- (c) any surface water discharging into a watercourse which in turn flows to Lockington Marshes SSSI or Attenborough Gravel Pits SSSI must first be directed through an appropriate SuDS scheme prior to discharge; and
- (d) existing properties will not be exposed to increased flood risk from any source.

Highways, Transport and Freight

Proposals for the site will be required to;

- (a) Provide for a safe and suitable access from A453;
- (b) Deliver off-site highway improvements in line with Policy xx;
- (c) Support sustainable travel choices by businesses, employees and visitors by;
 - a. Providing an integrated walking and cycling network within the site with connections to existing Public Rights of Way which adjoin the site; and
 - b. Providing high-quality, frequent and accessible bus services which connect the site and key settlements, including Castle Donington, Kegworth, Derby and Nottingham.
- (d) Demonstrate that occupiers will use East Midlands Gateway Rail Freight Interchange to transport a significant proportion of goods by rail.

Parking

Proposals for the site will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.

Policy Ec3x – Land at Corkscrew Lane, Ashby de la Zouch (EMP80)

6.63. This site (xx ha) comprises an arable field which is flat to gently sloping and is adjacent to G-Park which has planning permission for up to 70,000sqm of strategic-scale warehousing (19/00652/FULM). The site has a resolution to grant planning permission for 46,451sqm B2 and/or B8 units (23/00427/OUTM). The policy below is included in the Plan to provide a policy framework for future reserved matters applications.

6.64. Proposals should include significant strategic-scale landscaping to help mitigate the visual impacts of development as informed by a LVIA. The Landscape Sensitivity Assessment (2024) reports that there is an area of higher landscape sensitivity around the woodland to the north

APPENDIX 3

RECORD OF ENGAGEMENT

Date	Form of engagement	Summary of matters dealt with
02/12/2022	EIA Scoping Opinion	<ul style="list-style-type: none"> - An EIA Scoping Opinion was issued to the Applicant from NWLDC providing details of what matters should be addressed in the Environmental Statement. Once again, it is important to note that this EIA Scoping Opinion was received at a point where the applicant proposed to submit a planning application pursuant to the Town and Country Planning Act 1990 and therefore the advice largely pertains to the EMG2 Works area. The Scoping Opinion, whilst not explicitly relevant to planning policy does make note that an assessment of cumulative impacts and alternatives should be provided within any Environmental Statement.
01/02/2023	Pre-Application Advice received from NWLDC	<p>Pre-Application Advice was received in February 2023 from NWLDC in relation to the below matters. It is important however to note that this pre-application advice was received at a point where the applicant proposed to submit a planning application pursuant to the Town and Country Planning Act 1990 and therefore the advice largely pertains to the EMG2 Works area:</p> <ul style="list-style-type: none"> - Sets out an overview of relevant planning policies in regards to the adopted North West Leicestershire Local Plan (2021), National Planning Policy Framework (NPPF), Leicestershire Minerals and Waste Local Plan (2019), National Planning Practice Guidance (NPPG), Good Design for North West Leicestershire SPD (2017), Leicestershire Highways Design Guide and Circular 06/05 (Biodiversity and Geological Conservation – Statutory Obligations and Their Impact Within the Planning System.

		<ul style="list-style-type: none"> - Identified that the site is wholly outside the defined Limits to Development as defined on the Policies Map to the adopted North West Leicestershire Local Plan. - The application site is part of the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) Freeport designation. - The application site lies within a mineral consultation area due to the presence of sand and gravel. - Policy S3 of the adopted Local Plan sets out the circumstances in which development will be permitted outside the Limits to Development; insofar as employment development is concerned the principle of such uses is allowed for (under criterion (s) of Policy S3) where it would comply with Policy Ec2 of the adopted Local Plan. As such in order to comply with the principle of development requirements of Policy S3, it would be necessary to demonstrate that there was an immediate need or demand for additional employment land within the District that could not otherwise be met by allocated sites (and, if that could be shown, that criteria (i), (ii), (iii), (iv), (v) and (vi) of Policy S3 and criteria (a), (b) and (c) of Policy Ec2(2)) would also be met).
<p>18/09/2024 present</p>	<p>- Planning Performance Agreement (series of meetings, emails, telephone calls) as set out in the submitted Consultation Report (Document DCO 5.1)</p>	<p>The Applicant entered in to a Planning Performance Agreement (PPA) with NWLDC in September 2024 to allow for extensive engagement with the LPA on various matters including planning policy. The submitted Consultation Report provides a comprehensive overview of the consultation undertaken to date with NWLDC, however the following planning policy matters have been raised as part of the PPA discussions:</p> <ul style="list-style-type: none"> - Discuss and progress matters arising from the Regulation 19 consultation Draft Local Plan;

	14x update meetings between Applicant and NWLDC	<ul style="list-style-type: none"> - To supplement previously submitted representations to the draft Local Plan with additional or new information where required and/or requested; - The principle of development and the Scheme's status within the adopted Local Plan and the need/demand for new employment land within the District; - Discussion relating to the potential benefits that comprehensive development of the EMG2 Works area can offer including notably landscape and highways mitigation.
February to June 2026	Examination	Discussion has also continued during the examination by way of the ExP Questions, hearing sessions and responses to reach an agreement on all technical aspects.