East Midlands Gateway
Phase 2 (EMG2)

Document DCO 8.6/MCO 8.6

Statement of Common Ground between the Applicant and Nottinghamshire County Council (relating to highways, transport & highway drainage matters)

June 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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CONTENTS

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 a Material Change Order ("MCO") for the scheme known as East Midlands Gateway Phase 2 ("EMG2" or "the Scheme") described in paragraph 1.3 below. This SoCG is prepared jointly 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) Nottinghamshire County Council ("NCC").

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 DCO and MCO applications for EMG2 which comprises:

Main Component	Summary of Component	Works Nos.
DCO Application made by the DCO Applicant for the DCO Scheme		
EMG2 Works	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. Together with an upgrade to the EMG1 substation and provision of a Community Park.	DCO Works Nos. 1 to 5 including Further Works as described in the draft DCO (**Document DCO 3.1**). DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (**Document DCO 3.1**).
Highway Works	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.	DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (**Document DCO 3.1**).
MCO Application made by the MCO Applicant for the MCO Scheme		
EMG1 Works	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.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (**Document MCO 3.1**).

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 NCC.

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) the Applicant and (2) NCC.

2.2 NCC enters into this SoCG in its capacity as the overseeing organisation for the local highway network in Nottinghamshire. The highway network in the vicinity of the EMG2 Project falls outside of the jurisdiction of NCC, however two junctions on the A453 Remembrance Way have been modelled in the Transport Assessment (TA) and are under the jurisdiction of NCC.

2.3 On-going engagement has been held on a regular basis with NCC since April 2022, primarily focussing on the transport modelling, highway mitigation and the sustainable transport strategy. This has led to a large number of technical agreements on various aspects of the TA. NCC has confirmed that they will defer to National Highways (NH) and Leicestershire County Council (LCC) on a number of technical matters. This is specified against the relevant technical matter within this SoCG.

2.4 A record of the meetings between the Applicant and NCC is set out in the Appendix to this SoCG. It does not include the entirety of the historic and ongoing engagement between the Applicant and NCC which has also been by way of a considerable number of emails, telephone calls and Teams meetings.

3 Structure of this SoCG

3.1 Section 4 of this SoCG considers matters relevant to the entire EMG2 Project, which includes development across both the DCO and MCO applications. This is because from a transport perspective, traffic associated with the MCO application on its own is negligible and so it was agreed that the impact of the DCO and MCO traffic be assessed as a single scheme, albeit there are separate conclusions as to their impacts contained within the Environmental Statement. Therefore, reference to 'EMG2 Project' refers to development within both the DCO and MCO applications and reference to 'EMG2 Main Site' refers to development on land south of East Midlands Airport only.

3.2 Section 5 then covers details that are only relevant to the MCO application, where they have no relevance to the DCO application.

3.3 The areas covered by this SoCG are as follows:

3.3.1 Scheme overview

3.3.2 Pre-application engagement

3.3.3 Baseline conditions

3.3.4 Trip generation

3.3.5 Assessment methodology

3.3.6 EMFM 2019 – stage 1 modelling

3.3.7 Detailed junction modelling

3.3.8 Proposed highway works & EMFM 2019 stage 2 modelling

3.3.9 Site access

3.3.10 Active travel

3.3.11 Public transport

3.3.12 HGVs

3.3.13 Construction activity

3.3.14 Highway design

3.3.15 Road safety auditing

3.4 This SoCG records those matters which are agreed and any still under discussion between the Applicant and NCC in relation to highways, transport and highway drainage.

3.5 This SoCG is a document that will evolve during the Examination stage and will conclude with a version that confirms the final positions of the parties on relevant matters before the close of the Examination.

3.6 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 EMG2 Project (DCO & MCO)

Matters agreed			
Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
Scheme Overview			
4.1	It is agreed that the DCO application seeks permission for a new logistics and advanced manufacturing employment park on the EMG2 Main Site comprising 300,000sqm of B2/B8 use plus an allowance of 200,000sqm of B8 mezzanine floorspace, together with HGV parking and a bus interchange, an upgrade to the EMG1 substation and provision of a community park. It is agreed that the MCO application seeks permission for a new B8 warehousing unit of 26,500sqm plus a mezzanine allowance of 3,500sqm, together with works to increase the permitted height of the cranes at the rail terminal and improvements to the EMG1 public transport interchange and site management building and addition of a pedestrian crossing near the entrance to EMG1. It is agreed that the development described above has been assessed in the DCO.	Parameters Plan. **Document DCO/MCO 2.5**	

Pre-application Engagement			
4.2	BWB has been engaging with NCC and the wider TWG (involving National Highways (NH), Leicestershire County Council, NCC, Leicester City Council, East Midlands County Combined Authority and Nottingham City Council), since April 2022 working collaboratively to develop the TA, Sustainable Transport Strategy, Framework Travel Plan and Transport ES Chapter. It is agreed that the level of engagement with NCC has been comprehensive and that NCC has provided an appropriate level of input to agree key details during the project. It is agreed that the meeting minutes appended to the TA accurately reflect the discussions held at the meetings since April 2022. In addition, there have been extensive email exchanges and calls.	Appendices 19 and 20 of the TA (BWB document ref EMG2-BWB-GEN-XX-RP-TR-0002_TA-S2-P4). **Document DCO 6.6A**	
Baseline Conditions			
4.3	New traffic surveys were undertaken in November 2022 and May 2023 to inform the transport modelling. The surveys were undertaken during a suitable period and obtained accurate data to inform the transport modelling outlined in further detail below. The traffic survey data is therefore agreed.	Section 4 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	
4.4	It is agreed that a comprehensive review of existing Personal Injury Collision (PIC) records has been undertaken to identify existing highway safety problems on the surrounding network and is reflected in the TA. It is agreed that the review provides a detailed summary of all recorded PICs over the latest 6-year period	Highway Safety Position Statement (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0015_S2-P1) contained at Appendix 14 of the TA. **Document DCO 6.6A**	
4.5	It is agreed that BWB has carried out a thorough review of all existing opportunities to travel by sustainable modes of transport as part of a Walking Cycling and Horse-Riding Assessment and Review (WCHAR) to inform where improvements are required as part of the TA and proposed Highway Works. NCC agrees to defer to NH and LCC on the WCHAR.	Walking, Cycling and Horse-Riding Assessment & Review (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0005_S2-P6) contained at Appendix 3 of the TA. **Document DCO 6.6A**	

Trip Generation			
4.6	The vehicle trip generation for the EMG2 Project is agreed and has been calculated using the previously agreed B8 trip rates from the EMG1 DCO TA, along with new B2 trip rates from the TRICS database. Using these trip rates, it is agreed the EMG2 Project could generate 929 vehicle trips in the morning peak hour and 1,065 vehicle trips in the evening peak hour, prior to the implementation of the Framework Travel Plan. It is agreed that the traffic generation calculations are acceptable and provide a robust set of parameters to test the worst-case impacts of the EMG2 Project on the surrounding network.	Trip Generation Core Assessment Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-00012_S2-P1) contained at Appendix 11 of the TA. **Document DCO 6.6A**	
4.7	It is agreed that surveys undertaken at EMG1 in 2024 show that the mezzanine floorspace built at EMG1 has not caused higher levels of traffic to be generated above what was originally assessed and mitigated. Whilst NH have agreed that the operational use of the 200,000sqm of mezzanine floorspace across the B8 element of the EMG2 Main Site can be controlled through acceptable legal wording in the DCO without the risk of additional traffic being generated above that set out in Ref 4.6, NCC agree to defer to NH and LCC on this matter.	Section 7 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	
4.8	The surveys undertaken at EMG1 in 2024 confirm that recorded trip rates are 33.0% lower in the morning peak hour and 45.8% lower in the evening peak hour compared to the trip rates used to calculate the traffic generation for the EMG2 Project, outlined in Ref 4.6. This is due to the comprehensive Sustainable Transport Strategy and Framework Travel Plan that has been implemented across EMG1. It is agreed therefore that the traffic generation calculations formally assessed in the TA (which take no account of the implementation of the STS and FTP at EMG1) provide a very robust assessment of the impacts on the highway network.	Section 7 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-002_S2-P4). **Document DCO 6.6A**	
4.9	Whilst modal split figures recorded at EMG1 in 2024 show that single occupancy car trips are lower, it is agreed that, for robustness, the EMG2 Project adopts the original modal split assumptions from the EMG1 DCO TA for the core assessment, which are as follows:	Section 7 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	

	• 80% single occupancy car driver • 11% car share • 5% public transport • 3% active travel • 2% other With the above assumptions, it is agreed the EMG2 Project could generate up to 125 car share trips, 57 public transport trips and 33 active travel trips in the peak hour periods, prior to the Framework Travel Plan measures being implemented.		
4.10	The Framework Travel Plan has a target to reduce the mode share of single occupancy car trips from 80% to 56% over a 10-year period by displacing them into other sustainable modes. It is agreed that this is an ambitious but achievable target that reflects current travel behavior at EMG1 and the robust sustainable transport strategy that has been developed for the EMG2 Project based on the EMG1 model. The modal share target of 56% would reduce the number of single occupancy car journeys by 216 vehicles in the morning peak hour and 274 vehicles in the evening peak hour. It is agreed that this would bring benefits to the operation and safety of the highway network and reduce the impacts of the EMG2 Project compared to what has been assessed and mitigated in the TA.	Sustainable Transport Strategy (ITP document reference EMG2_Sustainable Transport Strategy_45-5, August 2025). **Document DCO 6.6B** Framework Travel Plan (ITP report reference EMG2_Framework Travel Plan_v5-4, August 2025). **Document DCO 6.6C** Section 7 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	
Assessment Methodology			
4.11	It is agreed that the East Midlands Freeport Model (EMFM), a cordon of the 2019 Pan Regional Transport Model (PRTM), was the relevant model during the carrying out of the TA. It is a strategic highway assignment model designed specifically to assess the impacts of developments and the operation of the highway network in the vicinity of the East Midlands Freeport area and is a suitable tool to assess the strategic impacts of the EMG2 Project.	Section 8 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	
4.12	The EMFM 2019 model has a base year of 2019 and has undergone a thorough validation and calibration exercise in collaboration with AECOM, who manage the model on behalf of LCC's Network Data Intelligence team, NCC and the wider TWG. It is agreed that the EMFM 2019 model meets the required validation levels using industry standard scoring criteria and provides an	EMFM Base Year Model Review (AECOM document reference EMFM 2019 – East Midlands Gateway Phase 2: Base Year Model Review Addendum – update to May 2024 TAG data book, 19 August 2024) contained at	

	accurate tool to test future operational levels of the road network surrounding the East Midlands Freeport area.	Appendix 7 of the TA. **Document DCO 6.6A**	
4.13	The impacts of the EMG2 Project have been tested at forecast years of 2028 (year of opening) and 2038 (10 years post year of opening), inclusive of committed developments and highway infrastructure schemes as detailed in the Uncertainty Log v7 and PRTM Proforma v14. The agreed assessment scenarios are as follows: • **Stage 1A modelling** = 2028/2038 forecast years with and without EMG2, including, consented and committed sites as well as draft Local Plan allocation sites, East Midlands Intermodal Park (EMIP) and full redevelopment of the Ratcliffe on Soar Power Station site, part of which is authorised by a Local Development Order (LDO). • **Stage 1B modelling** = 2028/2038 forecast years with and without EMG2, including consented and committed sites but excluding the draft Local Plan allocation sites, EMIP and Ratcliffe on Soar Power Station site redevelopment proposals beyond which is currently able to proceed under the LDO. • **Stage 2A modelling** = as per Stage 1A but with the inclusion of the proposed Highway Works. • **Stage 2B modelling** = as per Stage 1B but with the inclusion of the proposed Highway Works. It is agreed that the assessment years and scenarios align with adopted policy requirements, including the Department for Transport Circular 01/2022, TAG M4 and the Institute of Environmental Management and Assessment requirements. It is agreed that the Stage 1A/2A scenarios form the core assessment for the TA and the Stage 1B/2B scenarios form the core assessment for the ES Chapter. This is in line with policy requirements as explained in the Methodology Technical Note.	TA & ES Chapter Assessment Methodology Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0017_S2-P4) contained at Appendix 17 of the TA. **Document DCO 6.6A** Uncertainty Log v7 and PRTM Proforma v14 contained at Appendix 8 of the TA. **Document DCO 6.6A**	
4.14	The EMFM 2019 model has a base year of 2019 that pre-dates the Covid-19 pandemic. BWB and AECOM (on behalf of LCC Network Data Intelligence) have compared traffic flows across the Strategic Road Network between 2019 and 2023 which showed that flows on the Strategic	Covid-19 Assessment Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0014_S2-P1) contained at	

	Road Network were higher in 2019 compared to 2023. It is agreed that the EMFM 2019 model provides a robust base traffic dataset for the purposes of carrying out strategic modelling	Appendix 13 of the TA. **Document DCO 6.6A**	
4.15	The EMFM 2019 model distributes development traffic onto the highway network using a number of methodologies, which include: • In built gravity model • EMG1 parent zone • Pegasus Park parent zone BWB carried out a review of the three methodologies in collaboration with NCC and the wider TWG and it is agreed that the in-built gravity model is the most appropriate methodology, noting that the outputs were similar to the EMG1 parent zone methodology.	Section 8 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	
EMFM 2019 – Stage 1 Modelling			
4.16	The Stage 1A/1B forecast year modelling in EMFM 2019 has been carried out in accordance with an agreed methodology. It is agreed that all model inputs were coded accurately in accordance with the details in Proforma v14 and Uncertainty Log v7.	Stage 1 Modelling Forecast Report (AECOM document reference EMFM 2019 – East Midlands Gateway Phase 2: Forecasting Report, 04 February 2025) contained at Appendix 41 of the TA. **Document DCO 6.6A** Uncertainty Log v7 and PRTM Proforma v14 contained at Appendix 8 of the TA. **Document DCO 6.6A**	
4.17	The Stage 1A/1B forecast year modelling results have been analysed to understand the impacts of the EMG2 Project across the existing highway network and at key junctions that would experience an increase of +/-5% Passenger Car Units (PCUs) or an increase of more than PCUs. BWB considered the impacts of the EMG2 Project at a total of 27 junctions and from that list it is agreed that 16 off-site junctions required further detailed modelling using appropriate modelling packages in the TA. The 16 junctions are located on key strategic routes, primarily along the A453 between the Walton Hill signal junction (west of East Midlands Airport) and M1 Junction 24, along with two other junctions on the A453 Remembrance Way and the Station Road/Broad Rushes roundabout to the north of Castle Donington. It is agreed that this is an appropriate	Section 8 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	

	study area for the TA and includes the key locations that are impacted by the EMG2 Project.		
4.18	A sensitivity test has been undertaken in EMFM 2019 that models the A50 westbound merge with unconstrained capacity. The purpose of the assessment was to establish the highest volume of traffic that could use the new link road to inform the engineering work. A Technical Note and associated VISSIM model/outputs were issued to NCC and the TWG on 18 November 2025 and the conclusions have been agreed.	Technical Note EMG2-BWB-GEN-XX-RP-TR-0021_2019 EMFM Sensitivity Test Technical Note issued to NH on 18 November 2025 (**not yet submitted to the Examining Authority**).	
Detailed Junction Modelling			
4.19	Of the 16 junctions in the study area, it is agreed that the following four be modelled using detailed microsimulation VISSIM software because of their proximity to the site and strategic importance: • A453/Hunter Road roundabout • M1 Junction 23a (Finger Farm roundabout) • A6 Kegworth Bypass/A453 roundabout (EMG1) • M1 Junction 24 It is agreed that the remaining 12 junctions be modelled using Junctions 11 software (an industry standard modelling software package for priority junctions) or LinSig (an industry standard modelling software package for signalised junctions).	Section 8 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	
4.20	BWB has produced a detailed VISSIM model covering the four key junctions, which has been validated against industry standard scoring criteria. It is agreed that all work relating to VISSIM modelling is deferred to NH and LCC.	VISSIM Local Model Validation Report (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0006_S2-P7) (a revision to Appendix 46 of the TA **Document DCO 6.6A** and not yet a submitted document).	
4.21	BWB has produced Junctions 11 and LinSig models for the remaining 12 junctions, which have been validated in line with industry standard thresholds. It is agreed that all 12 junctions validate to an acceptable threshold and are accurate models to test the forecast year flows and consider the impacts of the EMG2 Project.	Base Model Validation Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0007_S2-P4) contained at Appendix 5 of the TA. **Document DCO 6.6A**	

4.22	The EMFM 2019 modelling produced a number of outputs including 2022, 2028 and 2038 traffic flow data, which can be used to inform the detailed VISSIM, Junctions 11 and LinSig models. However, the EMFM 2019 model is only validated at a link flow level and not at a turning movement level. Therefore, a furnessing exercise was adopted using the traffic survey data to ensure the traffic flows input into each junction model were accurate. It is agreed that all work relating to traffic flow furnessing is deferred to NH and LCC.	Modelling Furnessing Approach Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0004_S2-P7) contained at Appendix 49 of the TA. **Document DCO 6.6A**	
4.23	The detailed VISSIM, Junctions 11 and LinSig modelling of the Stage 1A/1B scenarios showed that there are existing capacity issues at M1 Junction 24, A6 Kegworth Bypass/A453 roundabout and M1 Junction 23A (Finger Farm), which are predicted to be worsened by the EMG2 Project. Therefore, it has been agreed that mitigation is required primarily to resolve capacity issues at M1 Junction 24 and the A453 between Finger Farm roundabout and M1 Junction 24. It is agreed that the remaining junctions across the study area would either operate within capacity or the impact of the EMG2 Project would be negligible and therefore no additional mitigation is required. This includes the A453/Kegworth Road and A453/West Leake Lane junctions on Remembrance Way under NCC's remit.	VISSIM Modelling Forecasting Report (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0019_S2-P4) (a revision to Appendix 50 of the TA **Document DCO 6.6A** and not yet a submitted document).	
Proposed Highway Works & EMFM 2019 Stage 2 Modelling			
4.24	The proposed Highway Works include significant improvements at M1 Junction 24. The key piece of infrastructure comprises a new free flow link between M1 northbound and A50 westbound that allows traffic to avoid M1 Junction 24. There are also other Highway Works at M1 Junction 24, as well as improvements at the A6 Kegworth Bypass/A453 roundabout (EMG1) and M1 Junction 23A (Finger Farm). It is agreed that all work relating to developing the proposed Highway Works will be deferred to NH and LCC.	Sections 12 and 13 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	
4.25	The proposed Highway Works were tested in EMFM 2019 as part of the Stage 2A/2B modelling scenarios and identify the following	Sections 12 and 13 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-	

	improvements (based on the Stage 2A outputs, which form the core scenario for the TA): • The new M1 northbound to A50 westbound free flow link would reduce northbound traffic on the A453 which would instead use the M1 motorway. • The M1 Junction 23A (Finger Farm) gyratory operates within capacity because of reduced traffic flows on the A453. • The northbound diverge slip road at M1 Junction 24 would experience significantly less queueing that could be accommodated within the slip road compared to existing queues which extend onto the motorway. • The circulatory links at M1 Junction 24 would overall operate with greater levels of capacity, particularly along the western side of the junction. It is agreed that all work relating to developing the proposed Highway Works will be deferred to NH and LCC. A COBALT Assessment is being undertaken alongside NH. It is agreed that all work relating to the COBALT Assessment is deferred to NH.	0002_S2-P4). **Document DCO 6.6A** COBALT Assessment Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0020_S2-P3) (a revision to Appendix 73 of the TA **Document DCO 6.6A** and not yet submitted to the Examining Authority).	
PRTM 2023 Sensitivity Test Modelling			
4.26	A sensitivity test has been undertaken that assesses the impact of the EMG2 Project in PRTM 2023, which is the latest version of the model and confirmed by NH in May 2025 as acceptable for use. The methodology for the modelling was agreed in January 2026 and the results show that the EMG2 development would continue to have no material impacts on NCC's network, in particularly the A453 Remembrance Way and so no mitigation is required.	EMFM 2023 Forecasting Report (AECOM document reference: PRTM 2023 East Midlands Gateway Phase 2: Forecasting Report). **Not yet submitted to the Examining Authority**	
Site Access			
4.27	The A453 across the frontage of the EMG2 Main Site forms part of the local highway network under the jurisdiction of LCC. It is agreed that design of the proposed site access will be deferred to NH and LCC.	Section 6 and Appendix 26 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4) **Document DCO 6.6A**	
Active Travel			
4.28	It is agreed that a comprehensive sustainable transport strategy has been developed that	Section 6 of the TA (BWB document reference EMG2-	

	includes new segregated footway/cycleway and crossing facilities, improvements to the existing Public Rights of Way network (including Public Footpath L45 'Hyam's Lane' Public Footpath L57 between Castle Donington and EMG1 and upgrading Long Holden to a bridleway and restricting vehicular access) that will encourage employees to travel by active modes of travel.	BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A** Sustainable Transport Strategy (ITP document reference EMG2_Sustainable Transport Strategy_45-5, August 2025). **Document DCO 6.6B** Framework Travel Plan (ITP report reference EMG2_Framework Travel Plan_v5-4, August 2025). **Document DCO 6.6C**	
Public Transport			
4.29	It is agreed that the sustainable transport strategy will provide enhancements to the public transport provision. This includes a new dedicated bus interchange on the EMG2 Main Site that would be served by existing public bus services and well as internal shuttle bus services that will transport employees from the bus interchange to all of the warehousing units across the EMG2 Main Site. This follows the successful EMG1 model and will encourage employees to travel by public transport modes.	Section 6 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A** Sustainable Transport Strategy (ITP document reference EMG2_Sustainable Transport Strategy_45-5, August 2025). **Document DCO 6.6B** Framework Travel Plan (ITP report reference EMG2_Framework Travel Plan_v5-4, August 2025). **Document DCO 6.6C**	
HGVs			
4.30	It is agreed that the local roads between the EMG2 Project and nearby villages all provide appropriate weight restrictions that will restrict HGVs from travelling along them (except for access). It is agreed that the layout of the Strategic Road Network ensures that HGVs can access the EMG2 Project via appropriate routes which will ensure there are no significant or unacceptable impacts from HGVs on the sensitive parts of the network. It is therefore agreed that no specific management measures are required to control the routes that HGVs use.	HGV Route Plan (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0016_S2-P3) contained at Appendix 15 of the TA. **Document DCO 6.6A**	

	It is agreed that a route plan has been developed that demonstrates how HGVs associated with the EMG2 Project could continue to access the site using suitable roads when there are temporary closures on the Strategic Road Network. It is agreed that the road network around the EMG2 Project is suitable to accommodate HGVs from all directions.		
Construction Activity			
4.31	The EMG2 Project is expected to generate 108 vehicle trips in the morning peak hour and 107 vehicle trips in the evening peak hour during the busiest phase of the construction programme. This is agreed and is based on a number of robust assumptions using historic survey data from SEGRO construction sites. The additional construction trips have been tested using the East Midlands Freeport Model and it is agreed that traffic from the construction phase of the EMG2 Project can be accommodated on the existing highway network without causing any significant problems and therefore no mitigation is required.	Construction Traffic Calculations Technical Note (BWB document reference) EMG2-BWB-GEN-XX-RP-TR-0013_S2-P3) contained at Appendix 12 of the TA. **Document DCO 6.6A** EMFM 2019 Forecasting Report (AECOM document reference EMFM 2019 – East Midlands Gateway Phase 2: Forecasting Report 1a Construction Traffic) contained at Appendix 74 of the TA. **Document DCO 6.6A**	
4.32	An Outline Construction Traffic Management Plan has been produced setting out measures that will be adopted during the construction phase of the development to limit impacts of construction traffic on other road users. It is agreed that the details within the Outline Construction Traffic Management Plan will be deferred to NH and LCC.	Construction Traffic Management Plan (Taylor Skelton document reference PC24-004 EMG 2, Rev P06) contained at Appendix 16 of the TA. **Document DCO 6.6A**	
Highway Design			
4.33	It is agreed that all work relating to the design of the proposed Highway Works will be deferred to NH and LCC.		
Road Safety Auditing			
4.34	Stage 1 Road Safety Audit (RSA) briefs and CVs of the audit team were supplied to NCC by BWB. It is agreed that work relating to the Stage 1 Road Safety Audits will be deferred to NH and LCC.	Stage 1 Road Safety Audit Brief (BWB document reference EMG2-BWB-GEN-XX-RP-CH-0016_S4-P03) **(not yet submitted to the Examining Authority)**	
Highway Drainage			

4.35	It is agreed that all work relating to highway drainage will be deferred to NH and LCC.		
Matters not agreed			
4.36	There are no areas of disagreement between the Applicant and NCC.		
Matters still under discussion			

5 MCO

Matters agreed			
Ref	Matter	Document reference	RAG status and any additional comments
5.1	It is agreed that the MCO application seeks permission for a new B8 warehousing unit of 26,500sqm plus a mezzanine allowance of 3,500sqm, together with works to increase the permitted height of the cranes at the rail terminal and improvements to the EMG1 public transport interchange and site management building and addition of a pedestrian crossing near the entrance to EMG1.	Parameters Plan **Document MCO 2.5**	
5.2	The peak hour traffic generation associated with the EMG1 Works equates to 5.7% and 6.3% of the total traffic from the EMG2 Project, which is negligible and does not require any separate detailed modelling or assessment. It is agreed that assessing the traffic impacts of the entire EMG2 Project (inclusive of EMG1 Works) is an appropriate methodology for the TA.	Section 7 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	
5.3	It is agreed that NCC defers to NH with regard to the suitability of access from A453/A6 Kegworth Bypass roundabout and Wilder's Way as proposed at the Geometry Plan at Drawing Number EMG2-BWB-HGN-1453-DR-H-0101_S2-P01 is acceptable to serve development on Plot 16 of EMG1 (EMG1 Works).	Section 6 and Appendix 27 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). **Document DCO 6.6A**	
5.4	It is agreed that the proposed works associated with the EMG1 Rail Freight Terminal will have no impact on the	EMG1 Rail Freight Terminal Technical Note (BWB document reference EMG2-	

	consented traffic generation for EMG1, nor cause any changes to the assessment work for the EMG2 Project.	BWB-GEN-XX-RP-CH-0011_S2-P01) contained at Appendix 10 of the TA. **Document DCO 6.6A**	
Matters not agreed			
5.5	There are no matters of disagreement between the Applicant and NCC.		
Matters still under discussion			
5.6	There are no matters still under discussion between the Applicant and NCC.		

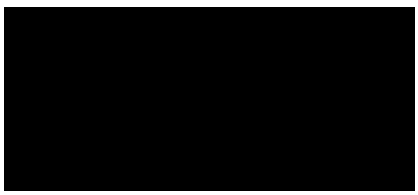
6 Conclusions

6.1 The Applicant and NCC confirm that all highways and transport matters under discussion to the Scheme have been agreed as recorded in the tables in Sections 4 and 5 above.

6.2 The Applicant and NCC will continue to engage with each other as necessary during the Examination processes with a view to narrowing and resolving any issues that may subsequently be raised.

SIGNATURES:

On behalf of the Applicant:



…….
Signature

Project Director, BWB
…….
Name

On behalf of NCC:

…….
Signature

Director of Economy, Environment and Assets
…….
Name

APPENDIX

RECORD OF ENGAGEMENT

Date	Form of engagement	Summary of matters dealt with
28/04/22	TWG Meeting – Teams (minuted)	Introduction meeting
27/07/22	TWG Meeting – Teams (minuted)	Initial transport scoping meeting
11/08/22	TWG Meeting – Teams (minuted)	Initial steps for the PRTM modelling
08/09/22	TWG Meeting – Teams (minuted)	PRTM proforma details
13/10/22	TWG Meeting – Teams (minuted)	PRTM methodology and proposed access arrangements
10/11/22	TWG Meeting – Teams (minuted)	PRTM methodology, PRTM base year model review, traffic distribution pattern and traffic survey requirements
08/12/22	TWG Meeting – Teams (minuted)	PRTM planning data assumptions and uncertainty log details
12/01/23	TWG Meeting – Teams (minuted)	PRTM modelling update, introduction to VISSIM modelling and discussion on the public transport strategy
09/02/23	TWG Meeting – Teams (minuted)	PRTM planning data assumptions, traffic flow furnessing and VISSIM scoping
09/03/23	TWG Meeting – Teams (minuted)	Development distribution pattern, PRTM Uncertainty Log and VISSIM scoping

13/04/23	TWG Meeting – Teams (minuted)	VISSIM LMVR, PRTM Stage 1 outputs and sensitivity test modelling considering all draft Local Plan sites (since superseded)
11/05/23	TWG Meeting – Teams (minuted)	PRTM forecasting report (Stage 1), traffic flow furnessing methodology & VISSIM base model validation
08/06/23	TWG Meeting – Teams (minuted)	PRTM forecasting report and study area, traffic flow furnessing and forecast traffic flows and VISSIM base model validation
20/09/23	TWG Meeting – Teams (minuted)	Sensitivity test PRTM modelling approach considering all draft Local Plan sites (since superseded), traffic flow furnessing and forecast traffic flows and VISSIM base model validation
14/12/23	TWG Meeting – Teams (minuted)	Transport modelling scenarios / methodology discussion
11/01/24	TWG Meeting – Teams (minuted)	Junctions 11 and LinSig model validation, initial review of transport modelling results and impacts, review of Isley Woodhouse Scoping Opinion
08/02/24	TWG Meeting – Teams (minuted)	Junctions 11 and LinSig base model validation, traffic flow furnessing methodology, initial review of transport modelling results and impacts, review of emerging NWLDC Local Plan
15/03/24	TWG Meeting – Teams (minuted)	NWLDC Local Plan modelling work and Junctions 11 / LinSig base model validation.
18/04/24	TWG Meeting – Teams (minuted)	Traffic flow furnessing and VISSIM base model validation review

09/05/24	TWG Meeting – Teams (minuted)	Assessment methodology for EMG1 core scenario, forecast year requirements and vision and validate methodology
13/06/24	TWG Meeting – Teams (minuted)	Sustainable transport strategy, Junctions 11 and LinSig base model validation and trip rates for mezzanine floorspace. Initial review of proposed highway mitigation and Covid-19 sensitivity testing
11/07/24	TWG Meeting – Teams (minuted)	PRTM proforma updates, proposed site access and public transport strategy update, Covid-19 PRTM sensitivity testing and vision and validate assessment methodology (relating to EMG1 surveyed trip rates and mezzanine floorspace uplift)
08/08/24	TWG Meeting – Teams (minuted)	Sustainable transport strategy, PRTM modelling update including proforma and uncertainty log details, introduction to wider strategic modelling relating to the wider growth sites near East Midlands Airport
05/09/24	Modelling Meeting – Teams (minuted)	Traffic flow furnessing demand matrices, Stage 2 modelling related matters, PRTM 2023 sensitivity test, VISSIM modelling and construction traffic modelling
12/09/24	TWG Meeting – Teams (minuted)	PRTM modelling update, approach for Statements of Common Ground / sign off sheets, vision and validate assessment requirements and wider strategic modelling approach
03/10/24	Modelling Meeting – Teams (minuted)	EMG1 rail freight terminal and impacts on trip generation, PRTM modelling scenarios and forecast years, strategy for wider strategic modelling
10/10/24	TWG Meeting – Teams (minuted)	Sustainable transport strategy, initial overview of proposed mitigation strategy, PRTM proforma update

06/11/24	Modelling Meeting – Teams (minuted)	Stage 1 PRTM modelling update, vision and validate assessment requirements
14/11/24	TWG Meeting – Teams (minuted)	Wider strategic modelling update and EMG2 modelling related discussion
05/12/24	Modelling Meeting – Teams (minuted)	Wider strategic planning modelling requirements including planning data assumptions, PRTM 2019 Stage 1 and 2 modelling update, VISSIM base model updates
12/12/24	TWG Meeting – Teams (minuted)	PRTM 2019 vs 2023 discussion, requirements for public consultation, wider strategic modelling methodology and PRTM assessment requirements, sustainable transport strategy / framework travel plan update, vision and validate update and Covid-19 sensitivity test update
02/01/25	Modelling Meeting – Teams (minuted)	PRTM 2019 vs 2023 discussion and mechanism for delivering the wider strategic mitigation associated with East Midlands Growth Point schemes
09/01/25	TWG Meeting – Teams (minuted)	PRTM 2019 vs 2023 model comparison, highway design update and overview of mitigation scheme, PRTM Stage 1 modelling outputs, sustainable transport strategy, mezzanine floorspace and impact on trip rates, construction traffic assessment requirements
06/02/25	Modelling Meeting – Teams (minuted)	Stage 1 and 2 PRTM modelling outputs and update on wider strategic modelling, including suitability of PRTM 2023, planning data assumptions and quantum of development to be assessed. The base VISSIM model updates were also discussed as well as the current position with sign off sheets

13/02/25	TWG Meeting – Teams (minuted)	Statutory consultation programme and approach, PRTM modelling outputs review, wider strategic modelling assessment requirements using PRTM 2023, VISSIM base model update and review of sign off sheets
06/03/25	Modelling Meeting – Teams (minuted)	Development trip distribution and assessment methodology, traffic flow furnessing and PRTM outputs for Stage 1b modelling and overview of proposed study area for the Transport Assessment
13/03/25	TWG Meeting – Teams (minuted)	Statutory consultation overview / summary of responses, PRTM modelling update, VISSIM base model update, mezzanine floorspace discussion and expected operational use, construction traffic calculations, HGV route plan requirements, update on sign off sheets, sustainable transport strategy update and overview of Personal Injury Collision assessment
03/04/25	Modelling Meeting – Teams (minuted)	PRTM 2019 forecasting report and discussion over core scenario vs policy requirements, traffic flow furnessing and Stage 2 modelling, construction traffic calculations and assessment requirements, vision and validate assessment using surveyed trip rates from EMG1
10/04/25	TWG Meeting – Teams (minuted)	Traffic flow furnessing update, Stage 2 PRTM modelling requirements, sustainable transport strategy update, highway design update, construction traffic calculations and assessment requirement, Highway Safety Position Statement and discussion over highway safety issues / areas of mitigation and COBALT Assessment methodology
01/05/25	Modelling Meeting – Teams (minuted)	Assessment scenarios to be tested in TA and ES Chapter and how this complies with current policy, VISSIM model furnessing calculations, Stage 2 PRTM modelling update, construction traffic calculations and vision and validate / mezzanine discussion plus an update on sign off sheets

08/05/25	TWG Meeting – Teams (minuted)	Stage 2 modelling PRTM outputs and discussion over results of mitigation, assessment methodology for TA and ES Chapter and compliance with current policy, sustainable transport strategy update, highway design update and overview of drawings, construction traffic calculations and discussion over highway safety position statement
05/06/25	Modelling Meeting – Teams (minuted)	Discussion over comments received from NH on PRTM modelling, Stage 2 PRTM modelling, construction traffic PRTM modelling and approach for PRTM 2023 sensitivity test modelling
12/06/25	TWG Meeting – Teams (minuted)	Traffic flow furnessing, stage 2 PRTM modelling update, assessment requirements of additional mezzanine floorspace, sustainable transport strategy, highway design update, review of highway safety (highway safety position statement and COBALT assessment) and update on sign off sheets. Initial conversations held over the requirement for PRTM 2023 modelling sensitivity tests.
03/07/25	Modelling Meeting – Teams (minuted)	Stage 2A PRTM forecasting report and traffic flow furnessing and technical note for Stage 2 modelling.
10/07/25	TWG Meeting – Teams (minuted)	Non-statutory consultation overview, Stage 2 PRTM forecasting report, overview of transport modelling work in TA (Junctions 11, LinSig and VISSIM) and assessment of impacts / focus of mitigation, construction traffic modelling and PRTM forecasting report, comparison of PRTM 2019 and 2023.
07/08/25	Modelling Meeting – Teams (minuted)	VISSIM related work, traffic flow furnessing and demand matrices for Stage 2 modelling, Stage 2A/2B PRTM forecasting reports, PRTM 2023 modelling sensitivity test, construction traffic PRTM forecasting report and overview of standalone junction modelling results.

14/08/25	TWG Meeting – Teams (minuted)	Proposed access strategy and number of access points, transport modelling update, PRTM 2023 sensitivity test, WCHAR Assessment, sustainable transport strategy update and sign off sheet update.
04/09/25	Modelling Meeting – Teams (minuted)	Stage 2A and 2B modelling matters, including PRTM forecasting reports, comments from NH and traffic flow furnessing, PRTM 2023 modelling sensitivity test update, VISSIM modelling update and overview of construction traffic modelling in PRTM.
11/09/25	TWG Meeting – Teams (minuted)	PRTM 2019 modelling update, highway design discussion, WCHAR Assessment, COBALT assessment, sign off sheets and PRTM 2023 modelling requirements / approach.
02/10/25	Modelling Meeting – Teams (minuted)	PRTM 2019 stage 2 modelling, including furnessing note update, response to comments from NH and LCC and sensitivity test with unconstrained A50 merge. Discussion on updates to standalone junction models to address LCC comments and update on PRTM 2023 modelling sensitivity test, as well as any update on agreement for the mezzanine legal wording.
09/10/25	TWG Meeting – Teams (minuted)	PRTM 2019 modelling update and review of Stage 2 results, PRTM 2023 sensitivity test modelling timescales update and sign off sheet update.
06/11/25	Modelling Meeting – Teams (minuted)	Update on PRTM 2019 core modelling, PRTM 2019 sensitivity test modelling and PRTM 2023 sensitivity test modelling. Agreement reached with NH on mezzanine legal wording.
13/11/25	TWG Meeting – Teams (minuted)	PRTM 2019 modelling update including A50 unconstrained merge sensitivity test, PRTM 2023 modelling update, mezzanine legal wording confirmation, highway design update.

04/12/25	Modelling Meeting – Teams (minuted)	Update on the PRTM 2019 core modelling, the PRTM 2019 sensitivity test and PRTM 2023 sensitivity test
11/12/25	TWG Meeting – Teams (minuted)	Highway design update, including departure from standard process, Stage 1 Road Safety Audit update and discussions on transport modelling including PRTM 2019 core, PRTM 2019 sensitivity test and PRTM 2023 sensitivity test.