

East Midlands Gateway
Phase 2 (EMG2)

Document DCO 7.6 / MCO 7.6

Examination Issues Tracker

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

EXAMINATION ISSUES TRACKER

(DOCUMENT DCO 7.6 / MCO 7.6)

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1 Introduction

- 1.1 This document relates to the applications for a second phase at East Midlands Gateway Logistics Park (EMG1), being an application for a Development Consent Order (DCO) made by SEGRO Properties Limited (DCO Applicant) and an application for a Material Change Order (MCO) made by SEGRO (EMG) Limited (MCO Applicant). The DCO Applicant and the MCO Applicant are together the "Applicants".
- 1.2 This document has been prepared by the Applicants at the request of the Examining Panel (ExP).
- 1.3 The purpose of this document to report on issues that have emerged from interested party relevant representations during the pre-examination and may subsequently emerge from written representations and hearings during the examination.
- 1.4 This document has been prepared in accordance with the ExP's comments set out in Annex F of the Rule 6 Letter [~~PD-010~~PD-010]. It does not duplicate information in Statements of Common Ground and does not include compulsory acquisition or temporary possession issues as these are contained in the Land Rights Tracker.
- 1.5 Any terms used but not defined in this document shall have the same meaning as in the Glossary accompanying the DCO Application and the MCO Application [~~APP-067~~APP-067].

2 Examination Issues

2.1 The following issues have been identified by the Applicants on the basis set out in paragraph 1.4 above:

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1.	Kegworth Parish Council (KPC)	RR-048M	<u>KPC has not been able to find a visual rendering of how the Visual impact of increased height of cranes and the new warehouse at Plot 16 would impact on the landscape.</u>	<u>MCO 7.2</u> MCO 6.10B / AS-044 , AS-045 , AS-046 , AS-047	The Applicants directed KPC to the visual renderings in figures 13.1 to 13.3 at Appendix 10B to the ES. <u>which provides a photo viewpoint from the edge of Kegworth towards the MCO Scheme.</u>	
2.	Kegworth Parish Council (KPC)	RR-048M	<u>Raised concerns that dDetrimental impact of noise and light pollution from EMG1 on Kegworth residents will be worsened by MCO Scheme due to increasing the size of and scale of activity on the site.</u>	<u>MCO 7.2</u> <u>MCO 6.7 / AS-035</u> <u>MCO 6.11 / AS-049</u>	The Applicants directed KPC to the noise and lighting assessments in the ES. <u>The noise assessment concludes that when considering operational noise from the MCO Scheme in the context of the existing noise levels, including current operations at EMG1, the worst-case</u>	

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					<p><u>increase is below 1dB during both the day and night. This degree of change is not considered to be perceptible. The lighting assessment concludes that the MCO Scheme will have a neutral impact on Kegworth. There is already a large volume of existing artificial lighting in the area, including along the highway network and the existing EMG1 lighting. This existing lighting is visible across the landscape and is affecting the district brightness of the surrounding area.</u></p>	

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3.	Kegworth Parish Council (KPC)	RR-048M	<u>Raised concerns that a portion of the established nature area will be lost of natural environment / habitat in favour of additional warehousing at Plot 16 and that this will have an adverse impact on biodiversity and contradict the stated intentions in the original planning for EMG1.</u>	MCO 7.2 MCO 6.9 / AS-039	The Applicants directed KPC to the ecology and biodiversity assessments in the ES. <u>This shows that the majority of the habitats on the northern part of the MCO Scheme site comprise bare ground, neutral and modified grassland and SUDS features. The remainder of the site comprises existing road and rail infrastructure and developed land with some scattered trees and hedgerows. A suite of field surveys was undertaken and concluded that the habitats present provide very limited suitability for foraging by local wildlife. New landscaping and planting is proposed as</u>	

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					<u>part of the MCO Scheme which will include new green spaces including grassland, hedgerows and trees and the provision of new woodland planting to provide habitat connectivity to Kings Street Plantation.</u>	
4.	Castle Donington Parish Council (CDPC)	RR-047M	<u>Acknowledged that the MCO Scheme in isolation would have less than a 1% impact on all parts of the highway network but raised concerns about the cumulative effect of the MCO Scheme should be considered</u> alongside other developments, including the DCO Scheme and Isley Woodhouse. Consideration should be given to traffic impacts and potential for rat-running during the construction phase	<u>MCO 7.2</u> <u>MCO 6.21 / AS-073</u> <u>MCO 6.6</u> <u>MCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part 9, Part 10</u>	The Applicants directed CDPC to the cumulative impact assessment in the ES. <u>With specific reference to transport, extensive transport modelling and assessment work has been undertaken as set out in Chapter 6 of the ES and the accompanying transport assessment which factors in existing</u>	

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					<u>baseline conditions, consented and committed developments and potential future growth (draft Local Plan allocations and redevelopment of the Ratcliffe on Soar Power Station site) and the assessment is therefore inherently cumulative.</u>	
5.	<u>Castle Donington Parish Council (CDPC)</u>	<u>RR-047M</u>	<u>The Consultative Committee should continue to hold meetings so that any local concerns can be raised in a timely manner.</u>	<u>MCO 7.2</u> <u>MCO 7.5 / REP1-054</u>	<u>The community liaison group was established pursuant to the Development Consent Obligation (DCOb) which accompanied the EMG1 DCO and will continue. A copy of the DCOb has been submitted to the examination as requested by the Examining Panel. The</u>	

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					response to question 1.4.1 in the Applicants' Response to First Written Questions (MCO 7.5) refers.	
65.	Castle Donington Parish Council (CDPC) Protect Diseworth	RR-047M REP1-236	A community fund should be created for locally effected villages	MCO 7.2 MCO 7.5 / REP1-054	The Applicants confirmed that a community fund would be made available. However, CDPC benefitted from the fund at EMG1. The fund for EMG2 would extend to other areas closest to the EMG2 Scheme, for example Diseworth and not Castle Donington.	
76.	DHL	RR-012	Raised concerns regarding the impacts on traffic on the A453 (the critical access road to the airport and DHL's operation) and J23A of the M1, particularly during the night-time period when its operations peak. It seeks a	DCO 7.2 / REP1-051D DCO 6.6 / AS-032 DCO 6.6A Part 1, Part 2, Part 3, Part	The Applicants directed DHL to the comprehensive assessment of the impacts on the highway network in Chapter 6 of the ES and the	

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			comprehensive review of the traffic and transport routes across the full 24-hour period to reflect the nature of DHL's operation and the airport's.	4, Part 5, Part 6, Part 7, Part 8, Part 9 and Part 10 (REP1-031 to 049 inclusive)	appended Transport Assessment. <u>The impacts have been tested during the peak hours as worst-case. During all other times, traffic volumes on the A453 between EMG1 and the airport would be lower, so there would be no unacceptable impacts on the movement of goods between the two sites.</u>	
87.	Carl Sutton	RR-044	Designation of the Freeport and the emergence of competing logistics interests have opened the floodgates to speculative warehousing. Such development is not plan-led growth with insufficient scrutiny of cumulative impacts.	DCO 7.2 / REP1-051D DCO 5.4 / AS-018	The Applicants directed the interested party to the Planning Statement which provides the policy background for the both applications including the status of the emerging local plan.	

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<u>98.</u>	Carl Sutton	RR-044	EMG2 differs from the scheme that was originally consulted on.	DCO 7.2 / REP1-051D DCO 5.1 / APP-208	The Applicants directed the interested party to the Consultation Report to confirm <u>which sets out the extensive consultation undertaken and</u> how the project has been refined by the consultation process.	
<u>109.</u>	Protect Diseworth	RR-025D	No consideration of alternative size buildings	DCO 7.2 / REP1-051D DCO 5.3 / APP-220 DCO 2.5 / AS-006D DCO 2.6 / APP-040D	The Applicants directed the interested party to the Design Approach Document <u>which illustrates how the proposals have evolved over time, including with regard to building or plot sizes, and maximum building height and other parameters.</u> and <u>The Applicants also directed the interested party to the Parameters Plan and Illustrative Master</u>	

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					Plan <u>which show how plot/building sizes vary across the site in part a reflection of the proposed variations in maximum heights proposed to help minimise likely visual effects on Diseworth.-</u>	
110.	Protect Diseworth	RR-025D	Cumulative effects <u>should form the starting point for each topic of the upcoming examination</u>	<u>DCO 7.2 / REP1-051D</u> <u>DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part 9 and Part 10 (REP1-031 to 049 inclusive)</u> DCO-6.6A / REP1-031 to 049 inclusive <u>DCO 6.21 / AS-073</u>	The Applicants confirmed that <u>consideration of potential cumulative effects is an explicit requirement of the EIA process and</u> referred to the cumulative assessment in the ES and the Transport Assessment appended to the ES.	

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124.	Protect Diseworth	RR-025D	<u>Disagreed with the Applicants that there is no risk of statutory nuisance and asks the ExP to exercise its discretion under section 158(3) Planning Act 2008 and remove the defence statutory nuisance claims.</u>	<u>DCO 7.7 / REP1-056</u> <u>DCO 6.7 / AS-035</u> <u>DCO 6.8 / AS-037</u> <u>DCO 5.6 / APP-224</u>	The Applicants <u>clarified that issues relevant to potential statutory nuisance are defined in statute and directly linked to the likely extent and nature of noise and similar potential effects. The Applicants directed the interested party to the assessments in the ES in respect of Air Quality, Noise and Vibration, which identify that with proposed mitigation measures the effects of the Proposed Development are below significant levels.</u> No nuisance is anticipated in the Statutory Nuisance Statement.	

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132.	Protect Diseworth	RR-025D REP1-236	Freeport and economic arguments: <u>designation should be given no, or only limited, weight in deciding the application and challenged claims of economic benefits and need</u>	DCO 7.2 / REP1-051D RR-014 DCO 7.3 / REP1-052 DCO 7.4 / REP1-053 REP1-226	The Applicants explained that the Freeport is best placed to address issues regarding designation and directed PD to the Freeport's representation at Deadline 1. Potential benefits and eligibility were also addressed in the Applicants' Post Hearing Submissions (ISH1, Item 6) and the Applicants' Responses to Hearing Action Points (ISH1, AP12).	
143.	Protect Diseworth	RR-025D REP1-236	Development Plan: Local Plan and Neighbourhood Plan	DCO 7.2 / REP1-051D REP1-103, 104 and to 105	The Applicants noted that the Local Plan process has moved on since relevant representations were submitted. NWLDC has	

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				AS-018 REP1-227	<p>published updated reports establishing significant need.</p> <p>The Neighborhood Plan is at examination and the Applicants have made representations as part of that process.</p> <p>The Applicants directed PD to NWLDC's submission is their Local Impact Report and the Applicants' assessment in its Planning Statement.</p>	
154.	Protect Diseworth	RR-025D	<u>Transport and highways points: rail freight connectivity, baseline modelling, forecast modelling, proposed mitigation, cumulative assessment and lorry parking</u>	DCO 7.2 / REP1-051D DCO 6.6 / AS-032 DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part	<p>The Applicants directed the interested party to the assessments in Chapter 6 of the ES and the Transport Assessment <u>which provide a comprehensive</u></p>	

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				<p><u>9 and Part 10 (REP1-031 to 049 inclusive)DCO-6.6A / REP1-031 to 049 inclusive</u></p> <p><u>DCO 8.1 / REP1-060D</u></p> <p><u>DCO 8.4B / REP1-070</u></p> <p><u>DCO 8.5 / REP1-076</u></p>	<p><u>assessment of the likely transport and highways issues from the Proposed Development.</u></p> <p>The Applicants have also submitted a joint position statement with National Highways and SoCGs with the highway authorities. <u>A detailed response to the points raised by Protect Diseworth is at Annex 4A of DCO 7.2 / REP1-051D.</u></p>	
165.	CPRE Leicestershire	RR-011D	Impact on the road network. Visual and environmental impact	<p><u>DCO 7.2 / REP1-051D</u></p> <p><u>DCO 6.6 / AS-032</u></p> <p><u>DCO 6.10 / AS-041</u></p>	The Applicants <u>confirmed that it has carefully assessed the impacts of EMG2 on the road network and visual impacts.</u> It also directed the interested party to the assessments in	

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					<p>Chapters 6 and 10 of the ES <u>which detail the outcome of that assessment. The Applicants explained that the proposed mitigation scheme has been derived in consultation with National Highways who have confirmed it is suitable to address the impacts of the development on the strategic road network.-</u></p>	
17.	Katie Smyth	RR-042D	<p><u>Raised concerns regarding the visual impact of the DCO Scheme, congestion and impact on value of surrounding properties</u></p>	<p><u>DCO 7.2 / REP1-051D</u></p> <p><u>DCO 6.6 / AS-032</u></p> <p><u>DCO 6.10 / AS-041</u></p>	<p>The Applicants explained the policy context for the scheme and that the ES has assessed impacts on nearby residents and properties. The Applicants also explained how the Highway Works were</p>	

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					proposed to mitigate the impact of the scheme and would alleviate congestion.	
18.	Chantel A Ellul	RR-033D	<u>Raised concerns regarding impact on the heritage of Diseworth village as a conservation area and listed buildings</u>	<u>DCO 7.2 / REP1-051D</u> <u>DCO 6.12 / AS-051</u>	The Applicants directed the interested party to the heritage assessment in the ES at Chapter 12 <u>which considers the likely significant environmental effects on heritage assets and includes detailed consideration of the potential impacts on Diseworth Conservation area. The assessment concludes that the EMG2 Works will have a negligible impact on the Conservation Area during construction and a minor-negligible impact during operation.</u>	

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					<u>which is not considered to be significant in EIA terms. It also considers cumulative impacts and concludes that these will result in minor adverse effects on Diseworth Conservation Area.</u>	
19.	Chantel A Ellul	RR-033D	<u>Raised concerns regarding health implications (physical and mental) as a result of, including noise, air and water pollution, and the loss of rural landscape.</u>	<u>DCO 7.2 / REP1-051D</u> <u>DCO 6.7 / AS-035</u> <u>DCO 6.8 / AS-037</u> <u>DCO 6.17 / AS-065</u>	The Applicants directed the interested party to the assessments of noise, air quality, flooding and population and human health in the ES <u>which carefully assess the impacts of EMG2 on these topics.</u>	
20.	John Saunders	RR-039D	<u>Raised concerns regarding over development and traffic impacts, including safety risks to people living in Kegworth</u>	<u>DCO 7.2 / REP1-051D</u> <u>DCO 6.6 / AS-032</u>	The Applicants explained how the M1 will continue to separate Kegworth and the proposals for EMG2. <u>Whilst all development</u>	

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				<p><u>DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part 9 and Part 10 (REP1-031 to 049 inclusive)</u>DCO-6.6A / REP1-031 to 049 inclusive</p> <p><u>DCO 6.8 / AS-037</u></p> <p><u>DCO 6.17 / AS-065</u></p>	<p><u>is outside the Kegworth Parish boundary, the Applicant acknowledged it has the potential to result in effects to nearby settlements and The Applicants also directed the interested party to the transport and air quality assessments in the ES which assess potential impacts on transport and air quality.</u></p>	
21.	Hilary Tansley	<u>RR-045D</u>	<p><u>Raised concerns regarding the effects of noise, light and traffic on the village and also the deleterious effects of the traffic on the surrounding roads around the village, including J24 of the M1 and the A50 which backs up at most rush hours already),</u> insufficient provision for HGV drivers and the environmental</p>	<p><u>DCO 7.2 / REP1-051D</u></p> <p><u>DCO 6.7 / AS-035</u></p> <p><u>DCO 6.6 / AS-032</u></p> <p><u>DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part</u></p>	<p>The Applicants explained how no significant long term effects in respect of noise or lighting have been identified in the ES. The Applicants also explained how the proposals will mitigate the traffic impacts</p>	

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			impact of use of the lay-bys in the area <u>is-being</u> significant.	<u>9 and Part 10 (REP1-031 to 049 inclusive)DCO-6.6A / REP1-031 to-049 inclusive</u> <u>DCO 6.11 / AS-049</u>	through measures to improve capacity.	
22.	Caroline Smith	RR-041D	<u>Raised concerns regarding</u> <u>Impact on Kegworth including larger volumes of traffic and</u> <u>increase air and noise pollution.</u>	<u>DCO 7.2 / REP1-051D</u> <u>DCO 6.6 / AS-032</u> <u>DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part 9 and Part 10 (REP1-031 to 049 inclusive)DCO-6.6A / REP1-031 to-049 inclusive</u>	The Applicants explained how the ES has assessed the likely effects, including consideration of impacts on Kegworth. <u>The Applicant pointed out the distance of development from Kegworth and the traffic modelling which shows limited traffic through the village.-</u>	

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				DCO 6.8 / AS-037		
23.	Josaine Cowley	RR-032D	DCO Application is bypassing local planning process	DCO 7.2 / REP1-051D DCO 6.1B / APP-068	The Applicants explained the background to the DCO Application by reference to the section 35 direction issued by the Secretary of State.	
24.	Josaine Cowley	RR-032D	Whether there is need for more warehousing	DCO 7.2 / REP1-051D DCO 6.5A; APP-078	The Applicants referred to the market <u>need</u> analysis supporting the DCO application and the latest emerging information as part of the Local Plan process, <u>which demonstrate that there is a significant shortfall of industrial and logistics floorspace and a need for additional strategic warehousing.</u>	

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					<u>development in the area.-</u>	
25.	Josaine Cowley	RR-032D	Local flooding caused by other developments <u>and concerns regarding the development adding to this.</u>	DCO 7.2 / REP1-051D DCO 6.13 / AS-056	The Applicants directed the interested party to the assessment of flood risk and drainage in Chapter 13 of the ES. <u>The assessment concludes that with appropriate mitigation measures in place the DCO Scheme will not have significant adverse effects upon the flood risk and drainage.</u>	
26.	Josaine Cowley	RR-032D	<u>The claim that the scheme will work towards net zero through rail freight is not convincing, given the rail freight terminal is currently operating at approximately 25% capacity and has no land to expand.</u>	DCO 7.2 / REP1-051D	<u>The Applicants confirmed that the existing rail freight terminal will serve both existing and new occupiers on the EMG2 Works and Plot 16. By utilising the terminal, tenants could reduce</u>	

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					<p><u>long-haul HGV movements and associated operational emissions. It has not been possible to quantify the extent of future tenant usage, but the terminal is operating well within capacity with room to grow.</u></p>	
27.	<u>Josaine Cowley</u>	<u>RR-032D</u>	<p><u>Not taken into account other road users e.g., the airport's passenger, cargo users and Download visitors.</u></p>	<p><u>DCO 7.2 / REP1-051D</u></p> <p><u>DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part 9 and Part 10 (REP1-031 to 049 inclusive)</u></p>	<p><u>The Applicants confirmed that the transport modelling takes account of existing baseline traffic conditions, including existing traffic to East Midlands Airport and cargo trips, and factors in future committed growth. The Construction Traffic Management Plan considers protocols to be adhered to during</u></p>	

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					events at Donington Park, including the Download Festival.	
286.	Andrew Priestley	RR-035D	Raised concerns regarding the impacts of continuous highway works on the local area	DCO 7.2 / REP1-051D DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part 9 and Part 10 (REP1-031 to 049 inclusive) DCO-6.6A / REP1-031 to 049 inclusive	The Applicants directed the interested party to the transport assessment and modelling which factors in future committed growth and shows that the identified highway improvements would result in benefits to the operation and capacity of the existing highway network surrounding the site and improve highway safety at locations with existing issues.	

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297.	Andrew Priestley	RR-035D	EMG2 is not integrated with the SRFI at EMG1 and will be served wholly by road	DCO 7.2 / REP1-051D	The Applicants explained the interaction of EMG2 with the Freeport and access by air, rail and road.	
3028.	Andrew Priestley	RR-035D	Need for B8 floorspace is exaggerated / inconsistent with growth forecasts	DCO 7.2 / REP1-051D DCO 6.5A; APP-078	The Applicants referred to the market <u>need</u> analysis supporting the DCO application and the latest emerging information as part of the Local Plan process <u>which demonstrate that there is a significant shortfall of industrial and logistics floorspace and a need for additional strategic warehousing development in the area.</u>	

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31.	Andrew Priestley	RR-035D	Use of a DCO is unnecessary and undemocratic. The site is already within the draft local plan and a substantial part has an existing planning application for B8 development. The larger Ratcliffe-on-Soar brownfield Freeport site remains undeveloped nearby.	DCO 7.2 / REP1-051D AS-028	The Applicants referred the interested party to the Consideration of Alternatives at Chapter 4 of the ES. The other Freeport sites are complementary locations and not considered reasonable alternatives; all three are proposed to come forward. The Secretary of State issued a s.35 direction confirming the scheme is nationally significant.	
3229.	John Raymond Sutton	RR-036D REP1-280	Pressures on the airport arising from the location of EMG1 and EMG2	DCO 7.2 / REP1-051D RR-014	The Applicants directed the interested party to the Freeport relevant representation regarding the locational benefits and interaction between air, rail and	

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					road which supported this location as the only inland freeport.	
339.	John Raymond Sutton	RR-036D REP1-280	Anomalous nature of this nationally disproportionate DCO application in terms of size, importance, economic reach and coherence	DCO 7.2 / REP1-051D DCO 6.1B / APP-068	The Applicants directed the interested party to the section 35 Direction made by the Secretary of State <u>which the application is consistent with.</u>	
344.	John Raymond Sutton	RR-036D	Lack of evidence as to positive benefits for local people	DCO 7.2 / REP1-051D DCO 5.1 / APP-208	The Applicants reiterated some of the key benefits shown on consultation boards during the pre-application consultation process <u>and directed the interested party to the consultation report for further details.</u>	
35.	John Raymond Sutton	RR-036D	Failure to plan warehouse capacity strategically across three counties and four Freeport sites.	DCO 7.2 / REP1-051D	The Applicants confirmed that they are a proactive member of	

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			<p><u>an imbalance in rates of development at those sites, and no demonstrated link between further strategic warehousing and recruitment or growth at other Freeport partners such as Uniper or Toyota.</u></p>	<p><u>APP-222</u></p>	<p><u>the Freeport board and committed to securing delivery of the Freeport allocation on the EMG2 Main Site. The progress of delivery on other Freeport sites is outside of the Applicants' control. The planning policy context is addressed in the Planning Statement.</u></p>	
362.	Darren Philip Collins	<u>RR-031D</u>	<p><u>Raised concerns regarding loss of farmland, need for more warehousing, traffic impacts and flooding impacts.</u></p>	<p><u>DCO 7.2 / REP1-051D</u> <u>DCO 6.15 / AS-061</u> <u>DCO 6.5A; APP-078</u> <u>DCO 6.13 / AS-056</u></p>	<p>The Applicants explained the need for the scheme and directed the interested party to <u>relevant the traffic and flooding assessments in the ES.</u> <u>The flooding assessment considers the impacts of the proposed development on the surface water runoff and how this will</u></p>	

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					<p><u>be managed to ensure it is acceptable from a flood risk and drainage perspective. The traffic assessment includes extensive transport modelling and assessment work and concludes that the proposed capacity improvements on the SRN would lead to a reduction in traffic along a significant number of roads on the local highway network, in turn resulting in beneficial impacts to road user and pedestrian safety.</u></p>	
373.	Long Whatton and Diseworth Parish Council	REP1-208 REP1-236	Community park, response to ExQ1-1.4.2, <u>insufficient detail in landscape plans</u> and <u>Year 15 planting height assumptions</u>	DCO 7.12 REP1-054	The Applicants directed the interested parties its responses to ExQ1-1.4.2 and 12.0.9 found at REP1-054 and	

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	Protect Diseworth			AS-041	<p>welcomed the acknowledgement that the Community Park could represent a useable facility and asset for the community.</p> <p>The Applicants also direct the interested parties to the landscape and visual assessment in Chapter 10 of the ES which contains a detailed assessment of landscape and visual mitigation.</p>	
384.	Protect Diseworth	REP1-236	Loss of Best and Most Versatile (BMV) agricultural land	REP1-054 REP1-078	The Applicants referred the interested party to its responses to ExQ1 and the position with Natural England set out in the statement of common ground.	

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<u>395.</u>	Protect Diseworth	REP1-236	Veteran tree mitigation	REP1-054	The Applicants referred the interested party to its responses to ExQ1_ <u>which confirms that the proposed mitigation does not create a material risk of further spreading ash dieback disease.</u>	
<u>4036.</u>	Litton (Donington) Ltd	REP1-248D	Access from finger farm roundabout	DCO 7.12	The Applicants have met with the interested party and confirmed a willingness to continue dialogue to resolve outstanding concerns and enter into a statement of common ground as appropriate.	
<u>4137.</u>	Dermot Ryan John Raymond Sutton	REP1-276M REP1-236	Transport, impact on Kegworth, Air Quality and flooding	AS-032 AS-037 REP1-051D	The Applicants referred to its response to the interested parties' relevant representations and the ES Chapters on Air Quality and	

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					Transport <u>which assess potential impacts on transport and air quality.</u>	
<u>42.</u>	<u>Kay Ryan</u>	<u>RR-038D</u>	<u>Increased likelihood of flooding in Kegworth since the bypass was built. Increase in traffic on the bypass causing HGVs to divert down Whatton Road.</u>	<u>DCO 7.2 / REP1-051D</u> <u>DCO 6.6 / AS-032</u> <u>DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part 9 and Part 10</u>	<u>The Applicants explained that it has investigated the suggestion that flooding results from the Kegworth bypass but did not identify a causal link. It also explained that transport modelling confirms HGVs will route via the SRN and would not rat-run along Whatton Road due to 7.5T weight restrictions.</u>	
<u>43.</u>	<u>Carol Ann Sewell</u>	<u>RR-040D</u>	<u>Impact on traffic movements, volume, pollution, loss of green sites, noise and industrialization in Kegworth.</u>	<u>DCO 7.2 / REP1-051D</u> <u>APP-077</u> <u>APP-079</u>	<u>The Applicants directed the interested party to the relevant assessments in the ES which demonstrate how, with appropriate mitigation, the EMG2</u>	

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				APP-089 APP-097 APP-174	proposals will not result in likely significant effects in Kegworth.	
44.	Abbey Spencer	RR-043D	Impact on recreation and traffic volume on local residents. Improvements to the A453 and Junction 24 of the M1 needed to ease congestion.	DCO 7.2 / REP1-051D	The Applicants explained that the Highway Works, including at M1 J24, respond to capacity challenges and the likely increase in HGVs. The site has direct access to the SRN and transport modelling demonstrates the network would have capacity to accommodate the increase with the proposed improvements in place.	

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<u>45.</u>	<u>Roy Todd</u>	<u>RR-046D</u>	<u>Cumulative impact on Kegworth from logistics and warehousing development linked to EMG and the airport.</u>	<u>DCO 7.2 / REP1-051D</u>	<u>The Applicants explained that the ES explicitly considers cumulative issues (EMG2 in combination with other planned or consented development) including at Kegworth. The proposals respond to strategic locational advantages recognised in regional and local strategies.</u>	
<u>46.</u>	<u>Nathan Alton</u>	<u>RR-030D</u>	<u>Local flooding and concerns regarding the development adding to this.</u>	<u>DCO 7.2 / REP1-051D</u> <u>DCO 6.13 / AS-056</u>	<u>The Applicants directed the interested party to the flood risk and drainage assessment at Chapter 13 of the ES, which considers impacts on surface water run-off from both construction and operational phases and</u>	

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					<u>how these will be managed.</u>	
<u>47.</u>	<u>Simon Langley-Evans</u>	<u>RR-034D</u>	<u>Negative impact on Kegworth from the continued concentration of logistics development, including increased traffic, noise and air pollution, and cumulative effects eroding the village's rural character.</u>	<u>DCO 7.2 / REP1-051D</u> <u>APP-079</u> <u>APP-089</u> <u>APP-097</u> <u>APP-200</u>	<u>The Applicants directed the interested party to the detailed assessments in the ES on highways, noise, air quality and cumulative impacts. Transport modelling concluded that the proposed capacity improvements on the SRN would lead to a reduction in traffic on a significant number of local roads, resulting in beneficial impacts to road user and pedestrian safety.</u>	
<u>48.</u>	<u>Uniper UK</u>	<u>RR-027D</u>	<u>Supportive representation – no issue raised</u>	<u>DCO 7.2 / REP1-051D</u>	<u>The Applicants noted and welcomed the representation received from Uniper UK.</u>	

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<u>49.</u>	<u>Harworth Group and Caesarea Development Holdings</u>	<u>RR-018D</u>	<u>Supportive representation – no issue raised</u>	<u>DCO 7.2 / REP1-051D</u>	<u>The Applicants noted and welcomed the representation received from Harworth Group and Caesarea Development Holdings</u>	
<u>50.</u>	<u>Andrew Priestley</u>	<u>REP4-097D</u>	<u>Raised concerns regarding the safety and adequacy of the M1 J23A slip road merge onto the A42 southbound, noting the short merging zone, unfavourable geometry and limited visibility. Questions whether the transport modelling has considered the routing of HGVs from EMG1 and EMG2 to the A42 south via J23A, and whether any mitigation has been considered.</u>	<u>DCO 7.17 / MCO 7.17</u> <u>DCO 6.6 / AS-032</u> <u>DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part 9 and Part 10</u>	<u>The Applicants directed the interested party to the transport assessment chapter of the ES and the transport modelling which confirms that the most direct route for HGVs travelling from EMG1 and EMG2 to the A42 southbound is via Finger Farm (J23A), with 26% of HGVs expected to use this route. The Personal Injury Collision records confirm there are no existing safety problems and the VISSIM</u>	

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					<u>modelling confirms that there are not expected to be any capacity or operational issues at the merge onto the A42.</u>	
51.	<u>Kegworth Parish Council (KPC)</u>	<u>REP4-059D</u>	<u>Need for the development at the scale proposed at EMP90 has not been adequately demonstrated and the economic and employment benefits have not been tested on a net basis accounting for displacement.</u>	<u>DCO 7.17 / MCO 7.17</u> <u>DCO 6.5A; APP-078</u> <u>APP-078</u>	<u>The Applicants referred to the market need analysis supporting the DCO application and the latest emerging information as part of the Local Plan process which demonstrate that there is a significant shortfall of industrial and logistics floorspace and a need for additional strategic warehousing development in the area.</u> <u>With regard to employment opportunities, the</u>	

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					<u>Applicants directed the interested party to Chapter 5 of the ES and associated Appendix 5A which demonstrate that the DCO Scheme will generate employment opportunities across a range of occupations, as well as training and upskilling opportunities.</u>	
<u>52.</u>	<u>Kegworth Parish Council (KPC)</u>	<u>REP4-059D</u>	<u>Consideration of alternatives in Chapter 4 of ES does not discharge requirements of Regulation 14(2)(d) of the EIA Regulations. The exclusion of other Freeport sites is circular, and the EMA/Prologis scheme demonstrates a less harmful alternative exists for part of the site.</u>	<u>DCO 7.17 / MCO 7.17</u> <u>DCO 6.4</u> <u>REP4-033</u>	<u>The Applicants directed the interested party to updated Alternatives Chapter 4 of the Environmental Statement submitted at Deadline 5. The Applicants also referenced its responses to Prologis and EMA at Deadline 4 [REP4-033] regarding consideration of alternatives confirming</u>	

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					<u>the correct approach had been adopted by the Applicants.</u>	
<u>53.</u>	<u>Kegworth Parish Council (KPC)</u>	<u>REP4-059D</u>	<u>The case for the J24 highway works is unclear and internally inconsistent, several junctions on Kegworth's access routes lack mitigation, the Applicant's own modelling shows J24 queues reaching back onto the M1 mainline, and the cumulative impact of the approved Finger Farm development at J23A has not been assessed.</u>	<u>DCO 7.17 / MCO 7.17</u> <u>DCO 6.6 / AS-032</u> <u>DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6, Part 7, Part 8, Part 9 and Part 10</u>	<u>The Applicants directed the interested party to the transport assessment chapter of the ES and the transport modelling which confirms that the EMG2 development would provide capacity improvements at M1 Junction 24 and Finger Farm roundabout and therefore any unacceptable impacts from the EMG2 development would be mitigated, as agreed with National Highways.</u>	

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<u>54.</u>	<u>Kegworth Parish Council (KPC)</u>	<u>REP4-059D</u>	<u>The viability appraisal underpinning the case for compulsory acquisition does not account for the full cost of effective highway mitigation at J24 and J23A, or EMG2's share of the wider strategic scheme.</u>	<u>DCO 7.17 / MCO 7.17</u> <u>REP1-027D</u> <u>REP1-028D</u>	<u>The Applicants directed the interested party to the viability information submitted into the examination demonstrating the viability of the EMG2 proposals which include delivery of the Highways Works.</u>	
<u>55.</u>	<u>John Raymond Sutton</u>	<u>REP4-099D</u>	<u>Planning Statement was made in rapidly evolving legislative, strategic and spatial planning context. There is only partial accountability to local people living within a 15-mile radius of the key M1 junctions and the application site. A recommendation to the Secretary of State in this fast-moving framework is high-risk.</u>	<u>DCO 7.17 / MCO 7.17</u> <u>DCO 5.4 / AS-018</u> <u>DCO 5.1 / APP-208</u>	<u>The Applicants confirmed that the strategic Planning Statement sets out the strategic context for the EMG2 proposals and was prepared in accordance with the relevant national policy statements and planning policy framework. The Applicants have undertaken extensive consultation with local</u>	

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					<u>communities, statutory bodies and local authorities as set out in the Consultation Report. The Secretary of State issued a s.35 direction confirming the scheme is nationally significant and the appropriate democratic planning processes under the Planning Act 2008 are being followed, including through engagement with interested parties as required by the relevant legislation.</u>	
56.	<u>John Raymond Sutton</u>	<u>REP4-100D</u>	<u>A comprehensive Transport Impact Assessment agreed by all relevant parties and certified by National Highways and the county highway authorities is required before consent is granted. Applicant should demonstrate</u>	<u>DCO 7.17 / MCO 7.17</u> <u>REP1-031 to REP1-049</u> <u>REP1-060D</u>	<u>The Applicants confirmed that it has undertaken extensive transport modelling and directed the interested party to the Transport Assessment, the joint</u>	

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			<u>development can absorb cost of highway works and remain commercially viable.</u>	REP4-053 REP4-047	<u>position statement with National Highways and relevant statements of common ground on transport matters confirming the level of agreement with National Highways and Leicestershire County Council.</u>	
57.	<u>Amanda Hack MP</u>	REP4-098D	<u>Raised concerns regarding the basis for the inclusion of the land south of EMA within the Freeport designation, questioning whether the site meets the criteria for a Freeport.</u>	DCO 7.17 / MCO 7.17 RR-014 REP1-223, REP1-224D, REP1-225, REP1-226, REP1-227 REP4-070D, REP4-071D, REP4-072D, REP4-073D	<u>The Applicants explained that the Freeport is best placed to address issues regarding designation and directed the interested party to the Freeport's representations regarding the designation of the Freeport at Deadline 1 and Deadline 4.</u>	

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58.	Amanda Hack MP	REP4-098D	Loss of farmland and erosion of rural setting of Diseworth, Long Whatton and surrounding area.	DCO 7.17 / MCO 7.17 DCO 6.15 / AS-061 DCO 6.10 / AS-041	The Applicants confirmed that they have assessed the impacts on agriculture and soils at Chapter 15 of the ES. The Applicants also direct the interested parties to the landscape and visual assessment in Chapter 10 of the ES which contains a detailed assessment of landscape and visual mitigation.	
59.	Amanda Hack MP	REP4-098D	Wider impacts of proposed development, including adequacy of traffic modelling, increased HGV and service vehicle movements, air quality, noise, biodiversity and limited evidence	DCO 7.17 / MCO 7.17 DCO 6.6 / AS-032 DCO 6.6A Part 1, Part 2, Part 3, Part 4, Part 5, Part 6,	The Applicants directed the interested party to the relevant chapters of the ES which have carefully assessed the impacts of the development on the surrounding landscape.	

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			<u>that the scheme would deliver high-quality employment.</u>	<u>Part 7, Part 8, Part 9 and Part 10</u> <u>DCO 6.8 / AS-037</u> <u>DCO 6.7 / AS-035</u> <u>DCO 6.9 / AS-039</u> <u>DCO 6.5 / AS-030</u> <u>APP-078</u>	<u>traffic, air quality, noise and biodiversity, with mitigation secured through DCO Requirements.</u> <u>With regard to employment opportunities, the Applicants directed the interested party to Chapter 5 of the ES and associated Appendix 5A which demonstrate that the DCO Scheme will generate employment opportunities across a range of occupations, as well as training and upskilling opportunities.</u>	
<u>60.</u>	<u>Amanda Hack MP</u>	<u>REP4-098D</u>	<u>NWLDC has approved more warehouse capacity than any other district authority in Leicestershire.</u>	<u>DCO 7.17 / MCO 7.17</u>	<u>The Applicants referred to the market need analysis supporting the DCO application and the latest emerging</u>	

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				<u>DCO 6.5A; APP-078</u>	<u>information as part of the Local Plan process which demonstrate that there is a significant shortfall of industrial and logistics floorspace and a need for additional strategic warehousing development in the area.</u>	
61.	<u>Protect Diseworth</u>	<u>REP4-094D</u> <u>REP4-095D</u> <u>REP4-096D</u>	<u>Protect Diseworth commented on a broad range of issues arising from ExQ2s and comprising: access to the Community Park, Design Review, Requirement 19 Construction hours, Hyams Lane sequential assessment and kinetic experience, Community Development Fund, Traffic Modelling, potential mitigation, local directional signage, overland flows and use of weirs and transport modelling.</u>	<u>DCO 7.17 / MCO 7.17</u>	<u>The Applicants have provided responses to the issues raised by Protect Diseworth in Appendix 10 to the Applicants' Responses to Deadline 4 submissions (DCO 7.17 / MCO 7.17).</u>	

