

**Document DCO 7.18**

# **Note on Changes to Public Right of Way and Works Nos.14 and 15**

**JUNE 2026**

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

# **The East Midlands Gateway Phase 2 and Highway Order 202X**

## **NOTE ON CHANGES TO PUBLIC RIGHTS OF WAY AND WORKS NOS. 14 AND 15 (DOCUMENT DCO 7.18)**

| <b>Version</b> | <b>Date</b> | <b>Status of Version</b> |
|----------------|-------------|--------------------------|
| 0              | June 2026   | Deadline 5               |

|                        |  |                 |            |
|------------------------|--|-----------------|------------|
| <b>Project</b>         | East Midlands Gateway 2                        |                 |            |
| <b>Document Number</b> | EMG2-BWB-GEN-XX-RP-CH-0027 (Document DCO 7.18) | <b>BWB Ref</b>  | 220500     |
| <b>Author</b>          | [REDACTED]                                     | <b>Status</b>   | S2         |
| <b>Checked</b>         |  | <b>Revision</b> | P02        |
| <b>Approved</b>        |  | <b>Date</b>     | 30.06.2026 |

## 1 INTRODUCTION

- 1.1 At Deadline 4 the DCO Applicant (hereon referred to as the Applicant) submitted changes in relation to Public Rights of Way (PRoW), Works No.14: Active Travel Link (ATL) and Works No.15: A453 EMA junction crossing, as referred to in the Applicant's covering letter [\[REP4-001\]](#). The ExP in their Rule 17 letter of 19 June 2026 [\[PD-024\]](#) requested that the NSIP change notification process be followed.
- 1.2 The purpose of this report is to set out the changes, the reasons for them, review if it is materially the same project and to provide details of the consultation carried out for these changes. Each change is addressed in turn under these headings.

## 2 PUBLIC RIGHTS OF WAY

### Proposed change

- 2.1 The proposed change is that the public footpath as shown on the Access and Rights of Way Plan Sheet 1 [\[REP1-011D\]](#) between points 6-13-14-15-16 would be a permissive path rather than a public footpath.

### Reasons and need for the change

- 2.2 This route was shown as a public footpath at the statutory consultation and submission stages of the DCO Application and no questions, concerns or queries were raised.
- 2.3 However, following acceptance (for Examination) of the DCO Application, Leicestershire County Council (LCC) in their Written Representation [\[REP1-085\]](#) stated that "The LHA does not consider that this footpath would provide sufficient public benefit and utility to be formally adopted as a PRoW" (para 3.23).
- 2.4 Whilst the Applicant remains of the view that there is sufficient public benefit and utility to provide a link from the eastern end of Long Holden (currently a dead end for all users) up to Hyams Lane and the A453, the Applicant's view is that this same benefit and utility can be provided by means of a permissive path given that LCC does not consider that it should become a PRoW.

### Effect of the change on the project

- 2.5 The change is to the legal status of the path and its future maintenance will be undertaken by the Applicant and not by LCC. There will be no change to what would be provided on the ground i.e. the same footpath would be in the same location and, as such, the project remains the same as what was applied for.

### Revised application documents and plans

- 2.6 Revised documents and plans were submitted at Deadline 4. Those that relate to this change are set out below.

| Document                               | Document no. | Previous version            | Revised version             | Amendment made with respect to this change    |
|--|--------------|-----------------------------|-----------------------------|---|
| Access and Rights of Way Plans Sheet 1 | DCO 2.4A     | <a href="#">[REP1-011D]</a> | <a href="#">[REP4-008D]</a> | Amendment to status of eastern perimeter path |

**Consultation**

2.7 LCC have been consulted on the change and, given that it was they who requested the change, they are in agreement with it. This is documented in the updated Statement of Common Ground with LCC on highways matters that is submitted at Deadline 5 (Document DCO 8.4B).

**3 ACTIVE TRAVEL LINK (WORKS NO. 14)**

**Proposed changes**

- 3.1 Various changes are proposed for the active travel link (ATL) as follows:
- Refinement of the area of land needed for the ATL along the East Midlands Airport (EMA) boundary at the end of the runway;
  - Minor realignment of the ATL at the corner of the EMA car parking; and
  - Minor realignment of the ATL near the access to the Severn Trent Water compound.

**Reasons and need for the changes**

- 3.2 EMA in their Deadline 3 representation [\[REP3-059\]](#), at sections 6 and 9, raised concerns in relation to the alignment of the ATL near the landing lights and at the corner of their car parking.
- 3.3 EMA have also raised general concerns regarding the land take for the ATL in their Written Representation [\[REP1-216D\]](#). In subsequent dialogue with EMA and at a site walkover undertaken by BWB and EMA on 20<sup>th</sup> May, the parties discussed reducing the land take for the ATL near the Severn Trent Water compound.
- 3.4 The Applicant agrees that it is appropriate to:
- Reduce the area of works shown for the ATL within the area at the end of the runway as this will provide a greater degree of certainty to EMA as to how close the ATL works would be permitted (note the ATL alignment has not been amended in this area);
  - Avoid the area of car parking to ensure that EMA does not lose car parking capacity; and
  - Avoid affecting the access into the Severn Trent Water compound.

**Effect of the changes on the project**

3.5 Overall, the ATL will be provided to the same standards as previously proposed providing the same connectivity benefits. It will be mostly on the same alignment as before and the lengths that have been realigned have only had minor changes. Therefore, the project remains substantially as originally applied for.

**Revised application documents and plans**

3.6 Revised documents and plans were submitted at Deadline 4. Those that relate to this change are set out below.

# CHANGES TO PROW AND WORKS NOS. 14 & 15

EMG2



| Document                                  | Document no. | Previous version            | Revised version (Deadline 4) | Amendment made with respect to these changes   |
|---|--------------|-----------------------------|------------------------------|--|
| Access and Rights of Way Plans Sheet 1    | DCO 2.4A     | <a href="#">[REP1-011D]</a> | <a href="#">[REP4-008D]</a>  | Area of overlap with Sheet 2 – route of ATL amended, see further details below                                     |
| Access and Rights of Way Plans Sheet 2    | DCO 2.4B     | <a href="#">[REP1-012D]</a> | <a href="#">[REP4-009D]</a>  | Minor amendment to reflect the revised alignment of the ATL  |
| Works Plans Sheet 1                       | DCO 2.3A     | <a href="#">[REP1-007D]</a> | <a href="#">[REP4-006D]</a>  | Area of overlap with Sheet 2 – route of ATL amended, see further details below                                     |
| Works Plans Sheet 2                       | DCO 2.3B     | <a href="#">[REP1-008D]</a> | <a href="#">[REP4-007D]</a>  | Area of Works No. 14 reduced to reflect the reduced land take for the ATL and to minimise the impact on EMA assets |
| Highway Plans General Arrangement Sheet 1 | DCO 2.8A     | <a href="#">[REP1-016D]</a> | <a href="#">[REP4-011D]</a>  | Area of overlap with Sheet 2 – route of ATL amended, see further details below                                     |
| Highway Plans General Arrangement Sheet 2 | DCO 2.8B     | <a href="#">[REP1-017D]</a> | <a href="#">[REP4-012D]</a>  | Amendment to reflect the revised alignment of the ATL  |
| Highway Plans Cross Sections Sheet 2      | DCO 2.9B     | <a href="#">[REP1-019D]</a> | <a href="#">[REP4-013D]</a>  | Amendment to reflect the revised alignment of the ATL  |
| Highway Plans Long Sections Sheet 3       | DCO 2.10C    | <a href="#">[APP-051D]</a>  | <a href="#">[REP4-014D]</a>  | Amendment to reflect the revised alignment of the ATL  |

## Consultation

3.7 Consultation has taken place with EMA, LCC and National Highways (NH) on these changes. The consultation is summarised below

| Change  | EMA   | LCC  | NH  |
|---|---|--|---|
| Refinement of the area of land needed for the ATL along the EMA boundary at the end of the runway | Confirmed agreement to change by email on 07/05/2025* (note the outstanding point raised regarding departures does not affect this change and has been dealt with in subsequent correspondence) | <i>Not affected (this section of ATL would not become part of the LCC network)</i> | <i>Not affected (as does not affect works within NH land)</i>                     |
| Minor realignment of the ATL at the corner of the East Midlands Airport (EMA) car parking         | Confirmed agreement to change by email on 20/04/2026*   | Confirmed agreement to change by email on 01/05/2026                               | Confirmed agreement to change by email on 23/04/2026                              |
| Minor realignment of the ATL near the access to the Severn Trent Water compound                   | Confirmed agreement to change by email on 28/05/2026*   | Confirmed agreement to change by email on 16/06/2026                               | <i>Not affected (this section of ATL would not become part of the NH network)</i> |

\* On a without prejudice basis to any wider position EMA hold.

3.8 Copies of relevant correspondence from each body consulted are provided at **Appendix A**.

## 4 A453 EMA JUNCTION CROSSING (WORKS NO. 15)

### Proposed change

- 4.1 The proposed change is for the pedestrian crossing at the A453 / EMA signalised junction to be a controlled crossing (i.e. controlled by signals) rather than uncontrolled.

### Reasons and need for the change

- 4.2 The works at this junction were shown as an uncontrolled crossing at the statutory consultation stage for EMG2 and no questions, concerns or queries were raised by LCC. The design has remained the same since then. The Road Safety Audit, approved by LCC, [\[REP1-056\]](#) did not raise any concerns.
- 4.3 However, following acceptance (for Examination) of the DCO Application, LCC in their Written Representation [\[REP1-085\]](#) raised concerns and sought further justification for the uncontrolled crossing (paras 3.23 and 3.25) and, at ISH3, raised safety concerns [\[EV8-010\]](#).
- 4.4 The Applicant has worked with LCC to develop a layout for a controlled crossing that can be constructed within the order limits and does not require significant changes to the road layout. A capacity assessment of this crossing has been produced which confirms that, in the very unlikely event there is a crossing demand every cycle, the junction will operate within capacity in all modelled scenarios.
- 4.5 Whilst the Applicant does not agree with LCC that the uncontrolled crossing has significant safety concerns, the Applicant has no objection to providing a controlled crossing on the basis that:
- A controlled crossing can be provided within the order limits with limited additional work;
  - The junction will operate within capacity with a controlled crossing in place;
  - LCC's clear preference, as local highway authority, is for a controlled crossing; and
  - It is arguable that in principle a controlled crossing is safer than an uncontrolled crossing.
- 4.6 The Applicant has agreed to amend the EMG2 highway works (Works No. 15) to provide a controlled crossing.

### Effect of the change on the project

- 4.7 The same crossing will be provided as previously proposed, but in an amended form. There is limited additional work and the work can be undertaken within the order limits. Therefore, the project remains substantially the same as originally applied for.

### Revised application documents and plans

- 4.8 Revised documents and plans were submitted at Deadline 4. Those that relate to this change are set out below.

| Document                               | Document no.      | Previous version            | Revised version (Deadline 4) | Amendment made with respect to this change |
|--|-------------------|-----------------------------|------------------------------|--|
| Works Plans Sheet 1                    | DCO 2.3A          | <a href="#">[REP1-007D]</a> | <a href="#">[REP4-006D]</a>  | Description of Works No. 15 amended        |
| Components of the Proposed Development | DCO 2.7 / MCO 2.7 | <a href="#">[AS-008]</a>    | <a href="#">[REP4-010]</a>   | Description of Works No. 15 amended        |

# CHANGES TO PROW AND WORKS NOS. 14 & 15

EMG2



| Document  | Document no. | Previous version            | Revised version (Deadline 4) | Amendment made with respect to this change     |
|---|--------------|-----------------------------|------------------------------|--|
| Highway Plans<br>General<br>Arrangement Sheet 1 | DCO 2.8A     | <a href="#">[REP1-016D]</a> | <a href="#">[REP4-011D]</a>  | Layout and description of Works No. 15 amended |

## Consultation

- 4.9 Consultation has taken place with LCC as local highway authority on the consideration of the two options for the crossing, with LCC confirming support for the controlled crossing. A copy of the relevant correspondence is provided at **Appendix B**.
- 4.10 Whilst no direct correspondence has taken place with Protect Diseworth on this matter, it is clear that this change would address the concerns raised by them in their Deadline 2 submission [\[REP2-057\]](#) at Q19.0.26.

## 5 CONCLUSION

- 5.1 The Applicant considers that all of the changes proposed are reasonable and appropriate based on the representations made to the examination.
- 5.2 The Applicant considers that none of the changes will materially alter the nature of the project.

## **APPENDIX A**

Correspondence related to consultation on changes to Works No. 14

[REDACTED]

---

**From:**

[REDACTED]  
20 April 2026 08:51

**To:**

**Cc:**

**Subject:**

[REDACTED]  
RE: EMG2: active travel link and EMA

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

---

[REDACTED]

On a without prejudice basis, I can confirm our agreement in principle to this plan.

We would welcome further conversations, with the necessary people, in relation to the compulsory acquisition of plot 2/6.

Kind regards

[REDACTED]  
**Planning Manager, MAG**

[REDACTED] ort, M90 1QX

C2 - Internal

---

[REDACTED]

**Subject:** RE: EMG2: active travel link and EMA

Hi Simon

Apologies for the delay, I am just seeking sign-off our end with the relevant team and will confirm as soon as possible.

Kind regards

[REDACTED]  
**Planning Manager, MAG**

[REDACTED] ort, M90 1QX

[REDACTED]

---

**Subject:** EMG2: active travel link and EMA

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Hi [REDACTED]

Further to our call yesterday as promised we have reviewed the alignment of the active travel link at the corner of the car parking and have made a minor adjustment to the alignment. This is shown on the attached plan and we have also indicated how the Airport Trail would tie into the active travel link. As you can see this avoids the need to use any of the EMA operational land used for car parking and I should be grateful if you would confirm agreement in principle to this plan (which I appreciate may be on a without prejudice basis to any other issues EMA have raised about the active travel link).

As discussed once we hear back from you and assuming you are in agreement we will issue revised plans to NH and LCC to seek their agreement.

I look forward to hearing from you

Best regards

[REDACTED]

[REDACTED]

Director (Infrastructure Design) | BWB Consulting Limited  
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ

[REDACTED] T 0115 9241100 W [REDACTED]



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[REDACTED]

**Sent:**

**Subject:**

Re: EMG2: active travel link alignment past EMA

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---

Good morning [REDACTED]

I confirm that National Highways is content with the redesign of the active travel link between EMG2 and EMG1.

Kind regards

[REDACTED]

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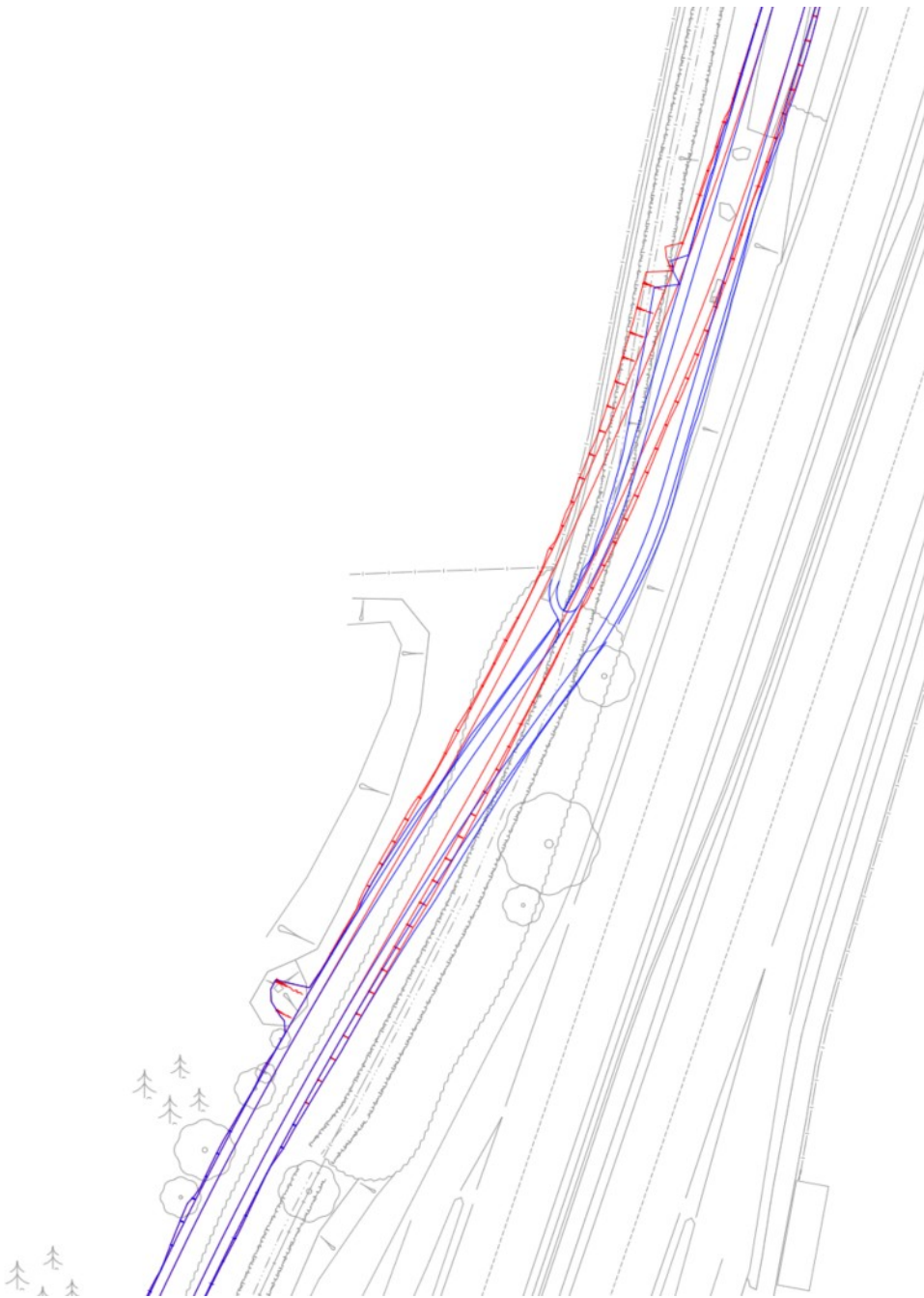
**Subject:** EMG2: active travel link alignment past EMA

Hi Jeremy and Fiona

As you may have picked up at the first rounds of hearings EMA were asked to review if any of the proposed EMG2 scheme affected their operational land. They have undertaken this review and, although it does not affect anything within the airfield, they confirmed that the active travel link between EMG1 and EMG2 just cuts the corner of a car park and they have asked us if this area can be avoided.

We have therefore reviewed the design of the active travel link and believe this can be achieved by introducing a slightly tighter bend on the route – but still well within permitted standards. As such please find attached the updated detailed geometry plans for this section of the active travel link and I should be grateful if you would confirm NH agreement to the revised layout. A comparison of the previous route (red) and revised route (blue) is shown below for ease of comparison. As a result of this there will be a slightly increased length of the active travel link within the NH A453 boundary and a slightly reduced length outside of it. In its revised location the active travel link remains suitably set back from the A453 mainline and does not affect the A453 parking lay-by.

Following agreement from both NH and LCC to this amendment we will confirm this back to EMA and then revise the formal DCO plans for resubmission in due course (likely to be reissued at Deadline 4 following the next round of hearings).



I look forward to hearing from you

Best regards



Director (Infrastructure Design) | BWB Consulting Limited  
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ

T 0115 9241100 W [Redacted]



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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 01 May 2026 13:59  
**To:** [REDACTED]  
**Subject:** RE: EMG2: active travel link alignment past EMA

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Hi [REDACTED]

Thank you for your email. I can now confirm that LCC is content with the physical design.

Regards,

[REDACTED]

[REDACTED]  
Principal Transport Planner (Strategic Sites) - Highway Development Management  
Leicestershire County Council

**\*\*Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter\*\***

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[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] past EMA

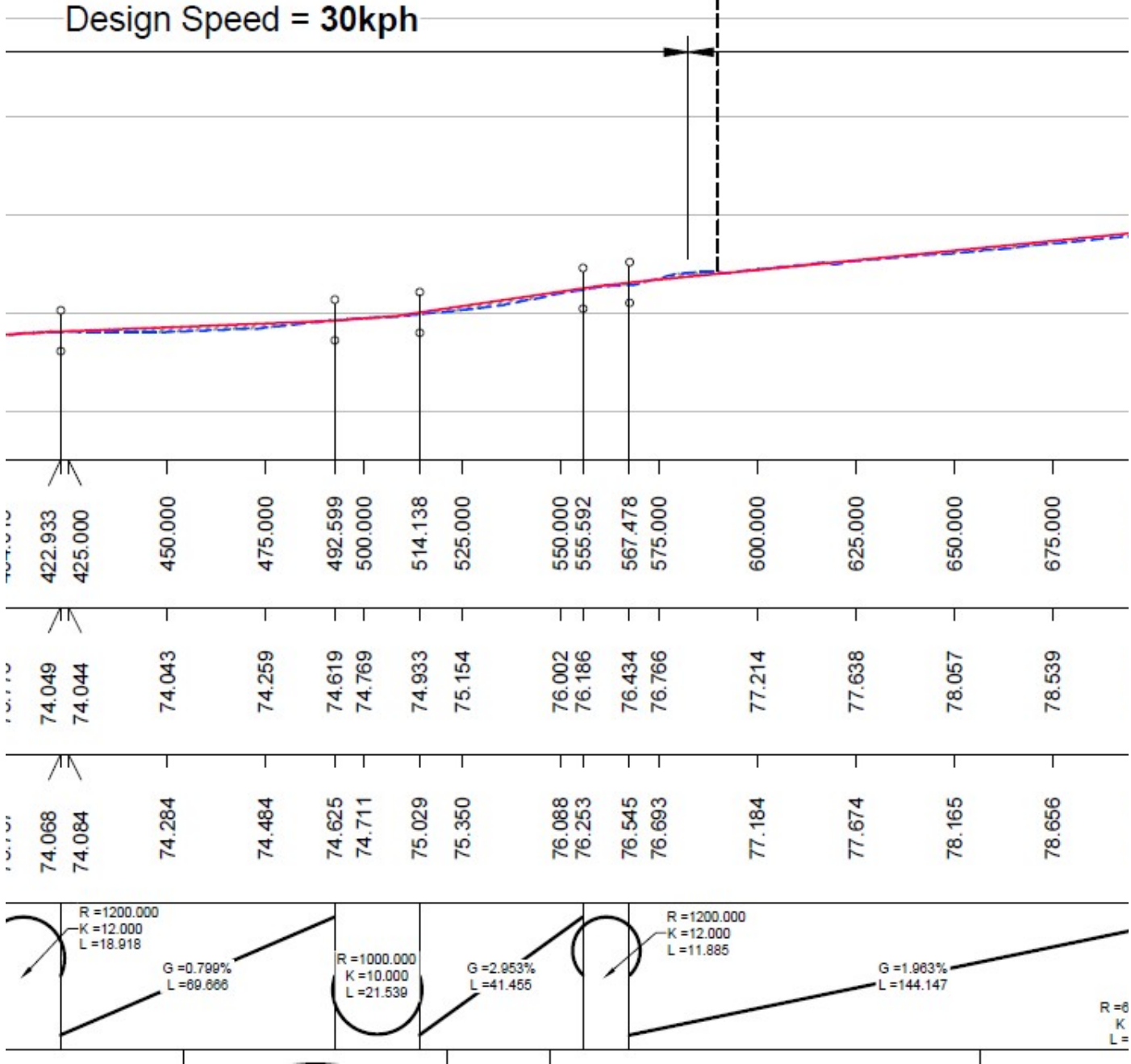
Hi [REDACTED]

Many thanks for the email below. I can confirm that as per the longsection extract below the longfall does not exceed 3%.

On this basis I should be grateful if you would confirm that the change to the cycle track is agreed by LCC.

**LCC WORKS**  
 LTN 1-20  
 Design Speed 30kph

**NH WORKS**  
 CD 195  
 Design Speed 30kph



I look forward to hearing from you

Best regards

[Redacted Signature]

Director (Infrastructure Design) | BWB Consulting Limited  
 5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ

T 0115 9241100 W [Redacted Contact Info]

---

[REDACTED]  
Sent: 01 May 2026 10:51

[REDACTED]  
Subject: RE: EMG2: active travel link alignment past EMA

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Hi [REDACTED]

Thank you for your email of 21<sup>st</sup> April 2026. We have reviewed the attached drawings and provide our comments below. I have highlighted required actions in bold.

EMG2-BWB-HGN-A453-DR-H-0103 A453 Geometry Plans Sheet 3 of 4 rev P03

- The horizontal radii for the revised alignment shown on the drawing is in accordance with LTN 1-20 for a design speed of 30kph.
- The design speed of 30kph is in accordance with LTN1-20 Table 5-4, for off carriageway cycle tracks with gradients no steeper than 3%.
- The previous design long sections confirmed that the gradient was less than 3%, **however we would be grateful if the applicant could confirm that this is still the case for the revised design.**

EMG2-BWB-HGN-A453-DR-H-0112 A453 Vehicle Swept Paths & Visibility Sheet 3 of 4 rev P02

- The 31m forward visibility SSD, at the point where the scheme transitions between LCC land and NH land, is in accordance with LTN1-20 Table 5-5 for a design speed of 30kph (18.75mph). **Again, this subject to confirmation that the long-fall gradient is still less than 3%.**

I trust that the above is helpful and I look forward to hearing from you in due course.

Regards,

[REDACTED]  
Principal Transport Planner (Strategic Sites) - Highway Development Management  
Leicestershire County Council

**\*\*Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter\*\***

---

[REDACTED]  
Sent: 21 April 2026 14:45

[REDACTED]  
Subject: EMG2: active travel link alignment past EMA

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Hi [REDACTED]

At the first rounds of hearings on EMG2 EMA were asked to review if any of the proposed EMG2 scheme affected their operational land. They have undertaken this review and, although it does not affect anything within the airfield, they confirmed that the active travel link between EMG1 and EMG2 just cuts the corner of a car park and they have asked us if this area can be avoided.

We have therefore reviewed the design of the active travel link and believe this can be achieved by introducing a slightly tighter bend on the route – but still well within permitted standards. As such please find attached the updated detailed geometry plans for this section of the active travel link and I should be grateful if you would confirm NH agreement to the revised layout. A comparison of the previous route (red) and revised route (blue) is shown below for ease of comparison. As a result of this there will be a slightly increased length of the active travel link within the NH A453 boundary and a slightly reduced length outside of it (i.e. slight reduction in length to be adopted by LCC). In its revised location the active travel link remains suitably set back from the A453 mainline and does not affect the A453 parking lay-by.

Following agreement from both NH and LCC to this amendment we will confirm this back to EMA and then revise the formal DCO plans for resubmission in due course (likely to be reissued at Deadline 4 following the next round of hearings).



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 07 May 2026 12:45  
**To:** [REDACTED]  
**Subject:** RE: EMG2: active travel link and works close to the end of the runway

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[REDACTED]

Many thanks for providing the DWG file, that was very useful and has allowed us to double check against our airfield layout plan. I can confirm we are happy that the proposed ATL sits mid-way between two of the approach lights and therefore would be unaffected.

The outstanding point we have connects to the SRN and the details surrounding the departures from standards. I am not sure whether this falls within your remit, but sight of this along with the approval process from National Highways will help us have confidence that none of these will obscure anything on the airport lighting. To explore this point further, we would welcome sight of the documents but also welcome a discussion with the appropriate people on a call if that's easiest.

Kind regards

[REDACTED]  
**Planning Manager, MAG**

Olympic House, Manchester Airport, M90 1QX  
[REDACTED]

C2 - Internal

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**From:** [REDACTED]  
**Sent:** 06 May 2026 12:36  
[REDACTED]  
**Subject:** RE: EMG2: active travel link and works close to the end of the runway

Hi [REDACTED]

Please see the attached DWG file which contains:

- Alignment of the ATL as revised (including section to the south which feeds into our separate discussion on the pumping station area)
- Landing lights (taken from topographical survey where we have it and OS mapping where we don't)
- Airfield security fencing and 3m offset

The file is in OS grid and I trust that this is sufficient for you to be able to overlay with your asset data to confirm the locations of the EMA assets are correct.

I look forward to hearing from you

Best regards

[Redacted]

[Redacted]

Director (Infrastructure Design) | BWB Consulting Limited  
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ

[Redacted] T 0115 9241100 [Redacted]

[Redacted]

Sent: 06 May 2026 11:51

[Redacted]

[Redacted]

**Subject:** RE: EMG2: active travel link and works close to the end of the runway

**This email originated from outside of our organisation. Please exercise caution with content, links and attachments.**

Hi [Redacted]

Thanks for providing the email below and the attached PDF showing the proposed route in relation to the airfield lighting.

Would it be possible that this was provided in CAD format?

Apologies also for the delay in coming back to you in regards to the ATL route itself and the proposal of walking the route. Just trying to connect up to some colleagues to find a suitable time, will revert asap.

Kind regards

[Redacted]

**Planning Manager, MAG**

Olympic House, Manchester Airport, M90 1QX

[Redacted]

[Redacted]

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[Redacted]

[Redacted]

[Redacted]

**Subject:** EMG2: active travel link and works close to the end of the runway

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[Redacted]

We have read through the EMA Deadline 3 submission for EMG2 and have noted several queries and questions in relation to the active travel link, notably around proximity to the airfield security fence and landing lights (section 6 of the EMA D3 submission). As a team and having delivered the EMG1 scheme we

were already very aware of the issues raised but to provide the necessary reassurance that they have already been taken into account in the design we have produced the attached drawing which shows:

- Route of the ATL (which follows the alignment of the former road)
- Airfield security fence (and 3m offset from it)
- A453 / EMA boundary hedge
- Offsets of the ATL from the airfield security fence
- Locations of landing lights (which confirms that none of which are affected by the ATL)
- Various notes to explain the works for both the ATL and the M1 gantry within this area

In addition to the above I've noted the comment regarding the limits of deviation for Works 14 (para 6.11.2) and I'll discuss this point with the wider EMG2 team.

Our intention will be to submit this plan into the examination in response to your D3 submission but as the next deadline (D4) is 16<sup>th</sup> June we wanted to share this with you sooner than later.

I trust that the attached drawing will provide the reassurance sought but if you have any questions or queries then please let me know and we can have a call to discuss further.

I look forward to hearing from you

Best regards

[Redacted]

[Redacted]

Director (Infrastructure Design) | BWB Consulting Limited  
5<sup>th</sup> Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ  
[Redacted] T 0115 9241100 [Redacted]



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**From:** [Redacted]  
**Sent:** 28 May 2026 11:40  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: EMG2 active travel link: area of STW compound access

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

---

Thanks [Redacted]

Kind regards

[Redacted]  
**Planning Manager, MAG**

Olympic House, Manchester Airport, M90 1QX

[Redacted]

C2 - Internal

---

**From:** [Redacted]  
**Sent:** 28 May 2026 09:20  
**To:** [Redacted]  
**Subject:** RE: EMG2 active travel link: area of STW compound access

Thanks [Redacted]

I understand what you mean but I strongly suspect the drainage for the old A453 will be in the verge passing under the STW access so I'd suggest this is one for the wider discussion with Segro regarding CA generally.

Best regards

[Redacted]

[Redacted] Design) | BWB Consulting Limited  
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ  
[Redacted] T 0115 9241100 [Redacted]

---

[Redacted]  
[Redacted]  
**Subject:** RE: EMG2 active travel link: area of STW compound access

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

---

Hi [Redacted]

Thanks for the revised drawings as discussed. In principle I can confirm agreement to the revised route. I am just questioning whether the entire access for STW could be removed from the CA? I appreciate it would make the line a little odd but thinking to avoid multiple parties needing to maintain that access.

Kind regards

[REDACTED]

**Planning Manager, MAG**

Olympic House, Manchester Airport, M90 1QX

[REDACTED]

C2 - Internal

---

[REDACTED]

**Subject:** EMG2 active travel link: area of STW compound access

**WARNING:** This email originated outside of MAG.

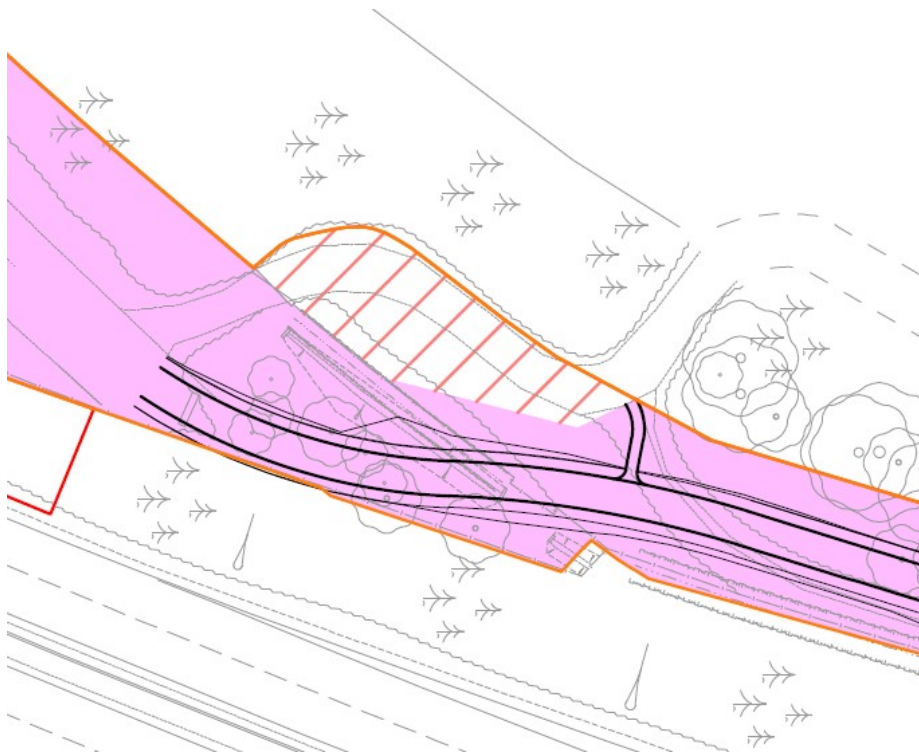
**DO NOT CLICK** links or attachments unless you recognise the sender and know the content is safe.

Hi [REDACTED]

Further to our site walkover last week we have now, as promised, reviewed the alignment of the active travel link by the STW compound access.

As we discussed on site we have been able to realign the route to avoid the double bend in the STW compound access which retains their access in its current location. This is shown on the attached revised layout plans (apologies this area crosses the sheet boundary).

As for the other change we will need to obtain agreement from LCC on this before we can formally update our DCO drawings but before we do so please can you confirm this amendment is agreed in principle with yourselves? I've also attached a revised plan showing the area that can be removed from the CA (snip below).



I look forward to hearing from you

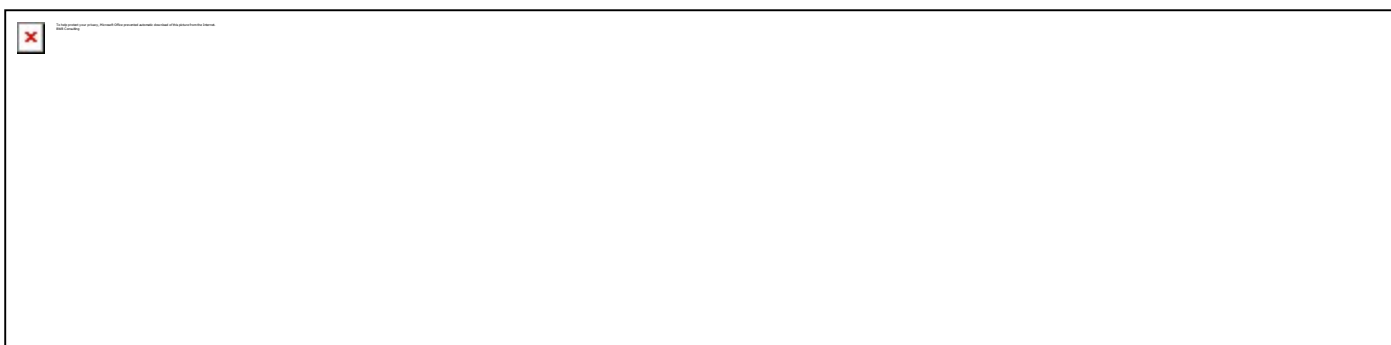
Best regards

[Redacted]

[Redacted]

Director (Infrastructure Design) | BWB Consulting Limited  
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ

[Redacted] T 0115 9241100 W [Redacted]



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**Registered Office:** 5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ

**Company No.** 5265863

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 16 June 2026 12:01  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: EMG2 active travel link

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Hi [REDACTED]

Please find our comments below:

**EMG2-BWB-HGN-A453-DR-H-0111 A453 Vehicle Swept Paths & Visibility Sheet 2 of 4 rev P06**

The updated drawing resolves the comment raised on junction visibility

**EMG2-BWB-HGN-A453-DR-H-0112 A453 Vehicle Swept Paths & Visibility Sheet 3 of 4 rev P03**

The updated drawing resolves the comment raised on junction visibility

**EMG2-BWB-HGN-A453-DR-H-0651  
HIGHWAY PLANS LONG SECTIONS SHEET 3 ACTIVE TRAVEL LINK, L57 FOOTPATH UPGRADE AND EMG2  
ACCESS rev P05**

The LHA is content with the reasons put forward by the applicant for the longitudinal gradient not meeting the requirements of LTN1/20 Table 5-8

I trust that you will find the above positive.

Regards,

[REDACTED]

[REDACTED]  
Principal Transport Planner (Strategic Sites) - Highway Development Management  
Leicestershire County Council

**\*\*Please note that the contents of this email including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter\*\***

---

[REDACTED]  
**Sent:** 11 June 2026 12:23  
[REDACTED]  
**Subject:** RE: EMG2 active travel link

Hi [REDACTED]

Thanks for the email and please see below in red.

I trust that this will close out these items and I look forward to hearing from you

Best regards

Director (Infrastructure Design) | BWB Consulting Limited  
5<sup>th</sup> Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ

**Subject:** RE: EMG2 active travel link

This email originated from outside of our organisation. Please exercise caution with content, links and attachments.

Hi

Thank you for your emails of 28<sup>th</sup> May and 4<sup>th</sup> June 2026. Please find our design comments below. I have highlighted the points which require a response in yellow.

**EMG2-BWB-HGN-A453-DR-H-0102 A453 Geometry Plans Sheet 2 of 4 rev P05**

1. The 50m radius shown to the north of chainage 250 is in accordance with LTN 1/20 Table 5-7.
2. The 3m width of the shared use facility is in accordance with LTN 1/20 Table 6-3 for up to 300 cyclists per hour and up to 300 pedestrians per hour.

**EMG2-BWB-HGN-A453-DR-H-0103 A453 Geometry Plans Sheet 3 of 4 rev P04**

3. The 100m radius shown at chainage 30 is in accordance with LTN 1/20 Table 5-7.

**EMG2-BWB-HGN-A453-DR-H-0111 A453 Vehicle Swept Paths & Visibility Sheet 2 of 4 rev P05**

4. The 47m SSD at chainage 250m is in accordance with LTN1/20 Table 5-5 for the design speed of 40kph
5. At the point where the track to the pumping station joins the cycleway at chainage 250m, confirmation is required that a sufficient junction visibility splay can be achieved, for vehicles pulling out of the track and looking north towards cyclists heading south west.

We have updated the attached drawings to show the 'junction' visibility splay from the access and can confirm that these can be achieved within the scheme

**EMG2-BWB-HGN-A453-DR-H-0112 A453 Vehicle Swept Paths & Visibility Sheet 3 of 4 rev P03**

6. The 47m SSD at chainage 250m is in accordance with LTN1/20 Table 5-5 for the design speed of 40kph

**EMG2-BWB-HGN-A453-DR-H-0651**

**HIGHWAY PLANS LONG SECTIONS SHEET 3 ACTIVE TRAVEL LINK, L57 FOOTPATH UPGRADE AND EMG2 ACCESS rev P05**

7. The design speeds and longfall gradients are in accordance with LTN1/20 Table 5-4.
8. LTN1/20 Table 5-8 states that for a gradient of 3.5% the maximum length of this longitudinal gradient should not exceed 60, but the drawing shows a length of 149m.

This has not changed from the previous version of the design reviewed by LCC.

Table 5-8 is not a mandatory requirement of LTN1/20 but sets desirable maximum lengths of gradients. Para 5.9.8 acknowledges that when following existing roads, as is the case here, "Cycle routes along existing roads and paths will usually have to follow the existing gradient". It goes on to say that "there may be opportunities ... to reduce gradients through earthworks where sufficient space is available". The clear intention has always been to follow the alignment of the existing road here, but it should be feasible to provide a couple of level areas within the gradient. LCC will of course have to approve the detailed design, so this could be looked at in more detail at that stage (the DCO allows for certain tolerance in levels).

I look forward to hearing from you.

Regards,

[Redacted]

[Redacted] (he/him)  
Principal Transport Planner (Strategic Sites)  
Highway Development Management  
Highways & Transport Commissioning Service  
Leicestershire County Council

[Redacted]  
[Redacted]

Email: [Redacted]

[Redacted] including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter\*\*

---

[Redacted]  
[Redacted]

**Subject:** RE: EMG2 active travel link

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi [Redacted]

I appreciate that you were on leave when this was sent over but I just wanted to check if you have received this ok? We are looking to issue these updated plans at Deadline 4 (16 June) based on our discussions with EMA and hence it would be good if we can have LCC's feedback beforehand.

I look forward to hearing from you

Best regards

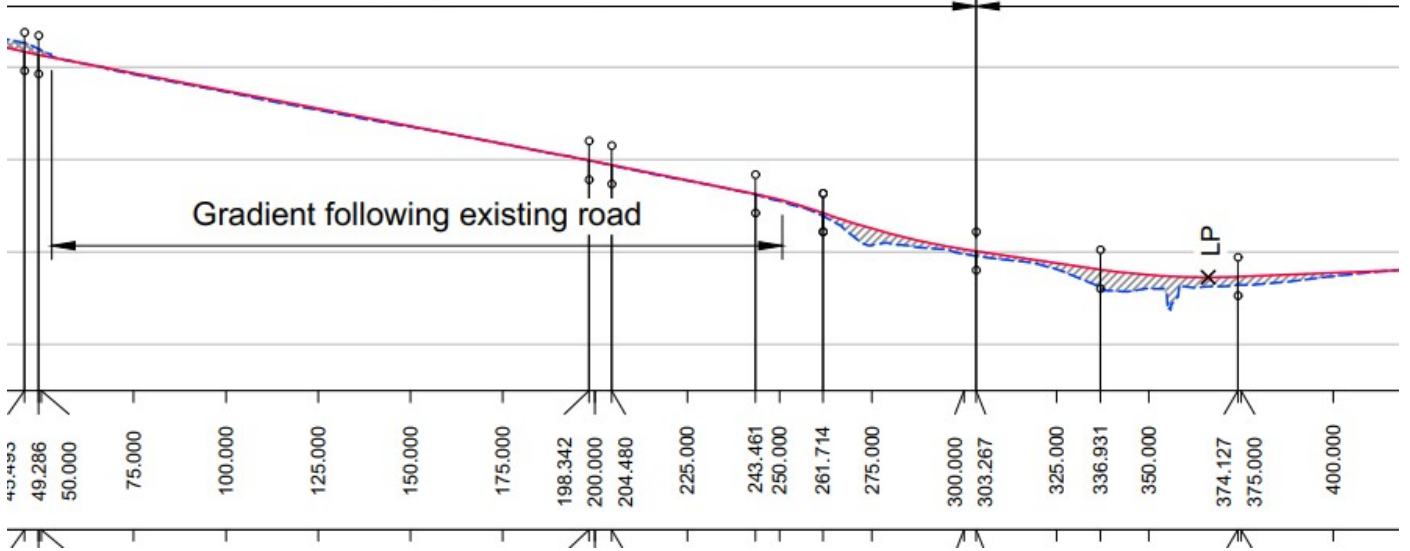
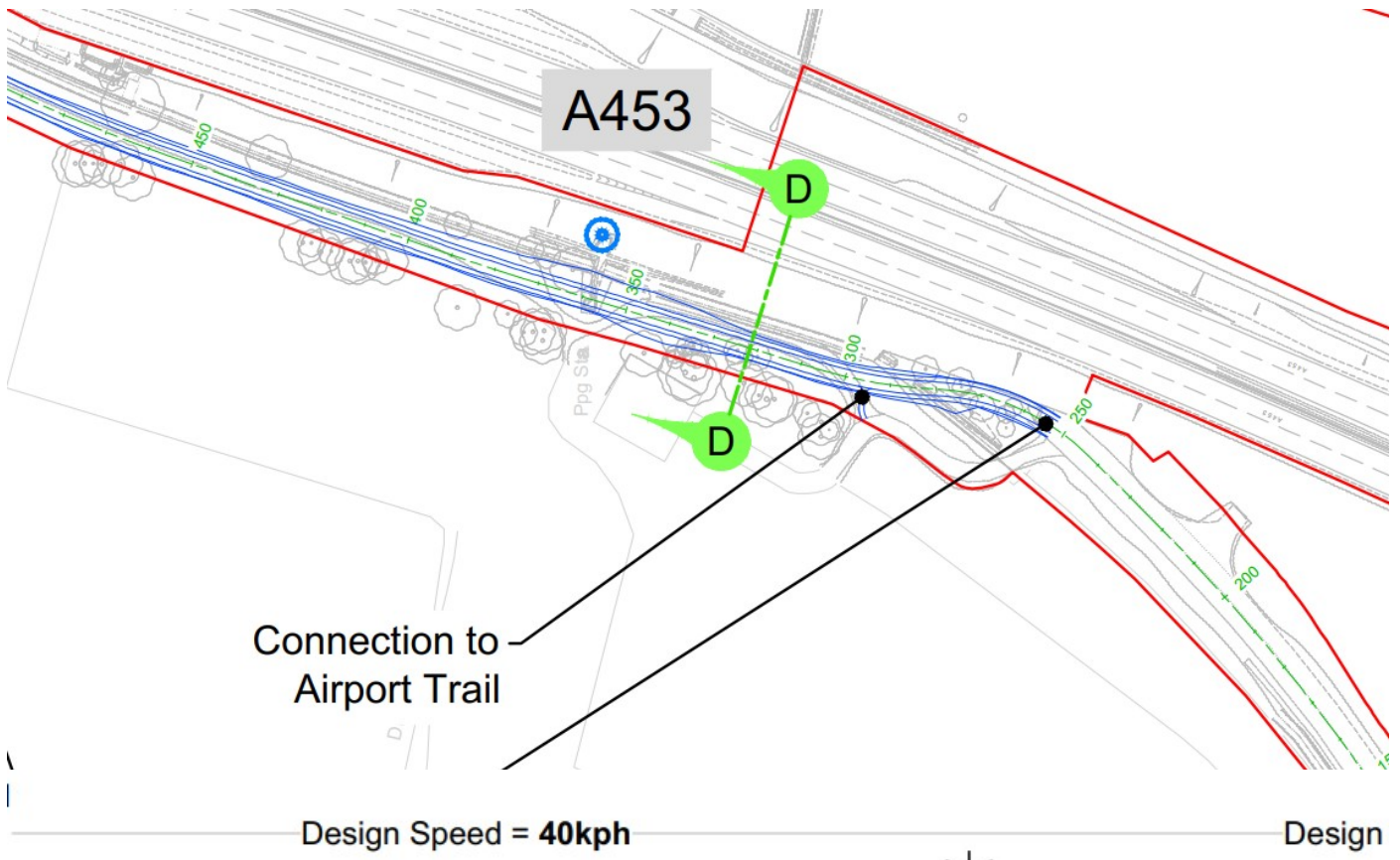
[REDACTED]  
[REDACTED] [REDACTED]  
Director (Infrastructure Design) | BWB Consulting Limited  
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ  
[REDACTED]

---

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** EMG2 active travel link

Hi [REDACTED]

As I noted at our meeting on 8<sup>th</sup> May we have had ongoing discussions with EMA on the active travel link (ATL). Following a site walkover with them in addition to the change already discussed around the car park area they asked if we can avoid affecting the access into the Severn Trent Water compound. We have achieved this by a very minor amendment to the horizontal and vertical alignments of the ATL and the extent of change is shown on plan and longsection on the snips below.



The updated technical drawings are attached and I should be grateful if you would confirm agreement to this change as we are proposing to submit this change at Deadline 4 (along with the previously agreed change).

I look forward to hearing from you

Best regards

██████████

██████████  
 Director (Infrastructure Design) | BWB Consulting Limited  
 5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ  
 ██████████ T 0115 9241100 ██████████

## **APPENDIX B**

Correspondence related to consultation on change to Works No. 15

**From:**  
**Sent:**  
**To:**  
**Cc:**  
**Subject:**

[Redacted]

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**This email originated from outside of our organisation. Please exercise caution with content, links and attachments.**

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Thanks [Redacted]

We have undertaken a review of this and support its inclusion. Please can you clarify the client's intention to submit at D4? Are you intending on following up the design with the auditor for completeness? It would be good to move this to agreed on our list to allow us to focus on other matters.

Best wishes,

[Redacted]

[Redacted]  
Strategic Development Lead  
Growth Service  
Leicestershire County Council

Tel: 0116 305 4562

Email: [Redacted]

[Redacted]

Hi [Redacted]

I write further to our meeting on 8<sup>th</sup> May where we ran through the outstanding matters on EMG2. One of these is the proposed uncontrolled crossing within the A453 EMA signalised junction. The table Paul provided on Friday contained the following text in relation to this:

*As confirmed in our Deadline 2 response, this was included in the Audit Brief and was subject to RSA, and this submission also confirmed compliance with TSM Ch. 6.*

The applicant does not agree that having uncontrolled crossing facilities within signalised junctions is inherently unsafe.

Notwithstanding the above we will investigate on a without prejudice basis an outline design for a controlled crossing to understand the scale of works needed including consideration of impact on capacity (if any) using LinSig.

Further to this:

- We have obtained confirmation from the Audit Team (see attached email) that the uncontrolled crossing was formally considered as part of the Stage 1 Audit (as previously advised no problems were raised within the Audit itself).
- We have produced on a without prejudice basis for comment from yourselves a drawing which shows a controlled crossing side by side with an uncontrolled crossing (the crossings themselves are all drawn in the same place). To accompany this we have provided a LinSig assessment which shows using a robust (arguably unrealistic) assessment that the junction will operate within capacity in all forecast modelling scenarios.

LinSig assessment

The agreed base model has been updated to incorporate the proposed crossings along the eastern side of the junction and the crossings have been called at every cycle to provide a robust assessment (in reality this level of pedestrian demand is considered highly unlikely). A summary of the PRC outputs are shown in the table below:

|                                     | <b>AM PRC</b> | <b>PM PRC</b> |
|-------------------------------------|---------------|---------------|
| 2028 Base + Development             | 11.8%         | 77.0%         |
| 2038 Base + Development             | 1.9%          | 38.2%         |
| 2028 Base + Development + Mezzanine | 7.8%          | 76.5%         |
| 2038 Base + Development + Mezzanine | 0.3%          | 38.2%         |

You'll have seen that Paul has suggested a meeting during w/c 1/6 where we can discuss further. In the meantime if you have any queries please do not hesitate to contact me

Best regards

[Redacted signature]

[Redacted signature]

Director (Infrastructure Design) | BWB Consulting Limited  
5th Floor, Waterfront House, Station Street, Nottingham, NG2 3DQ

[Redacted phone number] T 0115 9241100 [Redacted phone number]

