

National Infrastructure Planning
c/o QUADIENT
69 Buckingham Avenue
Slough
SL1 4PN

Date: 18th August 2026
My Ref: F349E2D1F
Your ref: BC0410001/TR0510002
Contact: [REDACTED]
Phone: 0116 305 7198
Email: [REDACTED]@leics.gov.uk

Dear Sirs

Application by SEGRO Properties Limited for an order granting consent for the East Midlands Gateway Phase 2 (BC0410001) and East Midlands Rail Freight Interchange Material Change (TR0510002)

Deadline 6a submission

Notice of a procedural decision relating to the Applicant's change application [PD-031D]

Leicestershire County Council (LCC) welcomes the following changes:

1. Alteration of the proposed public footpath along the eastern side of the EMG2 main site to a permissive path
2. Amendment of the crossing of the A453 junction at the East Midlands Airport main entrance to include a signal controlled pedestrian phase

LCC raises no objection to the following change:

3. Realignment of the Active Travel Link

PRTM2023 and VISSIM traffic modelling updates – Implications for population and public health

We are aware that the Examining Panel (ExP) has requested that the Applicant [PD-032] submits a Technical Note to the Examination that consolidates the PRTM 2023 general traffic modelling update and the VISSIM mezzanine traffic modelling update and demonstrates whether the cumulative effect of these updates changes any of the conclusions contained in Chapter 17 of the Environmental Statement [REP4-029].

Growth, Environment and Transport Department
Leicestershire County Council, County Hall, Glenfield, Leicestershire LE3 8RJ
Telephone: 0116 305 0001 Fax: 0116 305 0006 Minicom: 0116 305 0007
Email: highwayscustomerservices@leics.gov.uk

Director, Ann Carruthers

LCC attended a meeting with the Applicant team to discuss the above on 7th July 2026. LCC received a revised Technical Note (v2) from the Applicant team for comment on 10th August 2026. LCC has reviewed this Note and unfortunately it does not address outstanding concerns, nor does it appear to address the ExP's request. The Note summaries the impacts of the proposed development within the villages of Castle Donington and Kegworth. However, it seeks to conclude that no mitigation is necessary, with the exception of amending two road direction signs. The Technical Note seeks to make the case that the predicted increases in traffic will not materialise on the ground and therefore no further assessment or mitigation is required.

The LCC position in respect of impact on the villages of Castle Donington and Kegworth and the need for mitigation remains as set out in its deadline 6 response [REP6-089]. LCC's advice remains that a monitor and manage requirement would be proportionate to address the predicted impacts of the development. Indeed, if the Applicant's assumption that the predicted impacts will not materialise is correct, no mitigation will be required. A monitor and manage approach would allow for this flexibility with no apparent downsides to either party. It is therefore unclear why the Applicant is reluctant to include.

Fundamentally, the true predicted impacts of the development on population and human health cannot be understood until this exercise of consolidating modelling information and subsequent assessment has been completed. This includes the following health determinants assessed as part of the Environmental Statement Chapter 17 which includes transport access and connections; diet and nutrition; noise and vibration; and air quality. It is also worthy of note that The Green, Diseworth was assessed in v1 of the Technical Note [REP5-042] but omitted from v2 with no explanation.

Drainage adopted by third party drainage bodies

LCC is one of several bodies that will be potentially responsible for adoption of drainage in respect of this proposed development. LCC understands that only infrastructure necessary for the drainage of highway surface water from the Local Road Network will be offered to LCC for adoption. No other drainage systems are to be adopted by LCC.

LCC in its capacity as Local Highway Authority and Lead Local Flood Authority, has statutory responsibilities in relation to highway drainage and local flood risk management. Under section 41 of the Highways Act 1980, the Council is required to maintain highways maintainable at public expense, which includes maintaining adopted highway drainage assets where necessary for the safe and effective operation of the highway. The Council also has powers under section 100 of the Highways Act 1980 to construct, maintain, cleanse and keep open drains for the purpose of draining highways and preventing surface water from affecting the highway.

As Lead Local Flood Authority, the Council has duties under the Flood and Water Management Act 2010 to manage local flood risk, investigate flooding incidents where appropriate, and maintain a register of flood risk assets. These responsibilities encompass the monitoring, inspection and management of adopted highway drainage infrastructure and the investigation of significant surface water flooding events. However, the statutory framework does not impose an absolute duty on the Council to prevent or eliminate all flooding, nor does it make the Council responsible for private drainage systems, ordinary watercourses or riparian assets that are not part of the adopted highway drainage network.

We hope that this information is helpful to the Examining Panel.

Yours faithfully



Head of the Growth Service