

Document DCO 8.13/MCO 8.13

Statement of Common Ground between the Applicant and Litton (Donington) Ltd

August 2026

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

CONTENTS

Section	Page
1. Introduction	3
2. Parties to the SoCG	4
3. Structure of this SoCG	4
4. DCO	5
5. MCO	8
6. Conclusions	8
Signatures	9
Appendix 1 – Record of Engagement	10
Appendix 2 – EM Point layout and signage drawings	11

1 Introduction

1.1 This Statement of Common Ground ("SoCG") is a written statement produced during the application process for a Development Consent Order ("DCO") and is prepared jointly by the applicant and another party.

1.2 The Guidance entitled 'Planning Act 2008: Examination stage for Nationally Significant Infrastructure Projects' (April 2024) ("the Guidance") describes a SoCG as follows:

"A Statement of Common Ground (SoCG) is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree, or indeed disagree. A SoCG helps to ensure that the evidence at the examination focuses on the material differences between the main parties and therefore makes best use of the lines of questioning pursued by the Examining Authority" (paragraph 007)

1.3 This SoCG has been prepared as part of the information accompanying the applications for a DCO and a Material Change Order ("MCO") for the scheme known as East Midlands Gateway Phase 2 ("EMG2" or "the Scheme") comprising:

Main Component	Summary of Component	Works Nos.
DCO Application made by the DCO Applicant for the DCO Scheme		
EMG2 Works	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 another party.

1.5 Capitalised terms refer to the Glossary at Appendix A to Chapter 1 of the Environmental Statement (Document 6.1A) unless otherwise stated.

2 Parties to this SoCG

2.1 This SoCG is entered into by (1) SEGRO who has submitted the DCO Application through SEGRO Properties Limited and has submitted the MCO application through SEGRO (EMG) Limited (referred to collectively as "the Applicant") and (2) Litton (Donington) Ltd.

2.2 Litton (Donington) Limited is the developer of EM Point pursuant to planning permissions reference 22/01939/VCUM and 22/01116/FULM and any references to EM Point in the SOCG are to this development or as planning permissions 22/01939/VCUM and 22/01116/FULM which may be varied or amended.

3 Structure of this SoCG

3.1 This SoCG has been structured with two clearly defined sections. The first section considers matters relevant to the DCO and the second section considers matters relevant to the MCO. Where a particular matter is common to both the DCO and the MCO this is clearly stated and recorded in both sections.

3.2 The areas covered by this SoCG are as follows:

3.2.1 Works at the M1 J23A / A42 / A453 Finger Farm roundabout (DCO Works No. 18) and their relationship to highway works proposed in relation to the EM Point development (drawings of which are found at Appendix 2)

3.3 The SoCG also applies to any other works taking place pursuant to either the DCO or MCO that may have consequential or more remote effects on the phasing or timing of EM point.

3.4 This SoCG records those matters which are agreed, and, if appropriate, any matters that are not agreed and still under discussion between the Applicant and Litton (Donington) Ltd.

3.5 Where this SoCG is identified as a draft, some matters may still be under discussion. If appropriate, a final version that confirms the final positions of the parties on relevant matters will be submitted before the close of the Examination.

3.6 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.

Reference Number	Matter	Application Document	Applicants' Position	Interested Party's Position	Status	Date
Matter						
1	Traffic Modelling	[REP1-031]	The details around the planning data assumptions and uncertainty log are provided in Paragraphs 8.19 to 8.24 of the EMG2 Transport Assessment (TA). The Uncertainty log was included at Appendix 8 and lists all of the schemes that were included in the transport modelling, including the EM Point development shown at Line 124 of the employment sites. The modelling tested a 6,523 sq m office development which from the supporting TA is predicted to generate 154 trips in the AM peak and 126 trips in the PM peak (two-way). This is higher than the 3.846 sq m industrial unit scheme, which was predicted to generate 33 trips in the AM peak and 25 trips in the PM peak, hence tested the worst-case of the two permissions. The Modelling has therefore taken the worst-case approach for the traffic modelling proposal which has resulted in a robust assessment that has been agreed by both National Highways and Leicestershire County Council.	From a technical highways perspective, we agree that the traffic modelling does demonstrate that the approved EM Point development including the procurement of Section 278 Works, can be delivered without being prejudiced by either the DCO or MCO proposals. Any future works required during the maintenance period, network management measures or mitigation arising from the Applicants DCO/MCO should not impede or delay completion and operation of the approved EM Point scheme.	Agreed	11.08.26
2	Highway Design generally	[REP4-036]	EM Point and EMG2 highway works interface is shown on Drawing No. EMG2-BWB-GEN-XX-SK-CH-SK071 found in response to the ExP second written question 18.0.5. [REP4-036] Annexure 18A]	The interface drawing indicates very limited physical overlap between the two schemes. Notwithstanding this, neither scheme should be reliant upon the delivery of the other. This must also include any statutory		

Reference Number	Matter	Application Document	Applicants' Position	Interested Party's Position	Status	Date
			There is no physical works overlap in terms of the highway works.	undertakers' service diversions or provision relevant to the Applicants proposals. Each development must be delivered independently, subject to the relevant statutory approvals.		
3	Highway Design: signage works	-	There is a possibility that there is minor signage overlap (in relation to directional signs on the A453) as shown on Jackson Purdue Lever drawing Ref. D/2312 (See Appendix 2) for EM Point. The parties have agreed to work together to co-ordinate any signage requirements for EM Point (as per Litton's agreements with National Highways (and LCC if relevant)) into SEGRO's detailed signage design which will be finalised post granting of the DCO.	Agreed in principle, provided any amendments to signing required solely as a consequence of the EMG2 proposals are designed, funded and implemented by the Applicant, with no additional cost or maintenance liability falling to Litton.	Agreed	11.08.26
4	Construction Programme	[REP4-018D]	The SEGRO/DCO EMG2 highway works are programmed to start Q4 2027 and complete Q2/Q3 2029. The works to Finger Farm roundabout will take around 20 weeks and will sit within the overall highway works period but there can be some flexibility as to when it starts within the overall period. The Applicant agrees that they will work with Litton (Donington) Ltd. and National Highways to ensure that either scheme can be constructed without detriment to the others programme. The parties acknowledge this will a dynamic and ongoing agreement. The Construction Traffic Management Plan appended to the CEMP [REP4-018D] will be updated to reflect this.	We agree that continued liaison is appropriate and that the Applicant must proactively keep Litton (Donington) Ltd appraised if any material change to the construction programme or CEMP/CTMP is made. Litton (Donington) Ltd. agrees that they will keep the Applicant appraised of progress with the EM Point development and will work with the Applicant and National Highways to ensure that either scheme can be constructed without detriment to the others	Not Agreed	18.08.26

Reference Number	Matter	Application Document	Applicants' Position	Interested Party's Position	Status	Date
			The Applicant considers that neither scheme should prejudice the other and both parties would work together to achieve this. Litton are of the view that EMG2 should not prejudice EM Point but this agreement will not be reciprocated by them. Although a point of disagreement, this will not be detrimental to the delivery of the scheme	programme. However, as EM Point has the benefit of an extant planning permission, this development should not be delayed or prejudiced by the Applicants proposals, including timing, phasing or construction of the DCO/MCO works, and any associated National Highways restrictions and / or statutory undertakers' service diversions or provisions. Litton (Donington) Limited consider the wording proposed by the Applicant to be inadequate to alleviate our concerns in this regard.		
5	Access to EM Point	[REP4-018D]	The Applicant confirms that access will be maintained throughout to EM Point from Finger Farm roundabout during construction of Works No. 18. The Construction Traffic Management Plan appended to the CEMP [REP4-018D] will be updated to reflect this.	Access to EM Point, for any size of vehicles, will be maintained throughout the timescale of the Applicant's works (including any works required through the maintenance period) unless otherwise agreed in writing by Litton. This should apply to all relevant DCO/MCO highway works and not be limited solely to the Finger Farm Roundabout.	Agreed	11.08.26

5 MCO

5.1 There are no matters related to the MCO that need to be covered between the parties.

6 Conclusions

6.1 The Applicant and Litton (Donington) Ltd confirm that all matters under discussion to the Scheme have been agreed as recorded in the table in Section 4 above with the exception of Matter 4.

SIGNATURES:

On behalf of the Applicant:

.....
Signature

.....
Name

On behalf of Litton (Donington) Ltd:

.....
Signature

.....
Name

APPENDIX 1

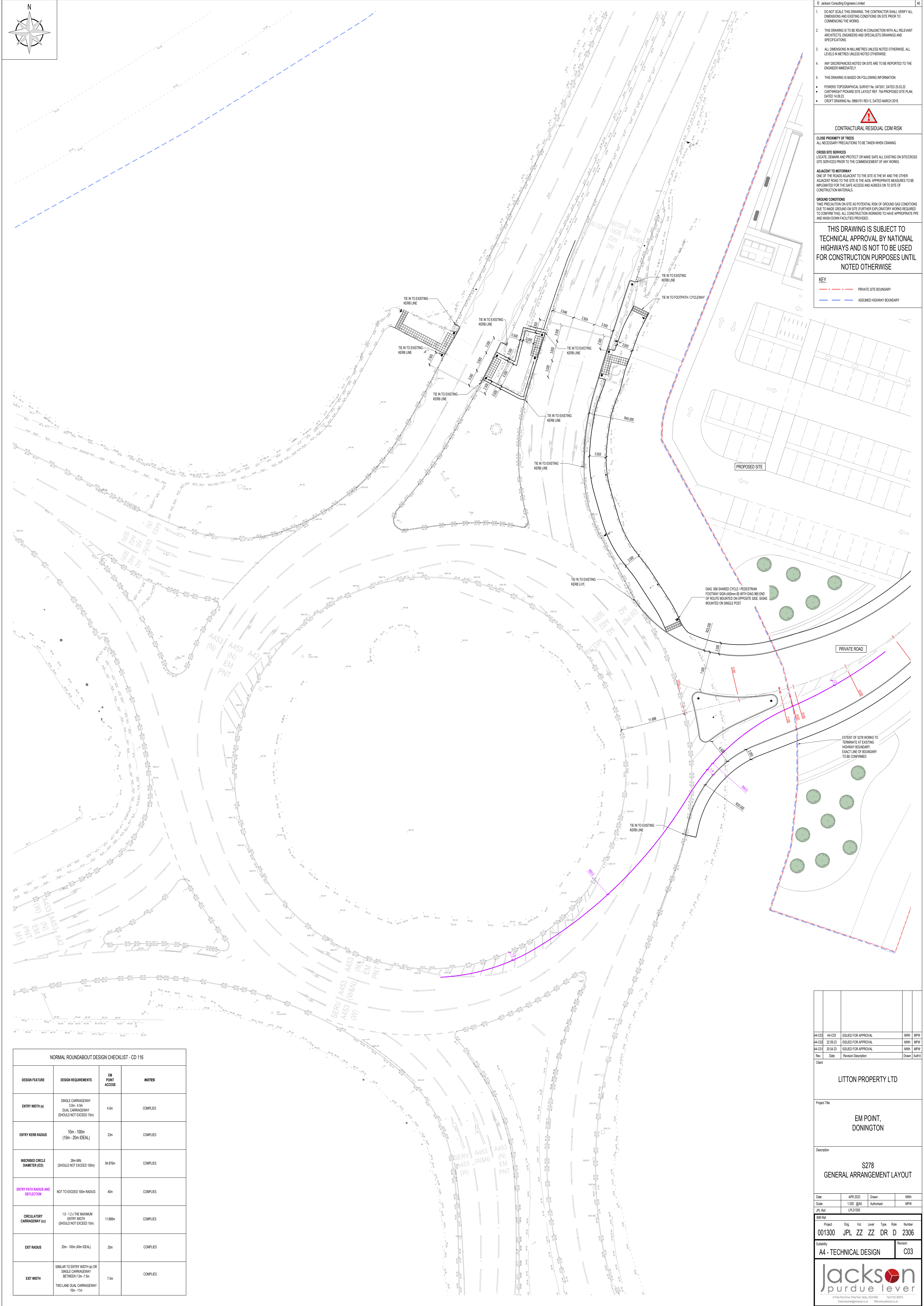
RECORD OF ENGAGEMENT

Date	Form of engagement	Summary of matters dealt with
28/01/2026	Initial meeting	To introduce the parties to each other following the relevant representation from Litton (Donington) Ltd [RR-020D] and discuss the interface between the schemes
10/02/2026	2 x emails	Setting out the Applicant's views on the traffic modelling interface and highway interface between EMG2 and EM Point
06/05/2026	Email	Draft outline SoCG sent by the Applicant to Litton (Donington) Ltd
14/05/2026	Email	Response to the draft outline SoCG from Litton (Donington) Ltd
24/06/2026	Further meeting	Discussion on outstanding concerns in relation to the interface of the schemes
18/08/2026	Email	Receipt of final SoCG from Litton (Donington) Ltd

APPENDIX 2

EM POINT DRAWINGS

Drawing No.	Title
001300-JPL-ZZ-ZZ-DR-D-2306-A4-C03	S278 General Arrangement Layout Sheet 1
001300-JPL-ZZ-ZZ-DR-D-2311-A4-C03	S278 White Lining and Street Furniture Layout Sheet 1
001300-JPL-ZZ-ZZ-DR-D-2312-A4-C02	S278 White Lining and Street Furniture Layout Sheet 2



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3. ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.

4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.

5. THIS DRAWING IS BASED ON FOLLOWING INFORMATION:

- POWERS TOPOGRAPHICAL SURVEY No. 547301, DATED 26.03.22
- CARTWRIGHT PICKARD SITE LAYOUT REF. 754 PROPOSED SITE PLAN, DATED 14.09.23
- CROFT DRAWING No. 9989-F01 REV E, DATED MARCH 2019.

CONTRACTUAL RESIDUAL CDM RISK

CLOSE PROXIMITY OF TREES
ALL NECESSARY PRECAUTIONS TO BE TAKEN WHEN CRANING.

CROSS SITE SERVICES
LOCATE, DEMARK AND PROTECT OR MAKE SAFE ALL EXISTING ON SITE/CROSS SITE SERVICES PRIOR TO THE COMMENCEMENT OF ANY WORKS.

ADJACENT TO MOTORWAY
ONE OF THE ROADS ADJACENT TO THE SITE IS THE M1 AND THE OTHER ADJACENT ROAD TO THE SITE IS THE A42. APPROPRIATE MEASURES TO BE IMPLEMENTED FOR THE SAFE ACCESS AND AGREES ON TO SITE OF CONSTRUCTION MATERIALS.

GROUND CONDITIONS
TAKE PRECAUTION ON SITE AS POTENTIAL RISK OF GROUND GAS CONDITIONS DUE TO WASH GROUND ON SITE (FURTHER EXPLORATORY WORKS REQUIRED TO CONFIRM THIS). ALL CONSTRUCTION WORKERS TO HAVE APPROPRIATE PPE AND WASH DOWN FACILITIES PROVIDED.

THIS DRAWING IS SUBJECT TO
TECHNICAL APPROVAL BY NATIONAL
HIGHWAYS AND IS NOT TO BE USED
FOR CONSTRUCTION PURPOSES UNTIL
NOTED OTHERWISE

KEY

PRIVATE SITE BOUNDARY

ASSUMED HIGHWAY BOUNDARY

NORMAL ROUNDABOUT DESIGN CHECKLIST - CD 116			
DESIGN FEATURE	DESIGN REQUIREMENTS	EM POINT ACCESS	NOTES
ENTRY WIDTH (H)	SINGLE CARRIAGEWAY 20m - 45m DUAL CARRIAGEWAY (SHOULD NOT EXCEED 19m)	45m	COMPLIES
ENTRY KERB RADIUS	10m - 100m (15m - 20m IDEAL)	23m	COMPLIES
INScribed CIRCLE DIAMETER (CD)	28m MIN. (SHOULD NOT EXCEED 100m)	94.876m	COMPLIES
ENTRY PATH RADIUS AND DEFLECTION	NOT TO EXCEED 100m RADIUS	40m	COMPLIES
CIRCULATORY CARRIAGEWAY (H)	1.0 - 1.2 x THE MAXIMUM ENTRY WIDTH (SHOULD NOT EXCEED 19m)	11.688m	COMPLIES
EXIT RADIUS	20m - 100m (40m IDEAL)	20m	COMPLIES
EXIT WIDTH	SIMILAR TO ENTRY WIDTH (H) OR SINGLE CARRIAGEWAY BETWEEN 7.0m - 7.5m TWO LANE DUAL CARRIAGEWAY 10m - 11m	7.5m	COMPLIES

A4-023	A4-023	ISSUED FOR APPROVAL	MWH	MPW
A4-022	22.09.23	ISSUED FOR APPROVAL	MWH	MPW
A4-021	20.04.23	ISSUED FOR APPROVAL	MWH	MPW
Rev	Date	Revision Description	Drawn	Auth'd

Client

LITTON PROPERTY LTD

Project Title

EM POINT,
DONINGTON

Description

S278
GENERAL ARRANGEMENT LAYOUT

Date	APR 2023	Drawn	MWH
Scale	1:200 @A3	Authorised	MPW
JPL Ref.	LPL01300		

BSM Ref.	Project	Orig	Vol	Level	Type	Role	Number
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Stability	Revision
A4 - TECHNICAL DESIGN	C03

Jackson

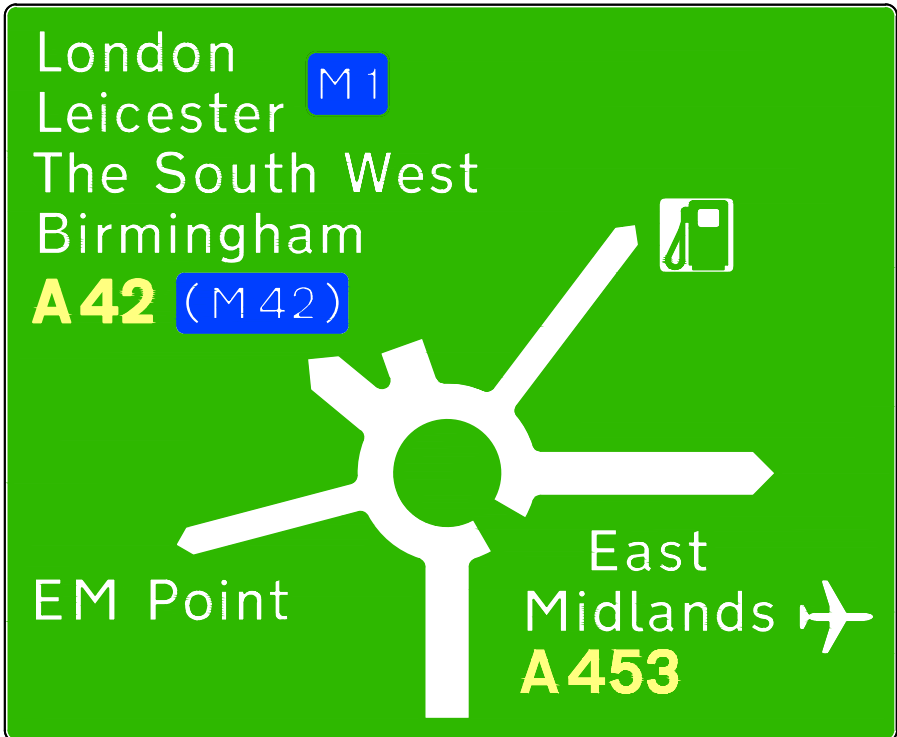
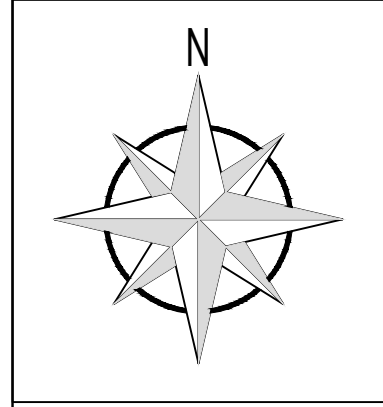
purdue lever

5 Fosse Road Central, Poles Park, Derby DE24 9BB

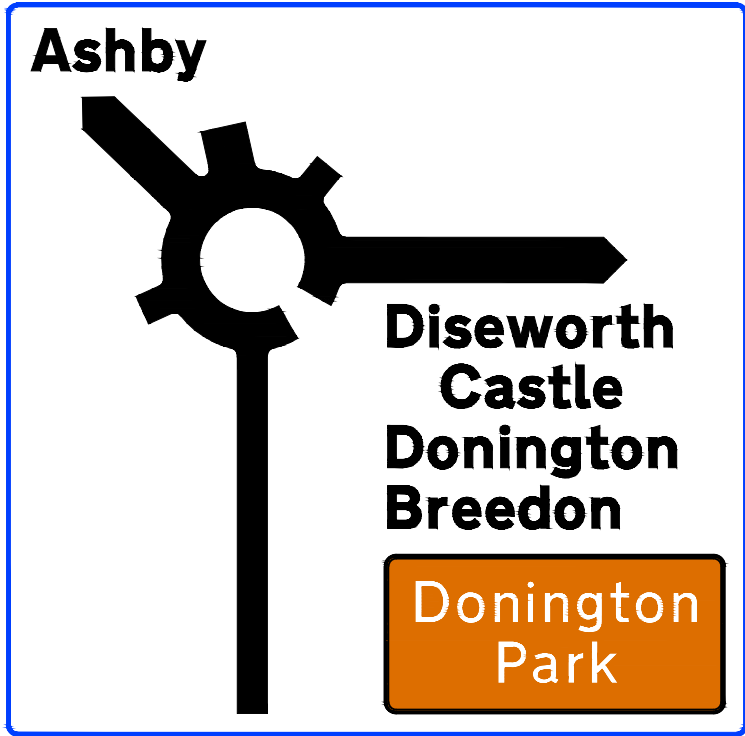
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Email: enquiries@jacksonpl.co.uk

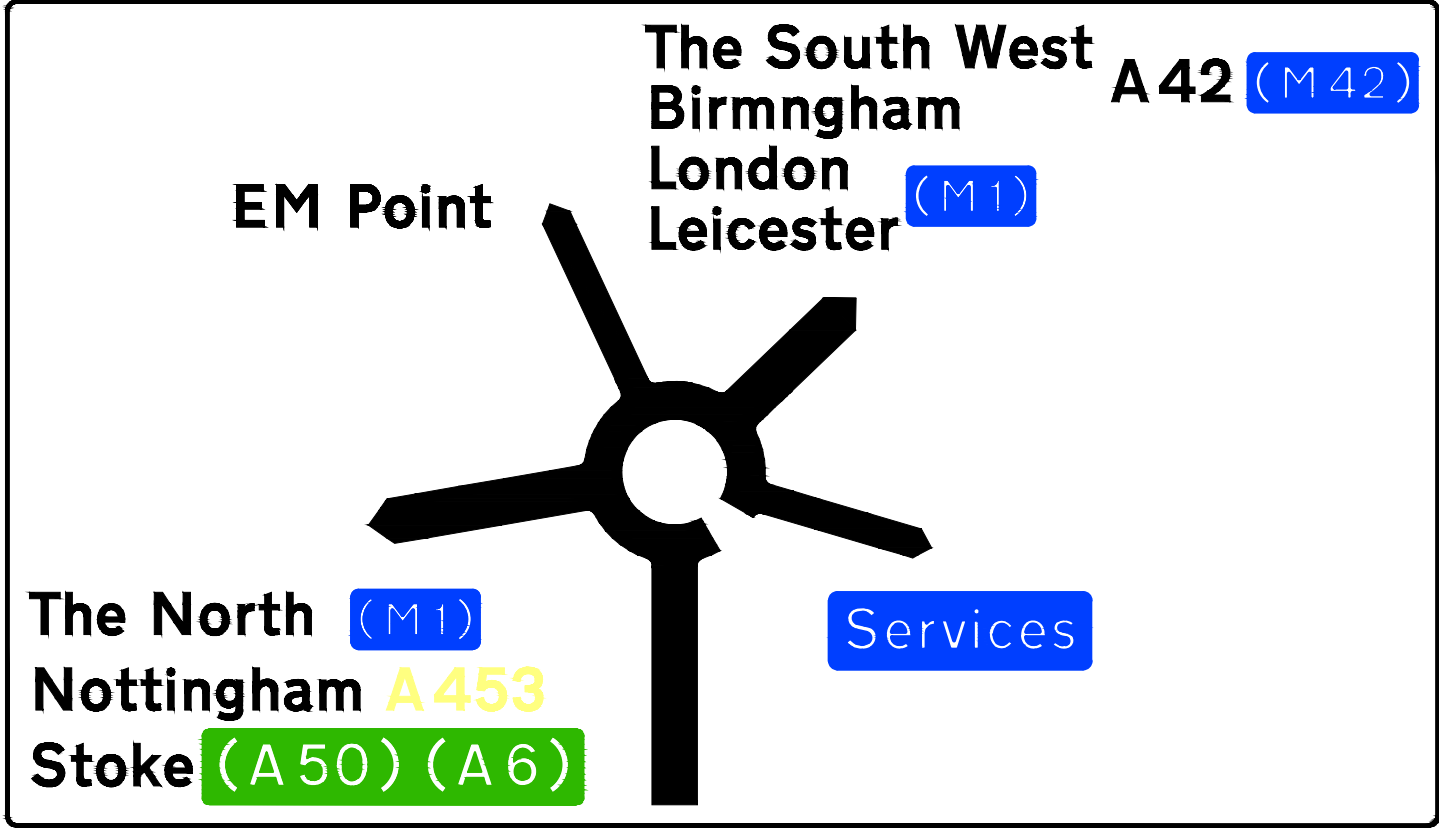
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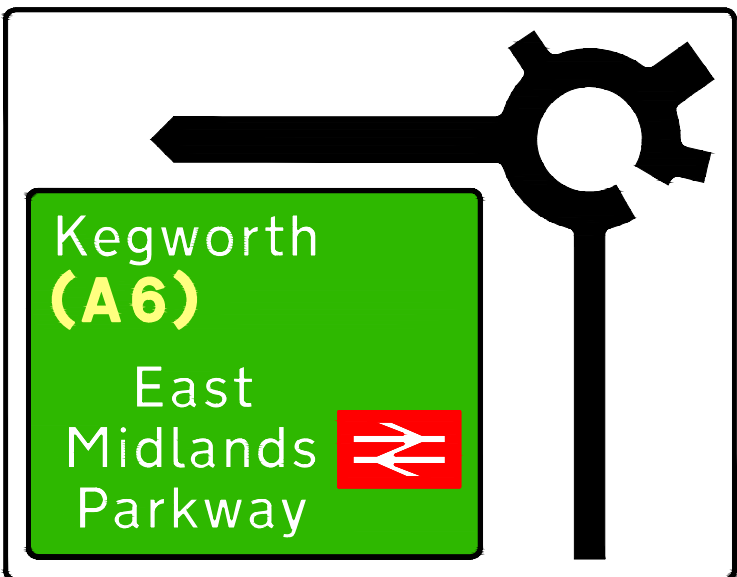
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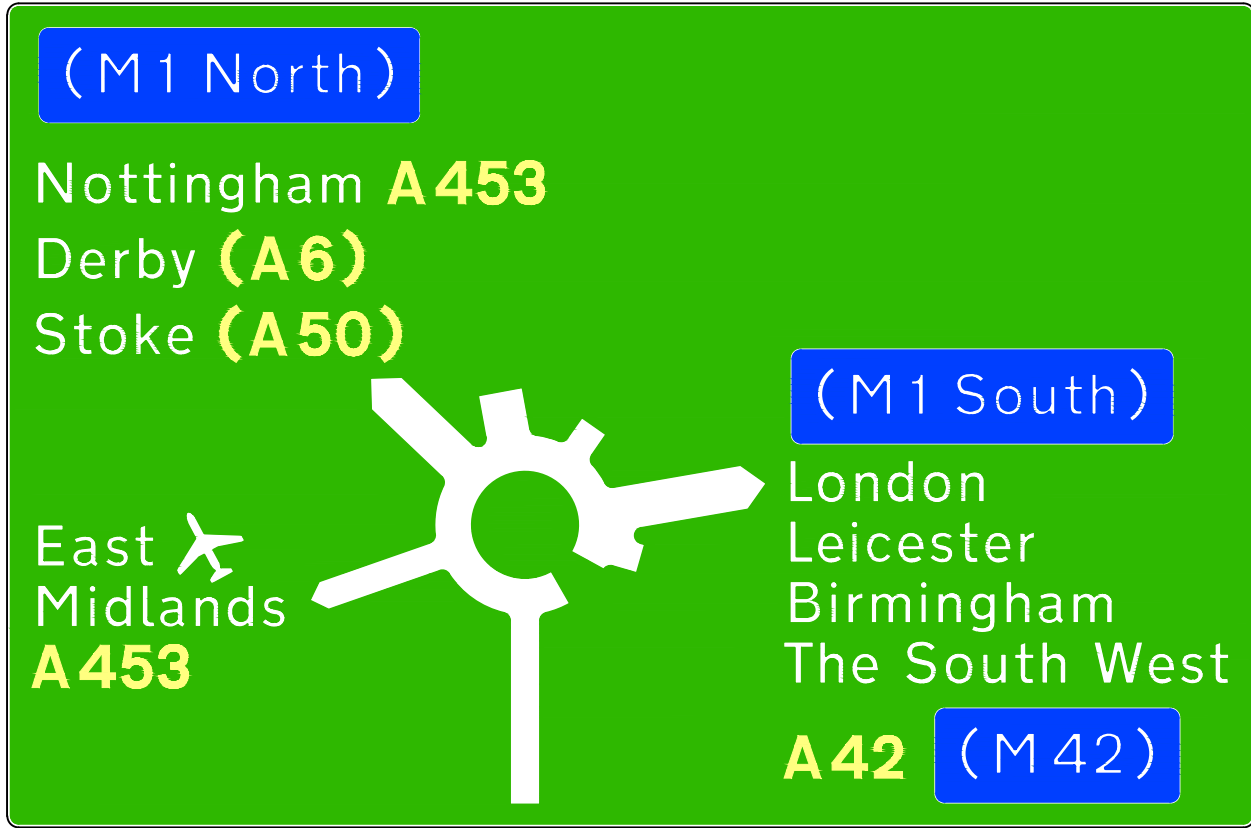
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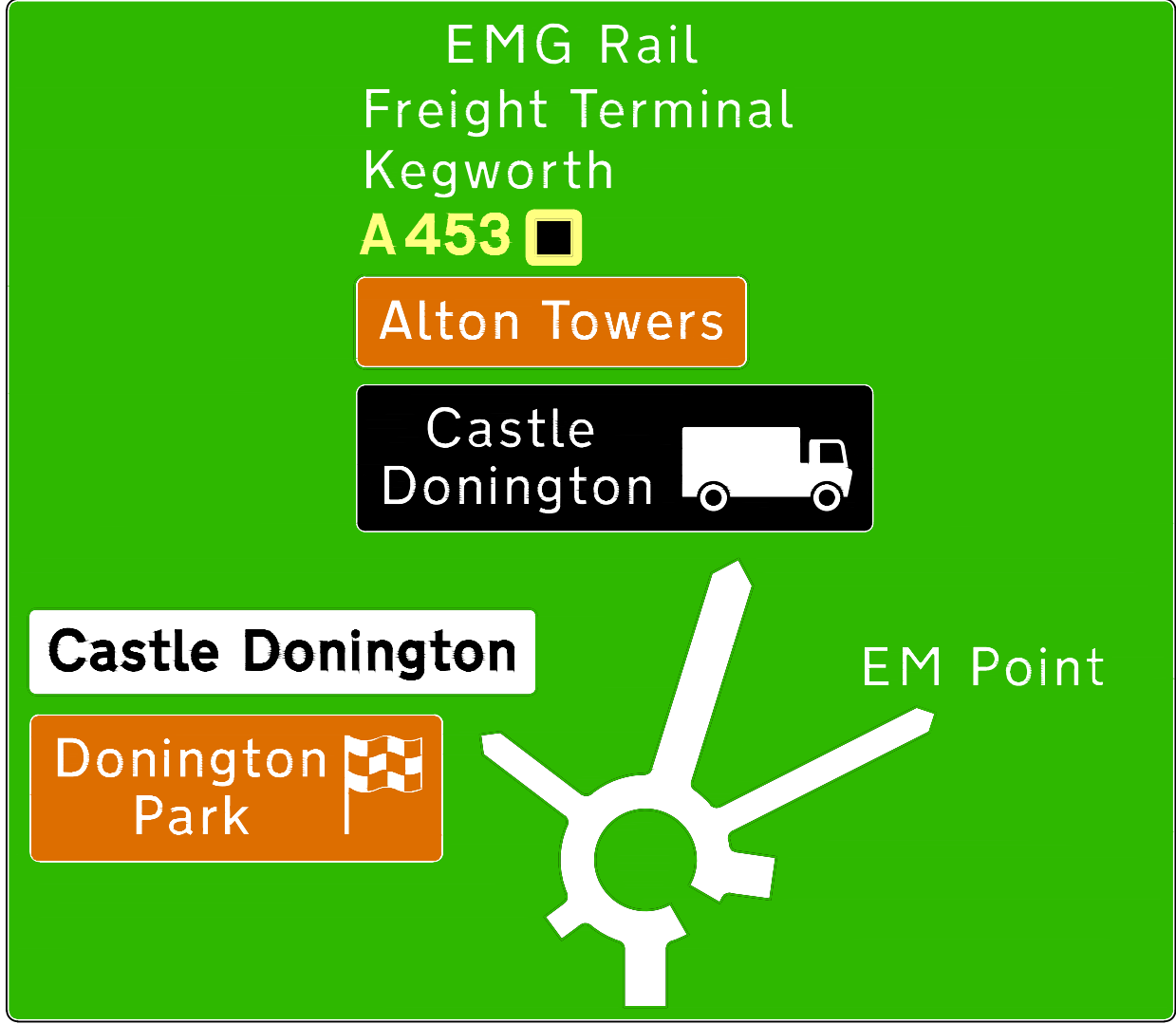
ADS301



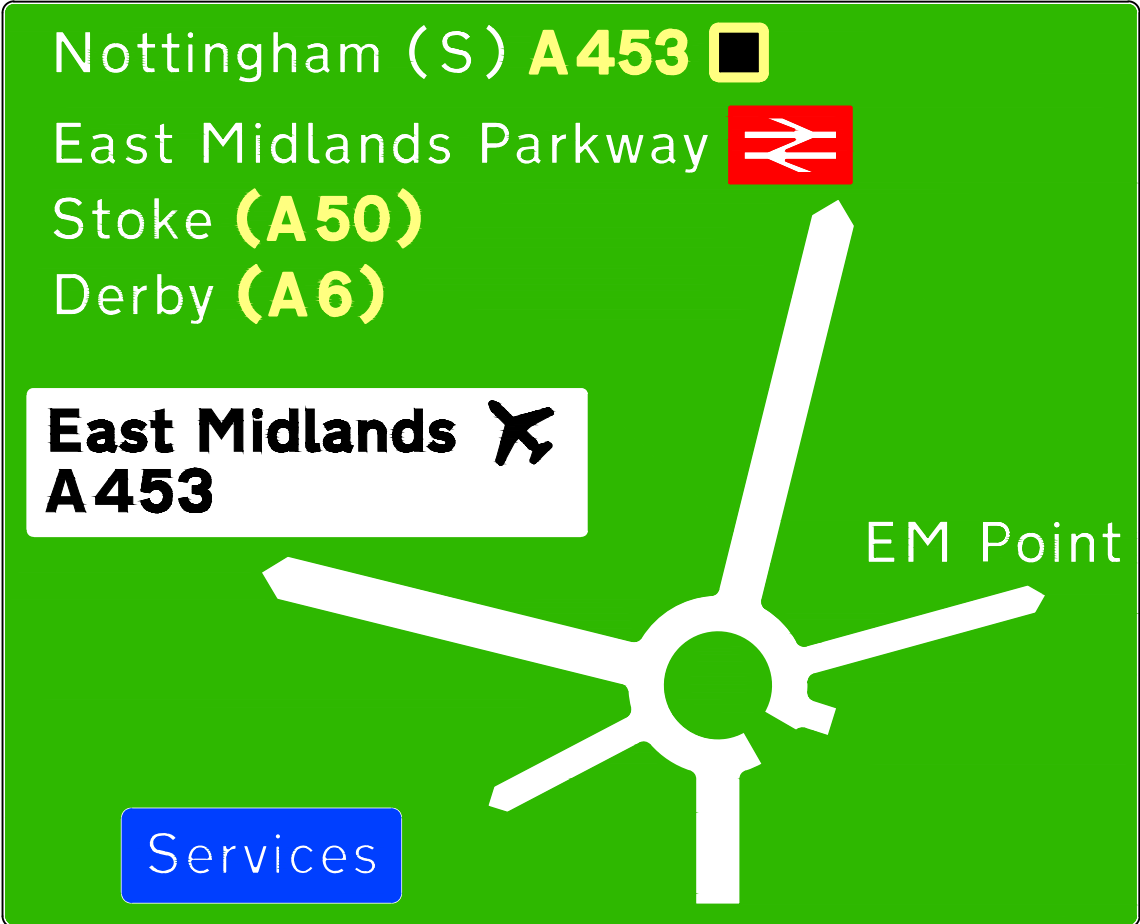
ADS302



ADS201



ADS102



ADS101

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TRAFFIC SIGNAL LOCATIONS AND SPECIFICATIONS SHOWN ARE INDICATIVE ONLY AND ARE SUBJECT TO DESIGN BY SPECIALIST SIGNAL DESIGNER

EXISTING STREET LIGHTING AND ANY ALTERATION WORKS TO BE ASSESSED AND UNDERTAKEN BY SPECIALIST STREET LIGHTING DESIGNER DESIGNER

KEY

PRIVATE SITE BOUNDARY

ASSUMED HIGHWAY BOUNDARY

PROPOSED ROAD SIGN

PROPOSED WHITE LINING

A4-C02	05.02.24	ISSUED FOR APPROVAL	MWh	MPW	
A4-C01	22.09.23	ISSUED FOR APPROVAL	MWh	MPW	
Rev	Date	Revision Description	Drawn	Auth'd	
Client					
LITTON PROPERTY LTD					
Project Title					
EM POINT, DONINGTON					
Description					
S278 WHITE LINING AND STREET FURNITURE LAYOUT SHEET 2					
Date	SEP 2023	Drawn	MWh		
Scale	1:200 @A0	Authorised	MPW		
JPL Ref	LPL01300				
BIM Ref					
Project	Orig	Vol	Level	Type	Role Number
001300	JPL	ZZ	ZZ	DR	D 2312
Subsidiary					Revision
A4 - TECHNICAL DESIGN					C02

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