

Document DCO 8.3B/MCO 8.3B

Statement of Common Ground between the Applicants and North West Leicestershire District Council (relating to Planning Policy)

September 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 this SoCG	4
3. Structure of this SoCG	4
4. DCO	6
5. MCO	23
6. Conclusions	32
Signatures	33
Appendix 1 – List of Planning Policy	34
Appendix 2 – North West Leicestershire District Council's Draft Reg 19 Plan – EMP90 Policy Wording Extract	44
Appendix 3 – Record of Engagement	45

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); 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 Panel 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 Applicants") and (2) North West Leicestershire District Council ("NWLDC").

2.2 NWLDC enters into this SoCG in its capacity as the Local Planning Authority.

2.3 A record of the engagement between the Applicants and NWLDC in relation to planning policy is set out in the Appendix to this SoCG.

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 The description of the site and surroundings of the EMG2 Project;

3.2.2 The description of the development proposals for the EMG2 Project;

3.2.3 The identified relevant legislation and policy context for the proposals;

3.2.4 The status of the EMP90 site in the emerging Local Plan;

3.2.5 The approach taken to the assessment of the policy considerations by the Applicant in preparing the Planning Statement ("PS"), Document Reference DCO 5.4 and MCO 5.4, which accompanies its applications for a DCO and MCO;

3.2.6 The scope of the potential benefits of comprehensive development; and

3.2.7 The approach taken to design within the context of the opportunities and constraints of the site and the formulation of the Design Approach Document ("DAD") (Document Reference DCO 5.3 and MCO 5.3);

3.3 This SoCG records those matters which are agreed and, if appropriate, any matters that are not agreed and still under discussion between the Applicants and NWLDC in relation to planning policy.

3.4 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.

3.5 Within the following tables a Red Amber Green (RAG) status has been applied as follows:

(a) **green** indicates a matter agreed;

(b) **amber** indicates- a matter that is under discussion and/or further work is being completed; and

(c) red indicates a matter not agreed.

Reference Number	Matter	Application Document	Applicants' Position	Interested Party's Position	Status	Date
Planning Policy						
4.1	Description of Site and Surroundings	Planning Statement, Section 2 (Reference REP4-016)	The description of the site and surroundings of the EMG2 Project is accurately set out in Section 2 of the Planning Statement.	The description of the site and surroundings of the EMG2 Project is accurately set out in Section 2 of the Planning Statement.	Agreed	07/04/2026
4.2	Description of Development Proposals	Planning Statement, Section 3 (Reference REP4-016) DCO Parameters Plan (Reference REP6-006D)	The description of the development proposals for the EMG2 Project is as set out in Section 3 of the Planning Statement and the submitted Parameters Plan (Documents DCO 2.5).	The description of the development proposals for the EMG2 Project is as set out in Section 3 of the Planning Statement and the submitted Parameters Plan (Documents DCO 2.5).	Agreed	07/04/2026
4.3	Relevant Planning Policies	Planning Statement, Section 4 (Reference REP4-016) Appendix 1 of this SoCG	The policies that are of most relevance to the determination of the DCO application are as set out in the table at Appendix 1.	The policies that are of most relevance to the determination of the DCO application are as set out in the table at Appendix 1.	Agreed	07/04/2026
4.4	Emerging North West	Planning Statement, Section 4, Paragraph 4.81 –	The 2024 Regulation 18 North West Leicestershire Local Plan identified an area broadly consistent with the EMG2 Main Site as a 'Potential	The 2024 Regulation 18 North West Leicestershire Local Plan identified an area broadly consistent with the EMG2 Main Site	Agreed	07/04/2026

	Leicestershire Local Plan	4.88 (Reference REP4-016)	location for strategic distribution' (Ref. EMP90 part), dependent upon the outcome of further evidence base work. On 19 November 2025 the Council's Local Plan Committee agreed in principle the inclusion of Land south of East Midlands Airport (EMP90) as a strategic warehousing and general needs employment site in the Regulation 19 version of the emerging Local Plan subject to the outcomes of ongoing transport modelling, viability assessment and infrastructure requirements. This was agreed on the basis that 1) the proposed allocation will contribute towards a) the Leicester and Leicestershire significant need for additional strategic warehousing needs identified in the 'Leicester and Leicestershire Strategic Distribution Need and Apportionment Study' (November 2025); and b) the district need for industrial floorspace identified in the 'North West Leicestershire: The Need for Employment Land Update Note' (July 2024); and 2) there are sufficient policy safeguards in place to address the complex environmental and other impacts associated with the proposed development of the site.	as a 'Potential location for strategic distribution' (Ref. EMP90 part), dependent upon the outcome of further evidence base work. On 19 November 2025 the Council's Local Plan Committee agreed in principle the inclusion of Land south of East Midlands Airport (EMP90) as a strategic warehousing and general needs employment site in the Regulation 19 version of the emerging Local Plan subject to the outcomes of ongoing transport modelling, viability assessment and infrastructure requirements. This was agreed on the basis that 1) the proposed allocation will contribute towards a) the Leicester and Leicestershire significant need for additional strategic warehousing needs identified in the 'Leicester and Leicestershire Strategic Distribution Need and Apportionment Study' (November 2025); and b) the district need for industrial floorspace identified in the 'North West Leicestershire: The Need for Employment Land Update Note' (July 2024); and 2) there are sufficient policy safeguards in place to address the complex environmental and other impacts	
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			The extent of the proposed allocation (EMP90) encompasses the EMG2 Main Site and the proposed Community Park. On the 11th June 2026, the North West Leicestershire approved the Regulation 19 version of the Plan for public consultation. This includes the area broadly consistent with the EMG2 Main Site as draft allocation for strategic and general needs employment use.	associated with the proposed development of the site. The extent of the proposed allocation (EMP90) encompasses the EMG2 Main Site and the proposed Community Park. On the 11th June 2026, the North West Leicestershire Council approved the Regulation 19 version of the Plan for public consultation. This includes the area broadly consistent with the EMG2 Main Site as draft allocation for strategic and general needs employment use.		
4.5	Masterplanning and Comprehensive Development	Appendix 2 of this SoCG DCO Parameters Plan (Reference REP6-006D) Illustrative Masterplan (including Landscape Masterplan) (Reference AS-048) Design Approach Document	On the 11th June 2026, the North West Leicestershire Council approved the Regulation 19 version of the Plan for public consultation including the draft policy wording for the draft allocation (Ref. EMP90). As part of the draft policy wording, the policy requires a masterplan for the whole site to be submitted for the Council's approval (unless one is approved through the Development Consent Order process) to demonstrate how the whole site will be developed in a coordinated and comprehensive way.	Public consultation on the North West Leicestershire Proposed Submission Draft Local Plan (July 2026) commenced on 17 July 2026. The draft plan allocates the EMG2 site (Policy Ec3g – Land south of East Midlands Airport (EMP90)). As part of the draft policy wording, the policy requires a masterplan for the whole site to be submitted for the Council's approval (unless one is approved through the Development Consent Order process) to demonstrate how the whole site will be developed in a coordinated and comprehensive way.	Agreed	01/09/2026

		(incorporating a Design Code) (Reference REP2-022) Community Park Plan (Reference. REP4-015D) Construction Environmental Management Plan (Reference. REP6-020D)	The EMG2 Parameters Plan (Document DCO 2.5) would constitute such a masterplan and would broadly satisfy the requirements of this draft policy including demonstrating how the whole site can be developed in a coordinated and comprehensive way.	way, including development phasing. NWLDC considers that the following documents would qualify as components of such a masterplan: a) EMG2 Parameters Plan (DCO Document REP6-006D); b) Illustrative Masterplan (including Landscape Masterplan) (Document AS-048) c) Design Approach Document (incorporating a Design Code) (REP2-022). d) Community Park Plan (REP4-015D) The draft policy specifies that the masterplan should address development phasing. It is understood by NWLDC that EMG2 will essentially be delivered in one phase and then the units will be built out as and when occupiers are secured. Appendix 1 and 2 of the Construction Environmental Management Plan (CEMP) sets out the indicative master programme and construction phasing plans. It is therefore considered that the		
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				draft policy requirement for a masterplan can be met in full.		
4.6	Freeport designation	Planning Statement, Section 4, Paragraph 4.101 – 4.104 (Reference REP4-016)	In March 2022, the Government announced the designation of Freeport status to an area including, and linked to, East Midlands Airport. The spatial extent of the East Midlands Freeport covers three complementary locations, the East Midlands Airport and Gateway Industrial Cluster (“EMAGIC”), Uniper’s Ratcliffe-on-Soar former Power Station site, and the East Midlands Intermodal Park (“EMIP”). The EMG2 Main Site falls within the EMAGIC area, and accordingly forms part of the Freeport designation. Whilst the Freeport is not a planning designation, the Freeport status is a clear signal of the Government’s support for advanced manufacturing and logistics development in this location. Within North West Leicestershire the Freeport designation is limited to the EMG2 Main Site and limited areas of adjoining land within East Midlands Airport and EMG1 and the incentives and freedoms it brings will make it highly attractive to occupiers.	In March 2022, the Government announced the designation of Freeport status to an area including, and linked to, East Midlands Airport. The spatial extent of the East Midlands Freeport covers three complementary locations, the East Midlands Airport and Gateway Industrial Cluster (“EMAGIC”), Uniper’s Ratcliffe-on-Soar former Power Station site, and the East Midlands Intermodal Park (“EMIP”). The EMG2 Main Site falls within the EMAGIC area, and accordingly forms part of the Freeport designation. Whilst the Freeport is not a planning designation, the Freeport status is a clear signal of the Government’s support for advanced manufacturing and logistics development in this location. Within North West Leicestershire the Freeport designation is limited to the EMG2 Main Site and limited areas of adjoining land within East Midlands Airport and EMG1 and the incentives and freedoms it brings will make it highly attractive to occupiers.	Agreed	07/04/2026

4.7	Important Planning Policy Conclusions in the Determination of the DCO Application	Planning Statement, Section 4, Paragraph 4.108 – 4.111 (Reference REP4-016)	The following policy conclusions are important considerations in the determination of the DCO application: National Statement Networks (2024) and National Planning Policy Framework (2026) and Planning Policy Guidance (2024) - The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Policy EC2 and EC3 and Paragraph 031 of PPG (Reference ID: 2a-032-20190722) provide strong and explicit national policy support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth. - The important role of rail freight in delivering transport and environmental benefits, in terms of reduced road congestion and reduced	The following policy conclusions are important considerations in the determination of the DCO application: National Statement Networks (2024) and National Planning Policy Framework (2026) and Planning Policy Guidance (2024) - The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Policy EC2 and EC3 and Paragraph 031 of PPG (Reference ID: 2a-032-20190722) provide strong and explicit national policy support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth. - The important role of rail freight in delivering transport and environmental benefits, in terms of reduced road congestion and reduced	Agreed	07/04/2026
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			carbon emissions from the transport of goods. - The potential that expansion of existing SRFIs can play in delivering new jobs and supporting local economies. Leicester and Leicestershire Strategic Growth Plan (2018) - Notes the strong regional support given to additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. - Recognition that land in and around the East Midlands Airport and EMG1 is a strategic location suitable for further employment growth and identifies it as the 'Leicestershire International Gateway.	carbon emissions from the transport of goods. - The potential that expansion of existing SRFIs can play in delivering new jobs and supporting local economies. Leicester and Leicestershire Strategic Growth Plan (2018) - Notes the strong regional support given to additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. - Recognition that land in and around the East Midlands Airport and EMG1 is a strategic location suitable for further employment growth and identifies it as the 'Leicestershire International Gateway.		
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			North Leicestershire Plan (2017)	West Local Plan (2017)	North Leicestershire Plan (2017)	West Local Plan (2017)		
			- Paragraph 4.5 of the Local Plan recognises the East Midlands Enterprise Gateway area (focussed on the Airport, Donington Park and EMG1) as a key destination in its own right. - Policy Ec2(2) supports proposals for additional employment sites in addition to allocated sites where there is evidence to demonstrate an immediate need or demand which cannot be met from land allocated in the Local Plan, where the proposal is accessible to both the strategic road network and sustainable transport, and where it is not detrimental to nearby residential areas.		- Paragraph 4.5 of the Local Plan recognises the East Midlands Enterprise Gateway area (focussed on the Airport, Donington Park and EMG1) as a key destination in its own right. - Policy Ec2(2) supports proposals for additional employment sites in addition to allocated sites where there is evidence to demonstrate an immediate need or demand which cannot be met from land allocated in the Local Plan, where the proposal is accessible to both the strategic road network and sustainable transport, and where it is not detrimental to nearby residential areas.			
4.8	Emerging Long Whatton and Diseworth Neighbourhood Plan	Planning Statement, Section 4, Paragraph 4.92 (Reference REP4-016)	The emerging Long Whatton and Diseworth Neighbourhood Plan Area covers the whole of the parish, this includes the EMG2 Main Site and was designated in October 2020.		The emerging Long Whatton and Diseworth Neighbourhood Plan Area covers the whole of the parish, this includes the EMG2 Main Site and was designated in October 2020.		Agreed	07/04/2026

			A formal consultation on the submission draft version (Regulation 16) of the plan ran from October 2025 – December 2025 and the draft Neighbourhood Plan has since been submitted for Examination and the Examiner's Report has been published. The Applicants and NWLDC had both objected to the Regulation 16 consultation, on the grounds that draft Policy LW+D30 would restrict/constrain the physical form of the development that is proposed as part of the Freeport and consider that as currently drafted, the draft Neighbourhood Plan may fail to meet the basic conditions. However, the Examiner concluded that subject to a number of recommendations to modify policies, the plan would meet the Basic Conditions and can proceed to referendum. The Examiner recommended a caveat within this policy to provide a suitable exception in the form of a satisfactory mitigation strategy: <i>'unless satisfactory mitigation can be demonstrated'</i>. The Examiner's Report recognises that the mitigation strategy to minimise residual landscape and visual impacts within the DCO proposals has been considered in	A formal consultation on the submission draft version (Regulation 16) of the plan ran from October 2025 – December 2025 and the draft Neighbourhood Plan has since been submitted for Examination and the Examiner's Report has been published. The Applicants and NWLDC had both objected to the Regulation 16 consultation, on the grounds that draft Policy LW+D30 would restrict/constrain the physical form of the development that is proposed as part of the Freeport and consider that as currently drafted, the draft Neighbourhood Plan may fail to meet the basic conditions. However, the Examiner concluded that subject to a number of recommendations to modify policies, the plan would meet the Basic Conditions and can proceed to referendum. The Examiner recommended a caveat within this policy to provide a suitable exception in the form of a satisfactory mitigation strategy: <i>'unless satisfactory mitigation can be demonstrated'</i>. The Examiner's Report recognises that the mitigation strategy to minimise residual landscape and visual impacts within the DCO proposals has been considered in	
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			detail and that the amended caveat would provide a workable solution to the concerns of the Parish Council.	detail and that the amended caveat would provide a workable solution to the concerns of the Parish Council.		
4.9	Socio-economic Impact	ES Chapter 5: Socio-Economic, Section 5.5 (Reference REP4-020)	The socio-economic impact of the DCO Scheme would provide a significant number of jobs and substantial investment in the area as set out in full detail within Chapter 5: Socio-Economic of the ES (Document Reference DCO 6.5).	The socio-economic impact of the DCO Scheme would provide a significant number of jobs and substantial investment in the area as set out in full detail within Chapter 5: Socio-Economic of the ES (Document Reference DCO 6.5).	Agreed	07/04/2026
4.10	Flood Risk Sequential Test	Planning Statement, Appendix 5 (Reference REP4-016)	The scope, methodology and conclusions of the Flood Risk Sequential Test, which is provided as Appendix 5 to the Planning Statement (Document Reference DCO 5.4) are agreed.	The scope, methodology and conclusions of the Flood Risk Sequential Test, which is provided as Appendix 5 to the Planning Statement (Document Reference DCO 5.4) are agreed.	Agreed	07/04/2026
4.11	Approach to Design	Design Approach Document (Reference REP7-030) NWLDC Local Impact Report (Ref. REP1-103/REP1-104/REP1-105)	Following amendments made to the DAD in response to the NWLDC Local Impact Report submitted at Deadline 1 an amended DAD was submitted at Deadline 2. Following further comments provided by NWLDC a further DAD was submitted at Deadline 7. It is considered that the general approach to detailed design as set out in the DAD is acceptable and represents good design and that the DAD provides an adequate level of detail about the approach that would be taken within the context of the	Further comments on the contents of the DAD submitted at Examination Deadline 2, and in particular the Design Code element of the DAD, were provided to the ExP at Examination Deadline 4 [REP4-064D]. NWLDC provided further comments to the Applicants on the Design Code element of the DAD on 24 July 2026 and 6 August 2026. The Applicants provided the amended DAD submitted into the	Not Agreed	09/09/2026

			opportunities and constraints of the site, and that the key development principles can be are secured through the Parameters Plan (Document DCO 2.5) and detailed design, as the authorized development comes forward, will be secured by Requirement 7 of the dDCO.	Examination at Deadline 7 to NWLDC on 25 August 2026. NWLDC have carried out a further review of the Design Code element of the DAD. Whilst welcoming the amendments to the language used within the DAD (i.e. the use of the word 'will', inclusion of further imagery and some referencing to NWLDC's adopted Good Design Guide), in general terms a Design Code needs to be clear and measurable and supported by graphics. In this respect the 'Design Requirements' boxes utilised within each section need to adopt the correct language and be clearer about what they are asking for. The weight to be attributed to the word 'can' and the expectation for the use of wording 'to include' should also be outlined by the inclusion of a language hierarchy at the beginning of the Design Code element of the DAD which provided clarity in this respect. There is also a lot of information in the 'Design Requirement' sections that is more narrative and justification. When referring to what is more successful, this could	
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				usefully be in a justification section that precedes the actual code. Keys would also be helpful, for the avoidance of doubt, to support the plans with annotation of the photos highlighting what is being shown, and crucially what the expectation is. The 'principles' of the DAD would be used as a means of influencing the detailed design of the authorised development under Requirement 7. Although the 'principles' of the DAD are acceptable to NWLDC, there is concern about how the Design Code of the DAD may be interpreted which would undermine its purpose for the delivery of the authorised development under Requirement 7. NWLDC consider that the ExP should impose a further Requirement, should they recommend that a DCO be granted, which requires an amended DAD to be submitted for approval prior to the authorised development commencing. This would then allow NWLDC a further opportunity to secure a DAD which	
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				would provide greater certainty over the design approach to be adopted for the authorised development.		
4.12	Landscaping along A453 frontage	DCO Parameters Plan (Reference REP6-006D) DCO Illustrative Landscape Masterplan (Reference AS-048)	It is the applicant's position that the proposed screening along the A453, as shown on the Parameters Plan and Illustrative Masterplan is robust and appropriate.	NWLDC agrees that the proposed screening along the A453, as shown on the Parameters Plan and Illustrative Masterplan is robust and appropriate notwithstanding NWLDC's position in the emerging Local Plan in respect of retaining a corridor of land along the entirety of the site's A453 frontage sufficient to accommodate the additional land required for the dualling of the A453.	Agreed	01/09/2026
4.13	Safeguarding of land for the dualling of the A453	DCO Parameters Plan (Reference REP6-006D) DCO Illustrative Landscape Masterplan (Reference AS-048)	LCC has responded to the ExP questions about requirements for dualling to the west of the A453 / Beverley Road roundabout [REP4-006D]. That document (in the section relating to Requirement 31) contains no technical substantiation of the need for dualling across the entirety of the frontage. The only technical work the Applicant is aware of does not substantiate that need as set out in the response to REP4-06D submitted by the Applicants at Deadline 5.	Criterion 2(c)(vi) of Policy Ec3g of the North West Leicestershire Proposed Submission Draft Local Plan (July 2026) requires the following: <i>"ensure the site layout incorporates a corridor of land along the entirety of the site's A453 frontage sufficient to accommodate the additional land required for the dualling of the A453 between the Finger Farm roundabout and the entrance to East Midlands Airport."</i>	Not Agreed	01/09/2026

				The DCO Parameters Plan includes the safeguarding of land between the Finger Farm roundabout and the roundabout junction with Beverely Road but does not extend along the entirety of the site's frontage with the A453. Whilst acknowledging the position of the ExP and the Applicants in respect of this matter, NWLDC support the position of LCC (see 4.8c (Proposed Highways Works – EMG2 Main Site Access) of the Highways and Transport SoCG between the Applicants and LCC [REP6-057]). In this respect NWLDC consider that the safeguarding of sufficient land to allow dualling of A453 along the entirety of the site's frontage is critical to ensuring that the growth anticipated by the draft Local Plan can be delivered.		
4.14	Compliance with Local Plan Policy Ec2(2)	Planning Statement, Section 5 and Appendix 1 (Reference REP4-016)	The proposed development of the EMG2 Main Site wholly complies with Policy Ec2(2). The Planning Statement concludes that there is clear evidential need for additional employment land, and the ES submitted with the proposal demonstrates overall compliance with the three criteria required to be met under the policy.	Local Plan Policy Ec2(2) requires evidence of an immediate need or demand for additional employment land which cannot be met on land allocated in the Local Plan. NWLDC does not consider that the information submitted demonstrates compliance with this aspect of Policy Ec2(2). The reasoning for this is set out in NWLDC's responses to ExP's	Not Agreed	01/09/2026

			Having regard to the conclusions of the Environmental Statement, it is considered that the scheme overall meets the relevant criteria set out in Policy Ec2(2) including demonstrating no significant impacts on amenities of any nearby residential properties.	Q1.2.1 and Q15.0.1. The development therefore does not meet the 'principle' terms of Policy Ec2(2). Whilst the principle terms of Policy Ec2(2) are not met, an assessment of the specific criteria of Policy Ec2(2), being (a), (b), and (c) is as follows. NWLDC consider that compliance with criteria (a) and (b) is demonstrated. In terms of (c), regard should be given to Section 9.0 (Compliance with Local Planning Policies) of NWLDC's LIR [REP1-103]. Principally, NWLDC officers consider that the impact to residential amenity would be appropriately mitigated by the Requirements of the dDCO and amendments made to the Parameters Plan. This includes in relation to external lighting, noise and air quality impacts. Notwithstanding this, the proposed development would result in major adverse landscape effects on the EMG2 main site and its immediate context during the construction stage and on completion, with such landscape effects only reducing to	
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				moderate / major adverse by year 15. The visual effects would also be major or moderate adverse to several receptors, with such visual effects persisting even by year 15. The assessments in these respects (particularly in year 15) would also be highly dependent upon the effectiveness of the proposed landscape mitigation in screening the development. The Built Heritage SoCG also identifies less than substantial harm to the setting of heritage assets. Given the landscape and built heritage impacts, NWLDC officers consider that it cannot be concluded that the proposed development would not be detrimental to the environment and therefore would be in conflict with criterion (c) of Policy Ec2(2) of the adopted Local Plan. This conflict with Policy Ec2(2) should be assessed in conjunction with Policy S3 of the adopted Local Plan (and in particular criterion (i)) given that the application site is in the countryside and the support for employment development under Policy Ec2(2) only applies if compliance with Policy S3 is also demonstrated. Criterion (i) requires	
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				the character and appearance of the landscape to be safeguarded and enhanced. Based on the conclusions above, it is difficult to support an assertion that the landscape is 'safeguarded and enhanced.'		
4.15	Matters Still Under Discussion	n/a	There are no matters still under discussion between the Applicant and NWLDC.	There are no matters still under discussion between the Applicant and NWLDC.	Agreed	09/09/2026

Reference Number	Matter	Application Document	Applicants' Position	Interested Party's Position	Status	Date
Planning Policy						
5.1	Description of Site and Surroundings	Planning Statement, Section 2 (Reference REP4-016)	The description of the site and surroundings of the EMG2 Project is accurately set out in Section 2 of the Planning Statement.	The description of the site and surroundings of the EMG2 Project is accurately set out in Section 2 of the Planning Statement.	Agreed	07/04/2026
5.2	Description of Development Proposals	Planning Statement, Section 3 (Reference REP4-016) MCO Parameters Plan (Reference REP1-013M)	The description of the development proposals for the EMG2 Project is accurately set out in Section 3 of the Planning Statement and the submitted Parameters Plan (Document MCO 2.5).	The description of the development proposals for the EMG2 Project is accurately set out in Section 3 of the Planning Statement and the submitted Parameters Plan (Document MCO 2.5).	Agreed	07/04/2026
5.3	Relevant Planning Policies	Planning Statement, Section 4 (Reference REP4-016) Appendix 1 of this SoCG	The policies that are of most relevance to the determination of the MCO application are contained within the table at Appendix 1.	The policies that are of most relevance to the determination of the MCO application are contained within the table at Appendix 1.	Agreed	07/04/2026
5.4	Important Planning Policy Conclusions in the Determination of	Planning Statement, Section 4, Paragraph 4.108	The following policy conclusions are important considerations in the determination of the MCO application:	The following policy conclusions are important considerations in the determination of the MCO application:	Agreed	07/04/2026

	the DCO Application	– 4.111 (Reference REP4-016)	National Planning Statement National Networks (2024) and National Planning Policy Framework (2026) and Planning Policy Guidance (2024) • The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Policy EC2 and EC3 and Paragraph 031 of PPG (Reference ID: 2a-032-20190722) provide strong and explicit national policy support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth. • The important role of rail freight in delivering transport and environmental benefits, in terms of reduced road congestion and reduced carbon emissions from the transport of goods. • The potential that expansion of existing SRFIs can play in delivering new jobs and supporting local economies.	National Planning Statement National Networks (2024) and National Planning Policy Framework (2026) and Planning Policy Guidance (2024) • The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Policy EC2 and EC3 and Paragraph 031 of PPG (Reference ID: 2a-032-20190722) provide strong and explicit national policy support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth. • The important role of rail freight in delivering transport and environmental benefits, in terms of reduced road congestion and reduced carbon emissions from the transport of goods. • The potential that expansion of existing SRFIs can play in delivering new jobs and supporting local economies.	
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			Leicester and Leicestershire Strategic Growth Plan (2018) - Notes the strong regional support given to additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. - Recognition that land in and around the East Midlands Airport and EMG1 is a strategic location suitable for further employment growth and identifies it as the 'Leicestershire International Gateway.' North West Leicestershire Local Plan (2017) - Paragraph 4.5 of the Local Plan recognises the East Midlands Enterprise Gateway area (focussed on the Airport, Donington Park and EMG1) as a key destination in its own right. - Policy Ec2(2) supports proposals for additional	Leicester and Leicestershire Strategic Growth Plan (2018) - Notes the strong regional support given to additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. - Recognition that land in and around the East Midlands Airport and EMG1 is a strategic location suitable for further employment growth and identifies it as the 'Leicestershire International Gateway.' North West Leicestershire Local Plan (2017) - Paragraph 4.5 of the Local Plan recognises the East Midlands Enterprise Gateway area (focussed on the Airport, Donington Park and EMG1) as a key destination in its own right. - Policy Ec2(2) supports proposals for additional		
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			employment sites in addition to allocated sites where there is evidence to demonstrate an immediate need or demand, where the proposal is accessible to both the strategic road network and sustainable transport, and where it is not detrimental to nearby residential areas.	employment sites in addition to allocated sites where there is evidence to demonstrate an immediate need or demand, where the proposal is accessible to both the strategic road network and sustainable transport, and where it is not detrimental to nearby residential areas.		
5.5	Plot 16 Adopted Local Plan Policy Position	Planning Statement, Section 4 (Reference REP4-016)	Plot 16 falls within an existing employment area within the adopted Local Plan. Policy Ec3 of the adopted Local Plan states that the Primary Employment Areas defined on the Policies Map will be retained for employment generating uses within the Use Classes formerly B1 (now part of Class E), B2 and B8. Planning permission will be given for the formerly B1 (light industrial and office – now part of Class E), B2 (General industrial) and B8 (Storage and distribution) uses subject to the proposed development not resulting in: (a) Significant harm to the amenity of any nearby residents; and (b) Significant harm to the general environment. With regard also being had to its infrastructure requirements and the	Plot 16 falls within an existing employment area within the adopted Local Plan. Policy Ec3 of the adopted Local Plan states that the Primary Employment Areas defined on the Policies Map will be retained for employment generating uses within the Use Classes formerly B1 (now part of Class E), B2 and B8. Planning permission will be given for the formerly B1 (light industrial and office – now part of Class E), B2 (General industrial) and B8 (Storage and distribution) uses subject to the proposed development not resulting in: (a) Significant harm to the amenity of any nearby residents; and (b) Significant harm to the general environment. With regard also being had to its infrastructure requirements and the	Agreed	07/04/2026

			merits of the proposal in terms of other local plan policies.	merits of the proposal in terms of other local plan policies.		
5.6	Socio-economic Impact	ES Chapter 5: Socio-Economic, Section 5.6 (Reference REP4-020)	The socio-economic impact of the MCO Scheme would provide some 280 - 380 Jobs and substantial investment in the area as set out in full detail within Chapter 5: Socio-Economic of the ES (Document Reference MCO 6.5).	The socio-economic impact of the MCO Scheme would provide some 280 - 380 Jobs and substantial investment in the area as set out in full detail within Chapter 5: Socio-Economic of the ES (Document Reference MCO 6.5).	Agreed	07/04/2026
5.7	Approach to Design	Design Approach Document (Reference REP7-030) MCO Parameters Plan (Reference REP1-013M)	Following amendments made to the DAD in response to the NWLDC Local Impact Report submitted at Deadline 1 (Ref. REP1-103/REP1-104/REP1-105) an amended DAD was submitted at Deadline 2 (Refer. REP2-022). It is considered that the general approach to detailed design as set out DAD is acceptable as regards the MCO and represents good design and that the DAD provides an adequate level of detail about the approach that would be taken within the context of the opportunities and constraints of the Plot 16, and that the key development principles are secured through the Parameters Plan (Document MCO 2.6). The detailed design of Plot 16 will be secured by Requirement 6 under the dMCO.	Further comments on the contents of the DAD submitted at Examination Deadline 2, and in particular the Design Code element of the DAD, were provided to the ExP at Examination Deadline 4 [REP4-064D]. NWLDC provided further comments to the Applicants on the Design Code element of the DAD on 24 July 2026 and 6 August 2026. The Applicants provided the amended DAD submitted into the Examination at Deadline 7 to NWLDC on 25 August 2026. NWLDC have carried out a further review of the Design Code element of the DAD. Whilst welcoming the amendments to the language used within the DAD (i.e. the use of the word 'will', inclusion of further imagery and some referencing	Not Agreed	09/09/2026

				to NWLDC's adopted Good Design Guide), in general terms a Design Code needs to be clear and measurable and supported by graphics. In this respect the 'Design Requirements' boxes utilised within each section need to adopt the correct language and be clearer about what they are asking for. The weight to be attributed to the word 'can' and the expectation for the use of wording 'to include' should also be outlined by the inclusion of a language hierarchy at the beginning of the Design Code element of the DAD which provided clarity in this respect. There is also a lot of information in the 'Design Requirement' sections that is more narrative and justification. When referring to what is more successful, this could usefully be in a justification section that precedes the actual code. Keys would also be helpful, for the avoidance of doubt, to support the plans with annotation of the photos highlighting what is being shown, and crucially what the expectation is. The 'principles' of the DAD would be used as a means of influencing the detailed design of the authorised development under Requirement 7.	
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				Although the 'principles' of the DAD are acceptable to NWLDC, there is concern about how the Design Code of the DAD may be interpreted which would undermine its purpose for the delivery of the authorised development under Requirement 7. NWLDC consider that the ExP should impose a further Requirement, should they recommend that a DCO be granted, which requires an amended DAD to be submitted for approval prior to the authorised development commencing. This would then allow NWLDC a further opportunity to secure a DAD which would provide greater certainty over the design approach to be adopted for the authorised development.		
5.8	Compliance with Local Plan Policy Ec2(2)	Planning Statement, Section 5 and Appendix 1 (Reference REP4-016)	The proposed development of Plot 16 wholly complies with Policy Ec2(2). The Planning Statement concludes that there is clear evidential need for additional employment land, and the ES submitted with the proposal demonstrates overall compliance with the three criteria required to be met under the policy. Having regard to the conclusions of the Environmental Statement, it is considered that the scheme overall meets the relevant criteria set out in Policy Ec2(2) including demonstrating	Local Plan Policy Ec2(2) requires evidence of an immediate need or demand for additional employment land which cannot be met on land allocated in the Local Plan. NWLDC does not consider that the information submitted demonstrates compliance with this aspect of Policy Ec2(2). The reasoning set out in NWLDC's responses to ExP's Q1.2.1 and Q15.0.1 equally applies to the MCO proposal. The development therefore does not meet the 'principle' terms of Policy Ec2(2).	Not Agreed	14/08/2026

			no significant impacts on amenities of any nearby residential properties.	Whilst the principle terms of Policy Ec2(2) are not met, an assessment of the specific criteria of Policy Ec2(2), being (a), (b), and (c), is as follows. NWLDC consider that compliance with criteria (a) and (b) is demonstrated. With regards to (c), the development is located within the confines of the East Midlands Gateway Strategic Rail Freight Interchange (EMGSRFI) and therefore would not impact adversely on the amenities of existing residential receptors. Noise, air quality and lighting impacts would also be acceptable. There would also not be significant impacts to the character and appearance of the landscape or visual amenities of the area when operational. Compliance with criterion (c) is therefore considered to be demonstrated. The visual association Plot 16 would have with infrastructure within the EMGSRFI would also, as a minimum, safeguard the character and appearance of the landscape. Broadly, therefore, compliance with criterion (i)	
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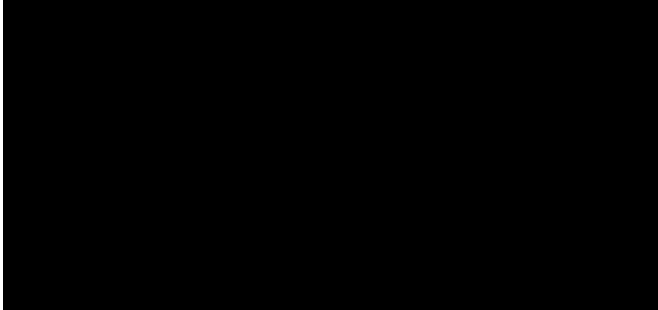
				of Policy S3 of the adopted Local Plan is demonstrated.		
5.9	Matters Still Under Discussion	n/a	There are no matters still under discussion between the Applicant and NWLDC.	There are no matters still under discussion between the Applicant and NWLDC.	Agreed	09/09/2026

6 Conclusions

- 6.1 The Applicants and NWLDC confirm that the planning policy matters under discussion in relation to the Scheme have been agreed as recorded in the tables in sections 4 and 5 above.

SIGNATURES:

On behalf of the Applicants:



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Signature

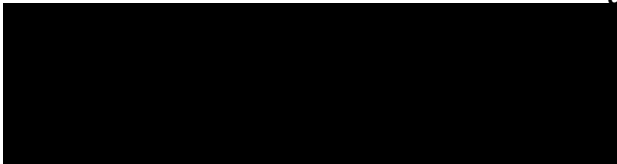
David Green

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Name

Managing Director (Delta Planning)

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Position

ct Council



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Signature



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Name

Head of Planning and Infrastructure

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Position

Appendix 1

RELEVANT LEGISLATION AND PLANNING POLICIES SUMMARY TABLE

Relevant Legislation/Policy Identified as per submitted Planning Statement	Applicable to DCO	Applicable to MCO
National Policy Statement for National Networks (NPSNN) - NPSNN Paragraph 1.3; - NPSNN Paragraph 1.10 - NPSNN Paragraph 1.11 - NPSNN Paragraph 2.1 - 2.4 - NPSNN Paragraph 2.15 - NPSNN Paragraph 2.29 - NPSNN Paragraph 3.4	✓	✓

- NPSNN Paragraph 3.22 - NPSNN Paragraph 3.33 - NPSNN Paragraph 3.46 - NPSNN Paragraph 3.3.85 – 3.86 - NPSNN Paragraph 3.90 - NPSNN Paragraph 3.94 - NPSNN Paragraph 3.96 – 3.99 - NPSNN Paragraph 3.103 - NPSNN Paragraph 4.2		
National Planning Policy Framework (NPPF) – August 2026 - NPPF Paragraph 17 - NPPF Policy S3 (Presumption in favour of sustainable development)	✓	✓

- NPPF Policy S5 (Principle of development outside settlements) - NPPF Policy CC2: Mitigation of Climate Change); - NPPF Policy CC3: Adaption to Climate Change) - NPPF Policy E2 (Meeting the need for business land and premises) - NPPF Policy E3 (Freight and logistics) - NPPF Policy DP3 (Key principles for well-designed places) - NPPF Policy DP4 (The design process) - NPPF Policy TR3 (Locating development in sustainable locations) - NPPF Policy TR4 (Street design, access and parking) - NPPF Policy TR6 (Assessing transport impacts) - NPPF Policy TR7 (Marine ports, airports and other aviation facilities) - NPPF Policy TR8 (Public rights of way)		
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- NPPF Policy HC3 (Community facilities and public service infrastructure serving new development) - NPPF Policy P2 (Ground conditions) - NPPF Policy P3 (Living conditions and pollution) - NPPF Policy P5 (Maintaining public safety and security) - NPPF Policy F4 (Assessing flood risk for decision-making) - NPPF Policy F7 (Ensuring development is safe from flooding) - NPPF Policy F8 (Sustainable drainage systems and watercourses) - NPPF Policy N2 (Improving the natural environment) - NPPF Policy N3 (Trees in new development) - NPPF Policy HE4 (Securing the conservation of heritage assets) - NPPF Policy HE5 (Assessing effects on heritage assets) - NPPF Policy HE6 (Proposals affecting designated heritage assets)		
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- NPPF Policy HE7 (Decisions on non-designated heritage assets) - NPPF Policy HE9 (Conservation areas)		
National Planning Practice Guidance (NPPG) - NPPG Paragraph: 001 Reference ID: 26-001- 20191001 (Revision Date: 01-10-2019) - NPPG Paragraph: 031 Reference ID: 2a-031- 20190722 (Revision date: 22 07 2019) - NPPG Paragraph: 032 Reference ID: 2a-032- 20190722 (Revision date: 22 07 2019)	✓	✓
North West Leicestershire Local Plan (adopted 2017) - Policy S2 – Settlement Hierarchy - Policy S3 – Countryside - Policy D1 – Design of New Development - Policy D2 – Amenity	✓	✓

- Policy Ec2(2) – New Employment Sites - Policy Ec5 – East Midlands Airport: safeguarding - Policy IF1 – Development and Infrastructure - Policy IF4 – Transport infrastructure and new development - Policy IF7 – Parking provision and new development - Policy En1 – Nature conservation - Policy HE1 – Conservation and enhancement of NWL’s historic environment - Policy Cc2 – Flood risk - Policy Cc3 - Sustainable Drainage Systems		
Emerging Draft North West Leicestershire Local Plan (2024-42) – Regulation 19 version - Draft Policy S1 – Future development needs - Draft Policy S2 – The development strategy and settlement hierarchy	✓	✓

- Draft Policy S4 - Countryside - Draft Policy AP1 – Design of new development - Draft Policy AP2 - Amenity - Draft Policy AP4 - Reducing carbon emissions - Draft Policy AP5 - Health and wellbeing - Draft Policy AP7 – Flood risk - Draft Policy AP8 – Sustainable Drainage Systems - Draft Policy AP9 – Water efficiency - Draft Policy Ec1 – Economic strategy - Draft Policy Ec3 – Employment allocations - Draft Policy Ec3g – Land south of East Midlands Airport (EMP90) - Draft Policy Ec5 – Exsiting employment areas		
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- Draft Policy Ec9 – East Midlands Airport: safeguarding - Draft Policy IF1- Development and infrastructure - Draft Policy IF6 – Transport infrastructure and new development - Draft Policy IF9 – Parking and new development - Draft Policy En1 – Nature conservation - Draft Policy En7 - Conservation and enhancement of the historic environment		
Lockington-Hemington Neighbourhood Plan - Policy H2 – Design quality - Policy ENV1 – Sustainable development - Policy ENV3 – Important open spaces - Policy ENV4 – Sites and features of natural environment significance - Policy ENV5 – Biodiversity and habitat connectivity		✓

- Policy ENV6 – Sites of historic environment significance - Policy ENV9 – Important views - ENV10 – Footpaths and other walking routes - Policy ENV11 - Flood risk resilience, watercourses and climate change - Policy BE2 Active encouragement for new businesses and employment - Policy T1 – Traffic management		
Submission Version Long Whatton and Diseworth Neighbourhood Plan - Draft Policy LW&D1 - Countryside - Draft Policy LW&D2 – Landscape sensitivity - Draft Policy LW&D4 – Countryside access - Draft Policy LW&D5 – Ecology and biodiversity - Draft Policy LW&D6 – Trees and hedgerows	✓	

- Draft Policy LW&D8 – Non-designated heritage assets - Draft Policy LW&D9 - Design - Draft Policy LW&D10 – Water management - Draft Policy LW&D13 – Infrastructure - Draft Policy LW&D16 – Noise impact - Draft Policy LW&D17 – Construction method statements - Draft Policy LW&D30 – Employment development in the countryside		
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APPENDIX 2

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL DRAFT REG 19 LOCAL PLAN – Ec3G POLICY WORDING EXTRACT

NORTH WEST LEICESTERSHIRE LOCAL PLAN 2024 to 2042

Proposed Submission Draft
(Regulation 19)



- v. achieve effective and permanent separation, both visual and physical, between the development and Battram including by maintaining the full extent of the gap between the site boundary and Battram; and
 - vi. ensure an appropriate buffer to the pylons and overhead power lines that cross the site.
- c. **Heritage.** Informed by the findings of a comprehensive Heritage Impact Assessment, proposals for the site will minimise any adverse impacts on the significance of heritage assets, in particular the setting of Pickering Grange Farmhouse (Grade II).
- d. **Green Infrastructure and Ecology.** Proposals for the site will incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across the site and surrounding countryside including Battram Turn candidate Local Wildlife Site. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.
- e. **Highways and Transport.** Proposals for the site will be required to:
- i. provide for a safe and suitable access from Wood Road;
 - ii. deliver the off-site highway improvements required to mitigate development in full; and
 - iii. provide an integrated walking and cycling network within the site incorporating the existing public right of way (Q87) and connecting to the existing footpaths on Wood Road and on Ellistown Terrace Road.
- f. **Parking.** The development will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.
- g. **Land stability.** Proposals will be required to demonstrate that land stability and contamination from the historic landfill site on adjacent land will not be prohibitive of future development.
- h. **Minerals.** A Mineral Assessment will be required to:
- i. demonstrate the impact of the proposal on brick clay resources; and
 - ii. assess the proposal against the requirements of Policy M11 of the Leicestershire Minerals and Waste Local Plan 2019 (or its successor).

6.14 Policy Ec3g – Land south of East Midlands Airport (EMP90)

- 6.14.1. This site (102ha) is located to the south of the A453/J23a of M1 and to the immediate east of Diseworth. This site is part of the East Midlands Freeport and the incentives and freedoms this designation brings will make it highly attractive to occupiers. Further, whilst it is not a planning designation, the site's Freeport status signals Government support for advanced logistics development in this location.

- 6.14.2. There is a current Development Consent Order application on the whole of EMP90 for logistics and advanced manufacturing development and related uses. There is also a current outline planning application on the portion of the site north of Hyams Lane for employment floorspace (Use Classes B2/B8) and related uses (24/00727/OUTM).
- 6.14.3. An overarching masterplan for the site is an essential requirement; development may come forward in phases but the initial phases must not prejudice, and indeed should actively facilitate, the development of the remaining site in accordance with the masterplan.
- 6.14.4. The land in its current, undeveloped state provides important separation between Diseworth and the infrastructure-related development to its north and east, namely the airport and the M1 and its associated junctions. Linked to this, the site helps to provide a countryside setting to Diseworth Conservation Area and development here could undermine Diseworth's legibility as a stand-alone village set within its agricultural context. As a result, landscape mitigation will need to be very carefully considered. As part of the landscape and green infrastructure strategy for the site, opportunities to increase public access to the countryside in this location should be capitalised on.
- 6.14.5. There is also the prospect of significant disturbance to Diseworth residents from 24-hour operations on site, principally from noise (including from traffic) and lighting which must be addressed in the scheme's design and operation.
- 6.14.6. Part of the Icen's Study's rationale for apportioning significant amount of the future need for strategic warehousing to the M1J23a/J24; A50 J1 location is the opportunity offered by the East Midlands Gateway Strategic Rail Freight Interchange to transport goods by rail. As such, the Council considers that it is important that the site occupiers make meaningful use of the facility and that this is demonstrated as part of a planning application.
- 6.14.7. A corridor of land along the entire frontage of the site is to remain free from built development to accommodate the dualling of A453.

Policy Ec3g -Land south of East Midlands Airport (EMP90)

1. Land to the south of East Midlands Airport, as shown on the Policies Map, is allocated for some 300,000 sqm (excluding mezzanines) of strategic-scale warehousing (Use Class B8) and manufacturing (Use Class B2) with ancillary offices (Use Class E(g)(i)). No more than 20% of the total B2/B8 floorspace will be for manufacturing use. A training centre for use by the site occupiers (Use Class F1(a)) would also be an acceptable use.

A subsidiary element of uses falling within Use Classes E(g)(ii) and E(g)(iii) and non-strategic warehousing (B8) will be acceptable provided it is clearly demonstrated that:

- a. significant economic benefits will result; and
- b. strategic warehousing will be the predominant use of the site.

2. Development of this site will be subject to the following requirements:

- a. **Masterplan/phasing.** A masterplan for the whole site must be submitted to and approved by the Council prior to any planning applications being determined, unless one has previously been approved through a Development Consent Order process. The masterplan will demonstrate how the whole site will be developed in a coordinated and comprehensive way, including development phasing. Subsequent planning applications must adhere to the approved masterplan. The justification for any departure from the approved masterplan must be clearly demonstrated.
- b. **Landscape and Visual Impact.** Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;
 - i. respond positively to, and integrate successfully with, the site's landscape setting;
 - ii. minimise as far as possible the visual impacts of development;
 - iii. provide an extensive landscaped setting for development within the site boundaries. This will include ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers which incorporate native species planting and naturalistic bunding are provided along visually sensitive boundaries, including the frontage to A453; and
 - iv. deliver the most important elements of landscape mitigation in advance of development.
- c. **Design and Layout.** Proposals for the site will be required to:
 - i. take full account of the site's topography in the design of the scheme, including building heights;
 - ii. demonstrate how the guidance from the Good Design Guide for North West Leicestershire has been applied to the design of the scheme;
 - iii. achieve effective and permanent separation, both visual and physical, between Diseworth and the development, including by ensuring substantial areas of land within the site boundary remain free of built development;
 - iv. maintain and enhance the existing network of Public Rights of Way which coincide with the site and, in addition, expand public access to the countryside in this location;
 - v. ensure that any adverse noise, vibration and visual impacts on

residential properties are fully addressed through the scheme's design;
and

- vi. ensure the site layout incorporates a corridor of land along the entirety of the site's A453 frontage sufficient to accommodate the additional land required for the dualling of A453 between the Finger Farm roundabout and the entrance to East Midlands Airport.
- d. **Heritage.** Informed by the findings of a comprehensive Heritage Impact Assessment, proposals for the site will minimise any adverse impacts on the significance of heritage assets. This will include securing a countryside setting to Diseworth Conservation Area which maintains the village's legibility as a stand-alone historic settlement set within its agricultural context.
- e. **Airport.** In line with Policy Ec9 – East Midlands Airport: Safeguarding, the design of development, including lighting, solar panels and landscaping, its construction and its operation should not adversely affect operations or safety at East Midlands Airport.
- f. **Green Infrastructure and Ecology.** Development proposals will incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across the site and surrounding countryside and, where appropriate, extends public access to the countryside in this location. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.
- g. **Surface Water.** The applicant will prepare a site-wide Drainage Strategy, which takes account of the findings of the North West Leicestershire Local Plan Strategic Flood Risk Assessment and includes a site-wide approach to SuDS, and which will demonstrate how the following requirements will be met:
 - i. there will be no transfer of flows from one catchment to the other;
 - ii. discharge rates will meet the Lead Local Flood Authority's requirements;
 - iii. any surface water discharging into a watercourse which in turn flows to Lockington Marshes SSSI or Attenborough Gravel Pits SSSI must first be directed through an appropriate SuDS scheme prior to discharge; and
 - iv. existing properties will not be exposed to increased flood risk from any source.
- h. **Highways, Transport and Freight.** Proposals will be required to;
 - i. provide for a safe and suitable access from A453;
 - ii. In line with Policies IF1 and IF6, deliver on-site and off-site highway improvements to mitigate the impact of development, including measures at M1 Junction 24 ensuring the continued safe and efficient operation of the strategic road network;
 - iii. support sustainable travel choices by businesses, employees and visitors by;

- A. providing an integrated walking and cycling network within the site with connections to existing Public Rights of Way which adjoin the site; and
 - B. providing high-quality, frequent and accessible bus services which connect the site and key settlements, including Castle Donington, Kegworth, Derby and Nottingham.
 - C. demonstrate that occupiers will use East Midlands Gateway Rail Freight Interchange to transport a significant proportion of goods by rail.
- i. **Parking.** Proposals for the site will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.

6.15 Policy Ec3h – Land at Corkscrew Lane, Ashby de la Zouch (EMP80)

- 6.15.1. This site (11.5 ha) comprises an arable field which is flat to gently sloping and is adjacent to G-Park which has planning permission for up to 70,000sqm of strategic-scale warehousing (19/00652/FULM). The site has a resolution to grant planning permission for 46,451sqm B2 and/or B8 units (23/00427/OUTM). The policy below is included in the Plan to provide a policy framework for future reserved matters applications.
- 6.15.2. Proposals should include significant strategic-scale landscaping to help mitigate the visual impacts of development as informed by a LVIA. The Landscape Sensitivity Assessment (2024) reports that there is an area of higher landscape sensitivity around the woodland to the north of the site and it would be appropriate to enhance tree cover and boundary vegetation, particularly fronting A511. The site lies in the National Forest and proposals should also have regard to the requirements of Policy En3.
- 6.15.3. Measures should be put in place to encourage new employees to use public transport and also to increase levels of walking and cycling.
- 6.15.4. The site is within the River Mease catchment. As part of the planning application, it was determined that the proposals would result in no adverse impacts on the features of the River Mease SAC/SSSI, subject to appropriate mitigation.

APPENDIX 3

RECORD OF ENGAGEMENT

Date	Form of engagement	Summary of matters dealt with
02/12/2022	EIA Scoping Opinion	- An EIA Scoping Opinion was issued to the Applicant from NWLDC providing details of what matters should be addressed in the Environmental Statement. Once again, it is important to note that this EIA Scoping Opinion was received at a point where the applicant proposed to submit a planning application pursuant to the Town and Country Planning Act 1990 and therefore the advice largely pertains to the EMG2 Works area. The Scoping Opinion, whilst not explicitly relevant to planning policy does make note that an assessment of cumulative impacts and alternatives should be provided within any Environmental Statement.
01/02/2023	Pre-Application Advice received from NWLDC	Pre-Application Advice was received in February 2023 from NWLDC in relation to the below matters. It is important however to note that this pre-application advice was received at a point where the applicant proposed to submit a planning application pursuant to the Town and Country Planning Act 1990 and therefore the advice largely pertains to the EMG2 Works area: - Sets out an overview of relevant planning policies in regards to the adopted North West Leicestershire Local Plan (2021), National Planning Policy Framework (NPPF), Leicestershire Minerals and Waste Local Plan (2019), National Planning Practice Guidance (NPPG), Good Design for North West Leicestershire SPD (2017), Leicestershire Highways Design Guide and Circular 06/05 (Biodiversity and Geological Conservation – Statutory Obligations and Their Impact Within the Planning System.

		- Identified that the site is wholly outside the defined Limits to Development as defined on the Policies Map to the adopted North West Leicestershire Local Plan. - The application site is part of the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) Freeport designation. - The application site lies within a mineral consultation area due to the presence of sand and gravel. - Policy S3 of the adopted Local Plan sets out the circumstances in which development will be permitted outside the Limits to Development; insofar as employment development is concerned the principle of such uses is allowed for (under criterion (s) of Policy S3) where it would comply with Policy Ec2 of the adopted Local Plan. As such in order to comply with the principle of development requirements of Policy S3, it would be necessary to demonstrate that there was an immediate need or demand for additional employment land within the District that could not otherwise be met by allocated sites (and, if that could be shown, that criteria (i), (ii), (iii), (iv), (v) and (vi) of Policy S3 and criteria (a), (b) and (c) of Policy Ec2(2)) would also be met).
18/09/2024 present	- Planning Performance Agreement (series of meetings, emails, telephone calls) as set out in the submitted Consultation Report (Document DCO 5.1)	The Applicant entered in to a Planning Performance Agreement (PPA) with NWLDC in September 2024 to allow for extensive engagement with the LPA on various matters including planning policy. The submitted Consultation Report provides a comprehensive overview of the consultation undertaken to date with NWLDC, however the following planning policy matters have been raised as part of the PPA discussions: - Discuss and progress matters arising from the Regulation 19 consultation Draft Local Plan;

	14x update meetings between Applicant and NWLDC	- To supplement previously submitted representations to the draft Local Plan with additional or new information where required and/or requested; - The principle of development and the Scheme's status within the adopted Local Plan and the need/demand for new employment land within the District; - Discussion relating to the potential benefits that comprehensive development of the EMG2 Works area can offer including notably landscape and highways mitigation.
February to August 2026	Examination	Discussion has also continued during the examination by way of the ExP Questions, hearing sessions and responses to reach an agreement on all technical aspects.