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Dear Sirs

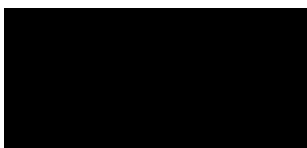
Application by SEGRO Properties Limited for an order granting consent for the East Midlands Gateway Phase 2 (BC0410001) and East Midlands Rail Freight Interchange Material Change (TR0510002)

Deadline 1 submission

Please find attached the following Deadline 1 submissions on behalf of Leicestershire County Council (LCC):

- LCC Local Impact Report
- LCC Written Representations
- LCC Summary Written Representations
- LCC responses to Examining Panel first questions and ISH1 actions
- LCC dDCO and dMCO comments and ISH2 actions

Yours faithfully



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**EAST MIDLANDS GATEWAY PHASE 2 –
EAST MIDLANDS GATEWAY RAIL FREIGHT INTERCHANGE
MATERIAL CHANGE**

Response to Deadline 1:

Local Impact Report

Leicestershire County Council

April 2026

Planning Inspectorate Reference: BC0410001/TR0510002

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1.0 Introduction

- 1.1 This Local Impact Report (LIR) has been prepared by Leicestershire County Council (LCC) in accordance with the requirements of the Planning Act 2008 (the Act) as amended by the Localism Act 2011. The LIR also considers the advice set out in the Planning Inspectorate (PINS) Advice Note One: Local Impact Reports (Version 2: April 2012). It should be read in conjunction with LCC Written Representations.
- 1.2 The LIR is part of LCC's response to an application submitted by SEGRO Properties Ltd for a Development Consent Order (DCO) and Material Change Order (MCO). The DCO includes for the construction of 300,000 sq.m of floorspace plus 200,000 sq.m of internal mezzanines for logistics and advanced manufacturing development with ancillary buildings, and associated highway works, known as 'East Midlands Gateway Phase 2' (EMG2). The MCO includes additional warehousing development for plot 16 of 'East Midlands Gateway Phase 1' (EMG1) and associated access changes.
- 1.3 The application was made by SEGRO Properties Ltd on 15 October 2025 and accepted for examination by the Secretary of State (SoS) on 12 November 2025.
- 1.4 The scheme forms part of the East Midlands Freeport, specifically the 'EMAGIC' (East Midlands Airport and Gateway Industrial Cluster) initiative. Works include construction of internal road infrastructure, bus interchange, dedicated HGV parking, hard and soft landscaping, upgrading the EMG1 substation, community park (14.3ha), alterations and improvement works at junction 24 of the M1 motorway, access works and amendments to Public Rights of Way (PRoW).

2.0 Terms of Reference

- 2.1 Section 60(3) of the Planning Act defines a LIR as a "report in writing giving details of the likely impact of the proposed development on the authority's area (or any part of that area)". In coming to a decision, the SoS must have regard to any LIRs that are submitted (section 104(2)(b) of the Planning Act).

- 2.2 The PINS Advice Note One (Local Impact Reports – Version 2, April 2012) provides guidance on the content of a LIR and confirms that the content of the LIR is a matter for the local authority concerned as long as it falls within the statutory definition referred to in paragraph 1.4 above. The PINS Advice Note provides suggested topic headings (site descriptions etc.), and this LIR broadly follows the suggested structure.
- 2.3 This LIR sets out LCC’s existing knowledge and evidence on local issues in order to present a robust assessment to the Examining Panel. As suggested by the PINS Advice Note, this LIR includes an evaluated statement of positive, negative, and neutral local impacts within a structured document. This LIR also includes LCC’s views on the relative importance of different social, environmental and economic issues and the impact of the scheme on them.
- 2.4 For the purpose of this LIR the following environmental, economic and social topics will be considered:
- Highways and Transport
 - Population and Human Health
 - Flood Risk
 - Economy
 - Cultural Heritage
 - Ecology and Biodiversity

3.0 Site Description and Constraints

Site Description

- 3.1 The development lies within the East Midlands Region and the administrative boundaries of Leicestershire County Council and North West Leicestershire District Council.
- 3.2 The proposed EMG2 development is located on land south of East Midlands Airport

and west of the M1 motorway (junctions 23A and 24). There are 3 components that form the proposed development. This includes the EMG2 main site situated south of the A453, land required for associated highway works, and land within the existing EMG1 site.

Areas adjoining the Order Limits

- 3.3 Areas immediately outside of the main Order limits are generally similar in character, comprising level or gently undulating farmland.
- 3.4 The surrounding context to the EMG2 main site is heavily influenced to the north and by the existing commercial development including East Midlands Airport and associated infrastructure, Pegasus Business Park, and Donington Park services. To the south the context is more rural except for the urbanising influence of the M1 and A42 to the south-east. Diseworth village is located to the south west.
- 3.5 Within the wider area and generally at a range of 2-3km from the main site are the settlements of Kegworth to the north east, Long Whatton to the south east, Castle Donington to the north west and Lockington to the north.

Site Constraints

- 3.6 Constraints of the site include:
- The physical constraints of existing developments, the A453 and East Midlands Airport to the north and M1 to the east all limit any development potential to the north and east.
 - The proximity of closest residential premises at Diseworth to the south west of the site, will require careful consideration and appropriate mitigation measures.
 - There are a number of views from the surrounding area that need to be sensitively addressed. The submitted Environmental Statement (ES) [APP-120] concludes that the proposal would have some significant residual adverse environmental effects with regard to landscape and visual effects close to the

site. The effects will be most impactful for properties and receptors on the north eastern edge of Diseworth village and positions close to the western and southern site boundaries.

- The PRoW along Hyam's Lane that crosses the main EMG2 site is considered within the development proposals to maintain the connectivity that the area currently benefits from.
- The existing hedgerows and trees across the site could have environmental and ecological benefits and appropriate mitigation measures and features must be designed into the scheme to appropriately offset any impact.
- There is one statutory site of international conservation importance located within 30km (The River Mease SAC), and one nationally designated site of nature conservation interest within 2km of the Order Limits, namely the Lockington Marshes SSSI located approximately 1km at its closest point from some elements of the highway works within the DCO application Order Limits (but further from the EMG2 main site).
- A number of heritage assets are likely to be affected by the development namely the setting of the Grade II* Church of St Michael and All Angels in the centre of Diseworth and the Diseworth Conservation Area which are likely to experience 'moderate to minor adverse' effects, and 'minor to negligible' residual effects respectively.

4.0 Description of the Proposal

4.1 SEGRO is proposing EMG2 as a second phase of its East Midlands Gateway Logistics Park ('EMG1') which is a Strategic Rail Freight Interchange (SRFI) located to the north of East Midlands Airport.

EMG2 Works and Highway Works (The DCO Application)

EMG2 Works

4.2 The EMG2 Works comprise a major employment-led development within the EMG2 main site, forming part of the wider East Midlands Freeport. The project proposes a flexible multi-unit logistics and advanced manufacturing scheme, supported by offices, infrastructure, landscaping, and a new community park.

4.3 A "Rochdale Envelope" approach underpins the application, defining key development parameters rather than fixed designs. This ensures environmental assessment certainty while retaining flexibility to accommodate varied future occupier requirements.

4.4 The development parameter plans set out the extent and limitations of the proposed development. Key components include:

- Up to 300,000 sq.m GIA of employment floorspace, plus 200,000 sq.m of internal mezzanines.
- Primarily logistics uses, with up to 20% for advanced manufacturing.
- Maximum building heights:
 - Up to 24m in Zones 1 and 3 (further from Diseworth).
 - Up to 18m in Zones 2 and 4–6.
- New vehicular access from the A453 via the existing Beverley Road roundabout.
- A bus interchange and electric shuttle bus service integrating with EMG1 that

will connect public routes and private shuttles to the site.

- Dedicated 95-space HGV parking area and driver amenity building.
- Upgraded EMG1 substation and new electrical infrastructure.
- Strategic internal estate road, with defined limits of deviation.
- Retention and enhancement of Hyams Lane for pedestrian/cycle use.

4.5 The proposals also include a community park to the west of the site that will be publicly accessible measuring 14.3ha. It will incorporate biodiversity enhancements, informal recreation and drainage attenuation.

Highway works

4.6 A package of highway and sustainable transport improvements is proposed to support the EMG2 main site development. The works include a new site access, upgrades at M1 Junction 24, new pedestrian and cycling infrastructure, and enhancements to PRow.

4.7 The highway works package will include the following:

- A new primary access onto the A453.
- M1 Junction 24 Improvements, including:
 - New free-flow link road from M1 northbound to A50 westbound, including a bridge over the A453 and merge alterations
 - Widening of the A50 eastbound link and related traffic management measures
 - Reconfiguration of the J24 roundabout to enhance capacity and remove the A453 northbound to A50 westbound left-turn lane
 - Signing and lining modifications on the eastern roundabout approaches and

A453 southbound

- New M1 northbound exit to the A50 with associated signage, gantry and signal upgrades
- Updated route signing north of J23A to redirect A50 traffic via the new J24 link road
- Widening the A6 Kegworth Bypass/A453 junction to increase capacity
- Active travel and public transport proposals, including:
 - New toucan crossing on the A453
 - Shared-use cycle route (“Active Travel Link”) connecting EMG1, EMG2, Kegworth and East Midlands Airport
 - New cycle track linking EMG2’s bus interchange to the toucan crossing
 - Cycle track and signage improvements on Hyam’s Lane
 - Uncontrolled pedestrian crossing at the East Midlands Airport access junction
 - Signalised pedestrian crossing at the EMG1 access junction
 - Upgrades to PRow L57 to provide cycle track standards between Diseworth Lane and Castle Donington
- Connections between Long Holden and new PRow within EMG2, including restrictions on vehicular access.
- Improvements at the A42/A453 Finger Farm roundabout, including widened westbound exit and new signage.

4.8 PRow improvements are also being proposed including:

- Existing PRow L45/L46 integrated into the Hyam’s Lane corridor

- New footpath from Hyam's Lane west towards the A453 and East Midlands Airport entrance
- New bridleway through the community park connecting to Long Holden and PRoW L48
- New footpath from Hyam's Lane east to Long Holden

The EMG1 Works (The MCO Application)

4.9 The EMG1 Works proposed through the Material Change Order (MCO) Application comprise a package of changes to the existing EMG1 site, including:

- New rail-served warehousing
- Operational upgrades to the rail-freight terminal
- Expansion of the site management facilities
- Changes to the public transport interchange

4.10 The key element is the development of Plot 16, allowing up to 26,500 sq.m of new warehousing with additional mezzanine space. The works also include access via the existing rail terminal road. In addition, the height of gantry cranes at the rail-freight terminal is proposed to increase from 20m to 24m to support improved container handling without increasing terminal capacity.

4.11 Further changes include:

- A 500 sq.m extension to the EMG1 Management Suite
- Additional car parking
- Installation of EV charging infrastructure for the internal electric bus fleet
- Creation of a new drop-off layby at the transport hub

5.0 Planning Policy

Relevant Planning History

- 5.1 An EIA scoping application (22/00938/EAS) was submitted in May 2022 for the development of a logistics/industrial park (use class B2 and B8), with ancillary offices and associated parking, highway infrastructure and landscaping (EMG2).
- 5.2 A DCO for EMG1 for the strategic rail freight interchange (SRFI) on land north of East Midlands Airport near Castle Donington, Leicestershire was granted in 2016. This proposal included:
- Up to 547,414 sq metres of warehousing and service buildings served by railway
 - An intermodal freight terminal accommodating up to 16 trains per day, with trains up to 775 metres long and including container storage and HGV parking
 - A new rail line connecting the terminal to the Castle Donington Branch freight-only line
 - New road infrastructure and works to the existing road infrastructure
 - Demolition of existing structures and structural earthworks to create development plots and landscaped zones
 - Strategic landscaping and open space, including alterations to PRow and the creation of new publicly accessible open areas
 - Bus interchange
- 5.3 The EMG2 main site is a draft employment site allocation in the Draft North West Leicestershire Local Plan 2020-2040: Proposed Housing and Employment Allocations for consultation (January 2024)¹, site reference EMP90(part).

¹https://www.nwleics.gov.uk/files/documents/proposed_limits_to_development_review1/LtD%20Review%20Document%20%28January%202024%29%20FINAL.pdf

National Planning Policy

- 5.4 The National Policy Statement for National Networks 2014 (NPS) sets out the national need for, and Government's policies to deliver the development of NSIPs on the national road and rail networks in England. The NPS provides planning guidance for promoters of NSIPs and provides the primary basis for the examination of the merits of proposals by the Examining Panel and for subsequent decision-taking by the Secretary of State for Transport. Paragraph 1.2 of the NPS states:

'The Secretary of State will use this NPS as the primary basis for making decisions on development applications for national networks nationally significant infrastructure projects in England'

- 5.5 The Government has concluded 'that at a strategic level there is a compelling need for development of the national networks and as an integrated system' (NPS, paragraph 2.10) (emphasis added). The Government in referencing a 'critical need to improve the national networks', acknowledges 'that improvements may also be required to address the impact of the national networks on quality of life and environmental factors' (NPS, paragraph 2.2).

- 5.6 The Government's vision for transport is set out in the NPS (paragraph 2.53) stating:

'The Government's vision for transport is for a low carbon sustainable transport system that is an engine for economic growth, but is also safer and improves the quality of life in our communities. The Government therefore believes it is important to facilitate the development of the intermodal rail freight industry. The transfer of freight from road to rail has an important part to play in a low carbon economy and in helping to address climate change.'

- 5.7 National planning policy is also provided in the National Planning Policy Framework (NPPF) dated December 2024. The overall strategic aims of the NPPF and the NPS are consistent as statements of national planning policy but serve different roles. The NPPF provides policy guidance upon which local authorities can prepare development plans to bring forward developments and comprises a material planning

consideration in decision-making on individual planning applications under the 1990 Act. The NPPF makes clear that it does not contain specific policies for NSIPs where quite particular considerations can apply (NPPF, paragraph 5).

Freeport Designation

- 5.8 In March 2022, the Government announced the designation of the East Midlands Freeport.
- 5.9 The spatial extent of the East Midlands Freeport covers three complementary locations, the East Midlands Airport and Gateway Industrial Cluster (EMAGIC), Ratcliffe-on-Soar former Power Station site, and the East Midlands Intermodal Park (EMIP). The EMG2 main site and the EMG1 works both fall within the EMAGIC area and accordingly form part of the Freeport designation.
- 5.10 Freeports are special areas within the UK's borders where different economic regulations apply. With Freeport status comes a comprehensive package of measures, comprising tax reliefs, customs, business rates retention, planning, regeneration, innovation and trade and investment support and incentives.

6.0 Relevant Development Plan Policies

Context

- 6.1 Section 104(2) of the Planning Act 2008 states that in deciding an application the SoS must have regard to, inter alia, any LIR's. The Planning Inspectorate (PINS) Advice Note for the preparation of LIRs refers to the inclusion of relevant development plan policies, supplementary planning guidance, development briefs or approved masterplans. The LIR should also include the local authority's appraisal of the proposed development's compliance with local policy guidance.

Development Plan

- 6.2 The current development plan is the North West Leicestershire Local Plan which was adopted in 2017, and sets out the strategy for delivering homes, jobs and infrastructure in the district between 2011 and 2031. The Local Plan was subject to a partial review in February 2018 and adopted in March 2021.
- 6.3 Consideration of the policies of the North West Leicestershire Local Plan can be found in the Local Impact Report prepared by North West Leicestershire District Council.

Leicestershire Minerals and Waste Local Plan (2019)

- 6.4 The County of Leicestershire is a principal source nationally of economically important minerals to meet infrastructure and commercial development needs. Igneous rock extraction (primarily granite) accounts for approximately 73% of the mineral extracted within the County. The Leicestershire Minerals and Waste Local Plan (September 2019) has a plan period to 2031 and seeks to provide sufficient minerals and waste facilities within Leicestershire to meet identified needs. It forms part of the statutory Development Plan for the County.
- 6.5 The Local Plan sets out the policies and proposals to guide the future winning and working of minerals and the form of waste management development over the period to 2031 and includes development management policies which set out criteria against

which planning applications for minerals and waste development will be considered. It also contains a spatial vision and strategic objectives for sustainable minerals and waste development in Leicestershire which are delivered through these policies. Policies are divided into strategic policies by type of mineral or waste site and development management policies for specific issues.

- 6.6 The use of recycled and secondary aggregates in construction and infrastructure is encouraged, recognising this lessens the need for quarrying and the efficient use of a finite resource. Provision is made for:
- i. Sand and gravel: the extraction of 19.04 million tonnes (2015 to 2031), maintaining a landbank of at least 7 years with priority given to proposals for extraction as extensions to existing site operations (Policies M1, M2 and M3);
 - ii. Crushed rock: the extraction of 231 million tonnes (2015 to 2031), maintaining a landbank of at least 10 years with priority given to proposals for extraction to be worked as extensions to existing rail-linked site operations, allowing proposals for new extraction sites where it has been demonstrated that the landbank and production capacity cannot be maintained from existing permitted sites (Policy M4).
- 6.7 Provision is also made for a steady and adequate supply of brickclay, fireclay and gypsum, with building and roofing stone being extracted where it can be demonstrated it would be primarily used in the conservation and repair of historic buildings. With policies also included to assess proposals for the extraction of coal and for the exploration of conventional and unconventional hydrocarbons (oil and gas).
- 6.8 To protect mineral resources of local and national importance Policy M11 sets out the safeguarding of mineral resources and Mineral Safeguarding Areas (MSA) are identified and are contained in Mineral and Waste Safeguarding documents produced for each Leicestershire district in 2015. Policy M12 on the safeguarding of existing mineral sites and associated minerals infrastructure seeks to ensure that significant

infrastructure that supports the supply of minerals in the County will be safeguarded against development that would adversely affect operations at an existing mineral site and the use of associated mineral infrastructure by creating incompatible land uses nearby.

- 6.9 Policy M14 sets out criteria to be met for planning permission to be granted for borrow pits to supply materials for major construction projects.
- 6.10 With regards to waste the Local Plan seeks to deliver sufficient new waste management capacity equal to the waste arisings in Leicestershire to support the delivery of the Leicestershire Municipal Waste Management Strategy targets and to allow waste management in the County to move greater amounts of waste away from disposal and up the waste hierarchy.
- 6.11 A suite of policies is included to meet this objective, which includes policies for strategic and non-strategic waste facilities, the biological treatment of waste, facilities for energy and value recovery from waste, and safeguarding waste management facilities.
- 6.12 A review of the Local Plan was carried out during 2022 in the light of the Environment Act (November 2021), the Levelling Up and Regeneration Bill (LURB) and various local factors such as the delivery of the Newhurst Energy from Waste facility and low sand and gravel reserves. The review concluded that the Leicestershire Minerals and Waste Local Plan is performing well, including at appeal, and its implementation is delivering sustainable minerals and waste development.

7.0 Consideration of Local Impacts

- 7.1 The submitted ES [APP-066 – APP-207D] and supporting documentation sets out a wide-ranging assessment of the development proposal, its impacts, and proposed mitigation measures. The chapters of the ES include the range of issues that are of concern to LCC. The following section sets out the LCC's view of the local impacts of the development.
- 7.2 Consideration of mitigation measures which could address the negative impacts identified in the relevant sections are also addressed.

Highways and Transport

- 7.3 Chapter 6 of the ES (Traffic and Transportation) [APP-079] sets out the work the Applicant has undertaken to assess the impacts of the EMG2 project on traffic and transportation.

Development Proposal

- 7.4 The development proposal as submitted has a different quantum from that which had been tested within strategic transport assessment using the Pan Regional Transport Model (PRTM). The development proposals have evolved and increased the mezzanine offering by an additional 100,000sqm of floorspace.
- 7.5 The full quantum of land use as applied for should be assessed as detailed in the PINS scoping response to the project. Rather than assess the full quantum of development applied for the Applicant has unconventionally proposed wording as a dDCO requirement to seek to limit the highway impact of the additional mezzanine floorspace pursued. Both LCC and North West Leicestershire District Council have raised concerns about the acceptability and enforceability of such a requirement.

Highway Works on the Local Road Network

- 7.6 Access to the EMG2 main site will be provided via a new arm from the A453/Beverley Road roundabout. It should be noted that documents submitted by the Applicant

incorrectly refer to this as “Hunter Road”.

- 7.7 LCC in its capacity as Local Highway Authority (LHA) has reviewed the highway design proposals, including the site access arrangements from the A453, the proposed toucan crossing, active travel proposals, and the proposals for Finger Farm roundabout where they effect the LHA’s network. The LHA is generally content with the proposed designs subject to confirmation and outcomes of updated modelling as above.
- 7.8 The proposals also include works to Hyam’s Lane PRow through the EMG2 main site to provide a dedicated cycle link that will form part of an extension of the existing National Cycle Route 15. LCC has raised concerns over the mechanism to allow cycle access in conjunction with a PRow to ensure no loss of the PRow from the definitive map.

Personal Injury Collision (PIC) data

- 7.9 PIC records are presented in Technical Note EMG2-BWB-GEN-XX-RP-TR-0015_Highway Safety Position Statement, Revision P1 Appendix 14 to the TA in Appendix 6A [APP-080, APP-081, APP-082, APP-083].
- 7.10 Having reviewed the PIC data the LHA does not consider there are any existing patterns of PICs within the scope of the assessment which would be exacerbated on the Leicestershire Local Road Network (LRN).

Strategic modelling

- 7.11 The EMG2 project has used the East Midlands Freeport Model (EMFM) 2019 pre-covid model to test the impacts of development at a strategic level. LCC has requested that the impacts of development are tested in the PRTM 2023 post-covid model.
- 7.12 The Applicant has committed to undertake a supplemental test of the development and infrastructure proposals in PRTM 2023 and to following up this assessment with cordoned input to the J24 VISSIM model for completeness. This approach will help

to identify the full impact of the development on the LRN.

- 7.13 The LHA has flagged to the Applicant that there are risks associated with submission of a DCO application and fixing of an application boundary in advance of this work being undertaken.

Construction impacts

- 7.14 The volumes of construction traffic that are used within the Transport Assessment [APP-080] quotes the EMFM Forecasting Report for the construction traffic scenario traffic scenario (July 2025) that, 'the impact of construction traffic on the local road network is forecast to be minimal'.
- 7.15 The LHA notes, however, that the assessment of materials and waste (as below) has not used the most up to date data metrics which could affect volumes and hence traffic movements on the LRN.
- 7.16 The LHA also notes that consideration does not appear to have been given to the impact of construction of highway mitigation on either the strategic or local road networks. The LHA is concerned that such impacts could be significant and take place over a prolonged period.

B. Population and Human Health

- 7.17 Chapter 17 of the ES (Population and Human Health) [APP-180] sets out the work the Applicant has undertaken to assess the impacts of the EMG2 project on population and health matters.
- 7.18 Within the (NPS) at paragraphs 4.71 and 4.72 it is recognised that new or enhanced national network infrastructure may have direct impacts on health due to traffic, noise, vibration air quality and emissions, light pollution, community severance, dust, odour, polluting water, hazardous waste and pests. As a result, where proposals are considered to have an impact or effect human beings then these effects should be assessed, and mitigation measures proposed to address the impacts identified.

7.19 The Leicestershire 2022-2032 Joint Health and Wellbeing Strategy² (JHWS) provides a comprehensive assessment of health and wellbeing in the County, establishes an overall vision for health as well as outlining the strategic priorities for health for Leicestershire. It recognises that the health and wellbeing of residents is generally good compared with England; however, there are significant inequalities and challenges in certain communities.

7.20 In particular, it is noted:

- Inequalities in life expectancy are widening, with increases in life expectancy growing at a faster rate in least deprived compared to most deprived deciles.
- Even though Leicestershire is a relatively affluent county, pockets of significant deprivation exist, with some neighbourhoods falling into the 10% most deprived neighbourhoods in England.
- Data around education, skills and training, and barriers to housing and services for Leicestershire indicate a higher number of neighbourhoods in the top 10% deprived nationally compared to other deprivation domains.
- Leicestershire performs significantly worse than England for the adults walking for travel 3x per week (%), access to travel (disabilities or no car).
- Leicestershire performs significantly worse than England for the gap in the employment rate for those in contact with secondary mental health services and the overall employment rate.

7.21 The Health Inequalities JSNA (2023)³ provides context and evidence on current health inequality priorities within the County. It identifies current groups at risk of facing health inequalities in Leicestershire, including (but not limited to): people with a disability, including people with a learning disability; people living in

² <https://www.leicestershire.gov.uk/sites/default/files/2024-04/Joint-Health-and-Wellbeing-Strategy-2022-2032.pdf>

³ <https://www.lsr-online.org/uploads/health-inequalities-chapter.pdf?v=1687257011>

poverty/deprivation and Bangladeshi, Pakistani or Gypsy or Irish Traveller groups.

- 7.22 A draft Population and Human Health Statement of Common Ground (SoCG) has been produced by the Applicant, and LCC has commented on this. The two main areas of concern that remain are the transport modelling assumptions that have been used to inform assessments are yet to be updated and agreed, and the agreement to remove the standalone Health Impact Assessment (HIA) appendix was conditional upon all of the HIA content being fully and transparently embedded within the ES Chapter 17 [APP-180].
- 7.23 The transport modelling assumptions were not complete or agreed at the time of the application submission, and more detail relating to this is set out above and in LCC's Written Representation. As a consequence, the assessment undertaken and reported on within the ES at Chapter 17 [APP-180] is not considered robust given the factors assessed including, severance and access, active travel, road safety, and traffic-related air quality and noise are all directly impacted by the amount of traffic that would be generated and the infrastructure and mitigation measures proposed.
- 7.24 Until this work is complete, the true impacts of the proposal in relation to population and human health cannot be determined.

Community Park

- 7.25 This topic is considered by Chapter 17 of the ES (Population and Human Health) [APP-180].
- 7.26 On the basis that the existing site does not comprise any publicly accessible open space, LCC agree that there are likely human health benefits associated with providing opportunities for physical activity, leisure/play and recreation.
- 7.27 The proposed community park is informal in nature, and the provision would be larger than the existing publicly accessible open spaces in Diseworth, while being conveniently located in the eastern extent of the village which would balance out the existing provision. It is proposed that the community park will also be available and open for use by the public before occupation of any of the authorised buildings on the

EMG2 main site and will be available in perpetuity. LCC consider that this will support physical activity, leisure/play and recreation, for both the existing residents of Diseworth and future employees of the proposed development.

- 7.28 The proposed PRow to the A453 though the community park includes an uncontrolled crossing of the A453. LCC advises that the appropriateness of this crossing should be determined via an assessment based on Traffic Signs Manual Chapter 6 guidance, and a design subjected to a Road Safety Audit.
- 7.29 The community park will include comprehensive and integrated landscaping which in part forms embedded mitigation to help minimise likely residual adverse impacts. No part of the community park contains any statutory landscape, ecological or heritage designations, and will result in beneficial effects on biodiversity.

C. Flood Risk

- 7.30 This topic is considered by Chapter 13 of the ES (Surface Water and Flood Risk) [APP-141].
- 7.31 LCC, in its statutory role as Lead Local Flood Authority, is satisfied that the works proposed are sufficient to mitigate any surface water run-off subject to minor amendments to the associated requirements in the dDCO.
- 7.32 LCC has consistently raised concerns with the Applicant regarding the wording of requirements as reflected in [RR-002]. As currently drafted the wording only commits the Applicant to submitting details, and not implementation of works.

D. Economy

- 7.33 This topic is considered by Chapter 5 of the ES (Socio-Economic) [APP-077].
- 7.34 During the construction phase of the development, LCC agrees that the likely socio-economic impacts will be associated with employment, local skills and training, impacts associated with the Gross Value Added (GVA), and businesses in the industrial and logistics sector. Table 5.7 of the ES [APP-077] notes that at 21.5% the

East Midlands has a higher proportion of economically inactive residents than the national average. Excluding retirees, 14.4% of economically inactive residents stated being formerly employed in the manufacturing or transportation & storage sector (42,623 people). This indicates that the EMG2 Project can contribute to reducing economic inactivity, whilst Figure 5.8 of the ES [APP-077] indicates that North West Leicestershire and the Functional Economic Market Area have been consistently supply-constrained since 2014 with a significant shortage of industrial and logistics floorspace.

- 7.35 In addition, the ES [APP-077] compares average GVA per job per sector in construction, transport and storage sectors with the average across all sectors in the study area, the East Midlands, and England. This is analysed in Table 5.10, with the average GVA per job in the study area and the region being below the national average across all three categories.
- 7.36 Table 5.29 of the ES [APP-077] predicts that a maximum of 420 Full-Time Equivalent (FTE) on-site jobs would be created per annum on average during the construction period of 4.25 years, with a peak of 440 FTE on-site jobs in 2028. As set out in Table 5.31 of the ES, once leakage, displacement and multiplier effects have been considered, this would equate to an average of 630 net additional construction jobs per annum for 4.25 years, or a peak of 660 FTE jobs in 2028. Over the duration of the construction period, this would amount to circa 2,680 on- and off-site jobs. The generation of employment during construction is supported by LCC as a direct and temporary beneficial effect over the short and medium term.
- 7.37 In regard to the GVA during construction of the development, the ES [APP-077] refers to the potential for approximately £23m to be generated per annum over the 4.25-year construction phase, or £97.6m in total over the period including the highway works, EMG2 works and EMG1 works contributing £6m, £84m, and £7m respectively. £23m constitutes circa 17% of forecast average increase in construction sector GVA per annum in the study area during the construction phase. LCC consider these construction phase impacts to have a beneficial effect over the short and medium term on regional and national economic activity.

- 7.38 LCC considers that, during operation, the development will result in clear benefits to the regional economy. Most importantly, as set out in Table 5.33 of the ES [APP-077], the potential for the development to generate up to 6,185 net additional jobs, including 4,000 on-site operational jobs directly contributing to the regional economy.
- 7.39 As identified above, this has the opportunity to directly reduce economic inactivity within the East Midlands, maximising employment opportunities for the 42,423 people formerly employed within the manufacturing or transportation & storage sector. Further, as set out in Paragraph 5.7.68 of the ES [APP-077], the development is conservatively estimated to generate business rates of around £9.3m per annum and lead to an additional £148m per annum in GVA once the EMG2 project is operational, with the EMG2 works contributing circa £137 million and the EMG1 works a further £11 million. These positive impacts associated with the proposed development are supported by LCC.
- 7.40 The ES [APP-077] identifies that the proposed development will provide upskilling and reskilling opportunities for approximately 45% of the future EMG2 project workforce, enabling progression from elementary roles into operative and technical/professional roles. This is supported by a further 3% of the unemployed workforce who could directly benefit from targeted training. Overall, the ES indicates that the proposed development would not likely face a skills shortage in the study area across most occupation categories, meaning the local population will directly benefit from increased employment opportunities.
- 7.41 In terms of the market for the industrial and logistics sector, the ES [APP-077] identifies that the persistent shortfall of floorspace availability has driven rental growth more than double the rate of inflation since 2014. Demand for such floorspace is demonstrated by the rapid uptake at EMG1, where floorspace expected to last for ten years was fully occupied within four years.

E. Cultural Heritage

- 7.42 Chapter 12 of the ES (Cultural Heritage) [APP-133] sets out the work the Applicant has undertaken to assess the impacts of the EMG2 project on cultural heritage

assets.

- 7.43 Consideration of the assessment of significance in determining the value of known and potential archaeology (e.g., prehistoric sites, Roman settlements) has been reviewed. The Applicant, in liaison with LCC, has undertaken a thorough and robust assessment of the archaeological issues. LCC are confident that a satisfactory programme of on-site archaeological mitigation will be achieved and can be secured by requirement to determine the value of known and potential archaeology.
- 7.44 LCC considers that the Applicant has conducted sufficient desk-based assessment, geoarchaeological assessment, geophysical surveys and trial trenching. It is considered that all appropriate methods have been applied. Any constraint to the predetermination investigation of the application site has been due solely to its viability and practicality at this stage. In this instance appropriate provision has been agreed with the Applicant to form part of the post-determination archaeological mitigation strategy.
- 7.45 Evaluating both direct impacts (physical destruction) and indirect impacts (changes to the setting of heritage assets) as part of the impact assessment has identified that adequate archaeological investigation has been conducted to address these concerns.

F. Ecology and Biodiversity

- 7.46 Chapter 9 of the ES (Ecology and Biodiversity) [APP-107] sets out the work the Applicant has undertaken to assess the impacts of the EMG2 project relating to ecology and biodiversity matters.
- 7.47 A draft Ecology SoCG has been produced by the Applicant, and LCC has made comments upon this. The main areas of concern that remain relate to the Biodiversity Net Gain, skylark, lighting, and veteran trees.
- 7.48 Within Chapter 9 of the ES (Ecology and Biodiversity) [APP-107] it is acknowledged that there will be impacts on ecology and biodiversity as a result of the scheme,

including negative air quality impacts on surrounding habitats, including Lount Meadows SSI and Oakley Wood SSSI.

- 7.49 There will also be a negative impact on veteran trees as there will be a partial loss of this habitat that cannot be mitigated. LCC has requested further from the Applicant in relation to veteran trees.
- 7.50 Skylarks and yellow wagtail will be impacted by the loss of arable habitat. The impact is proposed to be reduced through grassland management to provide alternative habitat and to support the carrying capacity of surrounding habitats. However, at the time of writing this report no details of the suitable breeding habitat provision have been provided.
- 7.51 There will be a loss of some species of invertebrates as there will be some loss of habitats that cannot be mitigated in their entirety.
- 7.52 There will be an impact on protected species as a result of lighting, and LCC has requested a more sensitive lighting scheme which should mitigate the impact. The requirement for bat boxes has also been raised with the Applicant, and it has yet to be confirmed that bat boxes will be provided.

G. Materials and Waste

- 7.53 LCC advised the Applicant that the Environment Agency's 2024 Waste Data Interrogator (WDI) (released 23rd September 2025) should have been used in the ES Chapter 18 assessment [APP-185].
- 7.54 The Applicant should demonstrate to the Examination the impact of using the most up to date data, together with any other assessment reliant on this data, including construction traffic movements.
- 7.55 In addition, LCC has advised that there appears to have been a conflation of landfill and general capacity. The site inventory appears to show changes in capacity, and this requires clarification.

8.0 Planning Obligations

8.1 LCC requires the Applicant to demonstrate an acceptable and appropriate legal mechanism and associated financial contribution to monitor and implement the ambitions of the Sustainable Transport Strategy. LCC suggests that this would be most appropriately dealt with in a s106 Agreement.

9.0 Summary

9.1 This LIR sets out the impacts of the submitted DCO and MCO by SEGRO Properties Ltd.

9.2 This LIR has been completed in accordance with the requirements of the Planning Act 2008 as amended by the Localism Act 2011. The LIR also considers the advice set out in the Planning Inspectorate (PINS) Advice Note One: Local Impact Reports (Version 2: April 2012).

9.3 Overall, the impacts and mitigation measures of the proposal as identified in the submitted ES Chapters and supporting documentation have been reviewed and considered by LCC. There remain a range of outstanding issues that are of concern to LCC which need to be addressed by the Applicant.