

Document DCO 8.3B / MCO 8.3B

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

APRIL 2026

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

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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	<p>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.</p> <p>Together with an upgrade to the EMG1 substation and provision of a Community Park.</p>	<p>DCO Works Nos. 1 to 5 including Further Works as described in the draft DCO (Document DCO 3.1).</p> <p>DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (Document DCO 3.1).</p>
Highway Works	<p>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.</p>	<p>DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (Document DCO 3.1).</p>
MCO Application made by the MCO Applicant for the MCO Scheme		
EMG1 Works	<p>Additional warehousing development on Plot 16 together with works to increase the</p>	<p>MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A</p>

	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.	and 8A in the draft MCO (Document MCO 3.1).
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1.4 This SoCG has been prepared in accordance with the Guidance to assist the Examining Authority in examining the applications for the DCO and MCO by providing an understanding of the status of discussions or negotiations between the Applicant and another party.

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

2 Parties to this SoCG

2.1 This SoCG is entered into by (1) SEGRO who has submitted the DCO Application through SEGRO Properties Limited and has submitted the MCO application through SEGRO (EMG) Limited (referred to collectively as "the Applicant") and (2) 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 Applicant 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 (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 Applicant 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: **green**: agreed, **amber** - a matter that is under discussion and/or further work is being completed and **red** - not agreed.

4 DCO

Matters agreed		
Ref	Matter	RAG status and any additional comments
4.1	The description of the site and surroundings of the EMG2 Project as accurately set out in Section 2 of the Planning Statement.	
4.2	The description of the development proposals (with the exception of the use of the word 'significant' within the Highway Works) for the EMG2 Project is as set out in Section 3 of the Planning Statement and the submitted Parameters Plan (Documents DCO 2.5).	
4.3	The policies that are of most relevance to the determination of the DCO application are as set out in the table at Appendix 1	
4.4	The Regulation 18 North West Leicestershire Local Plan identified an area which fully encompasses the EMG2 Main Site and Community Park as a potential location (Ref. EMP90) for strategic distribution dependent upon the outcome of further evidence base work. On 19 November 2025 the Council's Local Plan Committee further 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. This was agreed on the basis that the proposed allocation will contribute towards a) the Leicester and Leicestershire significant need for additional strategic warehousing needs identified in the 'Leicester and	

	<p>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). The proposed allocation (EMP90) encompasses the EMG2 Main Site and Community Park.</p>	
<p>4.5</p>	<p>In March 2022, the Government announced the designation of Freeport status to an area including, and linked to, East Midlands Airport.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
<p>4.6</p>	<p>The following policy conclusions are important considerations in the determination of the DCO application:</p> <p>National Planning Statement National Networks and National Planning Policy Framework (2024) and Planning Policy Guidance (2024)</p> <ul style="list-style-type: none"> • The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Paragraphs 85 – 87, and Paragraph 031 of PPG provide strong and explicit national policy 	

	<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Leicester and Leicestershire Strategic Growth Plan (2018)</p> <ul style="list-style-type: none"> • 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. <p>North West Leicestershire Local Plan (2017)</p> <ul style="list-style-type: none"> • 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 	
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	<p>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.</p>	
4.7	<p>Emerging Long Whatton and Diseworth Neighbourhood Plan</p> <p>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. 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.</p> <p>The Applicant and NWLDC share concerns regarding the draft Neighbourhood Plan following separate legal advice and whether it would fail to meet the basic conditions.. Whilst it is acknowledged that the NP does not allocate a site for excluded development, it does contain a policy (draft Policy LW+D30) that would restrict/constrain the physical form of the development that is proposed as part of the Freeport.</p> <p>The Applicant and NWLDC have both objected to the Regulation 16 consultation and consider that as currently drafted, the draft Neighbourhood Plan may fail to meet the basic conditions.</p>	
4.8	<p>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)</p>	
4.9	<p>It is agreed that the general approach to detailed design as set out in Design Approach Document (DAD) (Document Reference DCO 5.3) is acceptable and represents good design and that the DAD provides an adequate level of detail about</p>	

	the approach that would be taken within the context of the opportunities and constraints of the site, and that the key development principles can be are secured through a Parameters Plan (Document DCO 2.5) subject to matters still under discussion	
4.10	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.	
Matters not agreed		
4.11	There are currently no matters of disagreement between the Applicant and NWLDC	
Matters still under discussion		
4.12	The comprehensive development of the EMP90 site will ensure that the environmental impacts are minimised and infrastructure requirements for the whole site are addressed in the most appropriate manner.	
4.13	<p>There are some clear principles to support the comprehensive development of the EMP90 site. These are:</p> <ul style="list-style-type: none"> • The proposed development should address the relationship of the site with the village of Diseworth and the approach taken should include appropriate strategic landscaping along the western edge of the development both north and south of Hyams Lane and direct development and structural bunding away from the site boundaries. The Community Park proposed by SEGRO should be available for public use; • The development should include an HGV parking facility for early arrivals in addition to any on plot parking, in which the optimal position is considered to be near the site entrance and north of 	

	<p>Hyam's Lane. The HGV Parking is necessary to ensure that the development does not add to the existing difficulties of HGV parking in the local area;</p> <ul style="list-style-type: none"> • The proposed development should provide a bus interchange, in which the optimal position is considered to be close to the site access at the A453/Hunter Road roundabout. The bus interchange is considered to be most optimal in that location to enable the buses serving the development to operate in an efficient manner thus maximising the level of service. It is also required to facilitate a shuttle bus service which should be provided across the development site based on the EMG1 model; • The development should not compromise the ability of the entirety of the site to be served by all necessary utilities; • The highway mitigation for any development on this site should include infrastructure improvements to address the impact of the traffic generation to and from the whole site. The proposals in the DCO Application include the delivery of a significant package of works at J24. • The development as a whole should maximise linkages with EMG1 to take advantage of the existing successful sustainable transport strategy to achieve the best possible sustainable travel to and from the site. The synergy with EMG1 provides a unique opportunity to plug into a successful sustainable transport strategy giving the occupiers at the site a head start in embedding sustainable transport at an early stage. 	
4.14	The levels of screening along the A453 frontage shown on the Parameters Plan	

	and Illustrative Landscape Masterplan remain to be agreed	
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5 MCO

Matters agreed		
Ref	Matter	RAG status and any additional comments
5.1	The description of the site and surroundings of the EMG2 Project as accurately set out in Section 2 of the Planning Statement.	
5.2	The description of the development proposals (with the exception of the use of the word 'significant' within the Highway Works) for the EMG2 Project is as set out in Section 3 of the Planning Statement and the submitted Parameters Plans (Document MCO 2.5).	
5.3	The policies that are of most relevance to the determination of the MCO application are contained within the table at Appendix 1.	
5.4	<p>The following policy conclusions are important considerations in the determination of the MCO application:</p> <p>National Planning Statement National Networks and National Planning Policy Framework (2024) and Planning Policy Guidance (2024)</p> <ul style="list-style-type: none"> The NPSNN at Section 3 and at Paragraph 4.2, the NPPF at Paragraphs 85 – 87, and Paragraph 031 of PPG 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. 	

	<ul style="list-style-type: none"> • 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. <p>Leicester and Leicestershire Strategic Growth Plan (2018)</p> <ul style="list-style-type: none"> • 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.' <p>North West Leicestershire Local Plan (2017)</p> <ul style="list-style-type: none"> • 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, where the proposal is accessible to both the strategic road network and sustainable transport, and where it is not detrimental to nearby residential areas 	
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5.5	<p>Plot 16 falls within an existing employment area within the adopted Local Plan.</p> <p>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:</p> <p>(a) Significant harm to the amenity of any nearby residents; and</p> <p>(b) Significant harm to the general environment.</p> <p>With regard also being had to its infrastructure requirements and the merits of the proposal in terms of other local plan policies.</p>	
5.6	<p>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).</p>	
5.7	<p>It is agreed that the general approach to detailed design as set out in Design Approach Document (DAD) (Document Reference MCO 5.3 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 can be are secured through the Parameters Plan (Document MCO 2.6).</p>	
Matters not agreed		
5.8	<p>There are no matters of disagreement between the Applicant and NWLDC</p>	

Matters still under discussion		
5.9	There are no matters under discussion between the Applicant and NWLDC	

6 Conclusions

6.1 The Applicant and NWLDC confirm that the planning policy matters under discussion in relation to the Scheme have been agreed and/or are awaiting approval as recorded in the tables in sections 4 and 5 above.

SIGNATURES:

On behalf of the Applicant:

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Signature

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Name

.....
Position

On behalf of North West Leicestershire District Council

.....
Signature

.....
Name

.....
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
<p>National Policy Statement for National Networks (NPSNN)</p> <ul style="list-style-type: none"> - 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 	✓	✓

<ul style="list-style-type: none"> - 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 		
<p>National Planning Policy Framework (NPPF) – December 2024</p> <ul style="list-style-type: none"> - NPPF Paragraph 5 - NPPF Paragraph 8 	✓	✓

- NPPF Paragraph 10 – 11

- NPPF Paragraph 32;

- NPPF Paragraph 85 – 87

- NPPF Paragraph 96

- NPPF Paragraph 102 – 105

- NPPF Paragraph 109 – 111

- NPPF Paragraph 114

- NPPF Paragraph 118

- NPPF Paragraph 124 – 137

- NPPF Paragraph 139

- NPPF Paragraph 141

- NPPF Paragraph 161

<ul style="list-style-type: none"> - NPPF Paragraph 163 - 164 - NPPF Paragraph 166 - NPPF Paragraph 170 - 175 - NPPF Paragraph 181 – 182 - NPPF Paragraph 187 - NPPF Paragraph 192 – 201 - NPPF Paragraph 207 - 221 		
<p>National Planning Practice Guidance (NPPG)</p> <ul style="list-style-type: none"> - 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) 	✓	✓
<p>North West Leicestershire Local Plan (adopted 2017)</p>	✓	✓

<ul style="list-style-type: none"> - Policy S2 - Policy S3 - Policy D1 - Policy D2 - Policy Ec2(2) - Policy IF1 - Policy IF4 - Policy En1 - Policy HE1 - Policy Cc2 - Policy Cc3 		
Emerging Draft North West Leicestershire Local Plan	✓	✓

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| <ul style="list-style-type: none">- Draft Policy S1- Draft Policy S2- Draft Policy AP2- Draft Policy AP4- Draft Policy AP5- Draft Policy AP7- Draft Policy AP8- Draft Policy AP9- Draft Policy Ec4- Draft Policy/Site AllocationEMP90 (part)- Draft Policy IF1- Draft Policy IF5 | | |
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<ul style="list-style-type: none"> - Draft Policy En1 - Draft Policy En7 		
<p>Lockington-Hemington Neighbourhood Plan</p> <ul style="list-style-type: none"> - Policy H2 - Policy ENV11 - Policy BE2 		✓
<p>Emerging Draft Long Whatton and Diseworth Neighbourhood Plan</p> <ul style="list-style-type: none"> - Draft Policy LW&D1 - Draft Policy LW&D2 - Draft Policy LW&D3 - Draft Policy LW&D4 - Draft Policy LW&D8 	✓	

- Draft Policy LW&D9		
- Draft Policy LW&D10		
- Draft Policy LW&D30		

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APPENDIX 2

RECORD OF ENGAGEMENT

Date	Form of engagement	Summary of matters dealt with
02/12/2022	EIA Scoping Opinion	<ul style="list-style-type: none"> - 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	<p>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:</p> <ul style="list-style-type: none"> - 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),

		<p>Leicestershire Highways Design Guide and Circular 06/05 (Biodiversity and Geological Conservation – Statutory Obligations and Their Impact Within the Planning System.</p> <ul style="list-style-type: none">- 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).
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<p>18/09/2024 - present</p>	<p>Planning Performance Agreement (series of meetings, emails, telephone calls) as set out in the submitted Consultation Report (Document DCO 5.1)</p> <p>12x update meetings between Applicant and NWLDC</p>	<p>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:</p> <ul style="list-style-type: none"> - Discuss and progress matters arising from the Regulation 19 consultation Draft Local Plan; - 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.
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