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Date: 21st April 2026
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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 2 submission

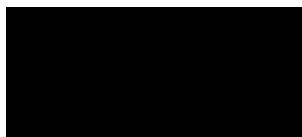
Please find attached the following Deadline 2 submission on behalf of Leicestershire County Council (LCC):

- LCC Deadline 2 Table of comments
- LCC comments on Highway and Transport Statement of Common Ground
- LCC comments on Materials and Waste Statement of Common Ground

The Examining Panel should be made aware that the seven Statements of Common Ground (SoCG) with LCC submitted by the Applicant at Deadline 1 do not reflect the SoCG returned by LCC to the Applicant team with track change comments on 2nd February 2026. This includes the descriptions of matters agreed and not agreed, and RAG ratings. It is understood that the Applicant amended the SoCG prior to submission, but unfortunately documents were not shared with LCC prior to Deadline 1.

LCC has provided further comments on seven SoCG to the Applicant prior to Deadline 2 and it is hoped that these are submitted to the Examination by the Applicant in their entirety to assist in supporting the Examining Panel in their understanding of matters agreed, under discussion, and not agreed. LCC submits separately two of these track changed SoCG to support its deadline 2 submission.

Yours faithfully



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Director, Ann Carruthers

East Midlands Gateway Phase 2 – East Midlands Gateway Rail Freight Interchange Material Change

Leicestershire County Council Deadline 2 submission – 21.04.2026

Document reference	Document	Drawing no.	LCC comments
REP1-006D	Works Plans Key Plan	EMG2-BWB-LSI-XX-DR-C- 00160-P08	No comments.
REP1-007D	Works Plans Sheet 1 of 4	EMG2-BWB-LSI-01-DR-C- 00161-P09	LCC has no comments (other than those made in the responses to the EXP first questions [REP1-088] and Local Impact Report [REP1-084] regarding Works no 15 (EMA junction uncontrolled crossing)).
REP1-008D	Works Plans Sheet 2 of 4	EMG2-BWB-LSI-02-DR-C- 00162-P08	No comments.
REP1-009D	Works Plans Sheet 3 of 4	EMG2-BWB-LSI-03-DR-C- 00163-P08	No comments.
REP1-010D	Access and Rights of Way Plans Key Plan	EMG2-BWB-LSI-XX-DR-C- 00170-P03	No comments.
REP1-011D	Access and Rights of Way Plans Sheet 1 of 2	EMG2-BWB-LSI-01-DR-C- 00171-P07	With regard to Hyam's Lane, LCC 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 in its dDCO comments [REP1-087] submitted at Deadline 1. Additionally, LCC does not wish to adopt the proposed public footpath between points 6 and 16 as set out in its dDCO comments [REP1-087] submitted at Deadline 1.
REP1-012D	Access and Rights of Way Plans Sheet 2 of 2	EMG2-BWB-LSI-02-DR-C- 00172-P06	With regard to public footpath L57, 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 in its dDCO comments [REP1-087] submitted at Deadline 1.
REP1-015D	Highway Plans General Arrangement Key Plan	EMG2-BWB-HGN-XX-DR-H-0100-P03	No comments.
REP1-016D	Highway Plans General Arrangement Sheet 1 of 4	EMG2-BWB-HGN-XX-DR-H-0101-P11	LCC reserves its position on the highway design on the LRN pending resolution of PRTM2023 modelling and final understanding of the impacts on the LRN as set out in its Written Representations [REP1-085]. LCC also notes its comments in the responses to the EXP first questions [REP1-088] and Local Impact Report [REP1-084] regarding Works no 15 (EMA junction uncontrolled crossing).

REP1-017D	Highway Plans General Arrangement Sheet 2 of 4	EMG2-BWB-HGN-XX-DR-H-0102-P11	No comments.
REP1-018D	Highway Plans General Arrangement Sheet 3 of 4	EMG2-BWB-HGN-XX-DR-H-0103-P11	No comments.
REP1-019D	Highway Works Cross-Sections Sheet 2 of 3	EMG2-BWB-HGN-XX-DR-H-0132-P04	No comments.
REP1-020D	Highway Works Cross-Sections Sheet 3 of 3	EMG2-BWB-HGN-XX-DR-H-0133-P05	No comments.
REP1-021D	Highway Classification Plan	EMG2-BWB-LSI-01-DR-C-0180-P04	No comments.
REP1-022D	Traffic Regulation Plan	EMG2-BWB-LSI-01-DR-C-0150-P04	As set out in its Written Representations [REP1-085] whilst the LHA is generally content with the proposed traffic regulation orders at this stage, the LHA reserves its position on this matter pending the resolution of PRTM2023 modelling and final understanding of the impacts on the LRN, should any further TROs be required.
REP1-023D	Speed Limit Plan	EMG2-BWB-LSI-01-DR-C-0190-P04	No comments.
REP1-024D	A453 Safeguarded Land Plan	EMG2-BWB-GEN-XX-SK-CH-SK069-P03	The extent of the proposed safeguarding does not account for dualling of the A453 to the west of the Beverley Road roundabout along the entirety of the EMG2 main site frontage. A revised drawing should be submitted to the Examination.
REP1-032	Appendix 6A – Transport Assessment Part 1 of 10 revision 1		<p>Revision P5 dated 2nd April 2025. LCC has taken the tracked changes at face value. LCC has only reviewed the document text at this stage.</p> <p>LCC's position on matters still under discussion is as set out in LCC's track changed comments on the Highways and Transport Statement of Common Ground (SoCG) issued to the Applicant on 20th April 2026.</p> <p>Revised paragraph 6.9 states that, '<i>The Stage 1 Road Safety Audit (RSA) process has been completed with the RSA and Design Team Response reports and revised drawings agreed with NH and LCC. All geometric departures from standard on the SRN have been approved by NH.</i>' However, LCC's response to the RSA is dependent on no further design changes being required due to any modelling concerns and identified impacts on the LRN requiring mitigation.</p>

			<p>Revised paragraph 6.50 states that the CTMP has been formally agreed by LCC in the SoCG. This is not the case. LCC has concerns as set out in its tracked changes to the SoCG for deadline 2.</p> <p>Amendments to the CTMP are required given network restrictions and to consider the impact of construction of highway works.</p> <p>Revised Paragraph 7.26 includes, <i>'Whilst LCountyC agreed the construction traffic numbers there is an outstanding matter in relation to minerals and waste under discussion.'</i> This matter remains under discussion and LCC have not therefore agreed the construction traffic numbers on this basis.</p> <p>Paragraph 8.29 refers to a PRTM 2023 sensitivity test presented under a separate document. LCC has yet to review this.</p>
REP1-034	Appendix 6A – Transport Assessment Part 2 of 10 revision 1		LCC's position on matters still under discussion is as set out in LCC's track changed comments on the Highways and Transport SoCG issued to the Applicant on 20 th April 2026.
REP1-036	Appendix 6A – Transport Assessment Part 3 of 10 revision 1		LCC's position on matters still under discussion is as set out in LCC's track changed comments on the Highways and Transport SoCG issued to the Applicant on 20 th April 2026.
REP1-038	Appendix 6A – Transport Assessment Part 4 of 10 revision 1		LCC's position on matters still under discussion is as set out in LCC's track changed comments on the Highways and Transport SoCG issued to the Applicant on 20 th April 2026.
REP1-030	Environmental Statement Chapter 18 – Materials and Waste		LCC broadly accepts the changes made within the document, but as set out in LCC's track changed comments on the Materials and Waste SoCG issued to the Applicant on 20 th April 2026, further clarification is provided in Technical Notes not yet submitted to the Examination by the Applicant. LCC has requested that the Applicant make these submissions.
REP1-056	Road Safety Audit 1		As set out in its Written Representations [REP1-085] and Local Impact Report [REP1-084] LCC reserves its position on the highway design on the LRN pending resolution of PRTM2023 modelling and final understanding of the impacts on the LRN and any associated mitigation requirements.

REP1-057	Design Team Response Document to Road Safety Audit 1		As set out in its Written Representations [REP1-085] and Local Impact Report [REP1-084] this has been agreed by LCC on the basis of current highway design, but LCC reserves its position on the highway design on the LRN pending resolution of PRTM2023 modelling and final understanding of the impacts on the LRN and any associated mitigation requirements.
New information not previously submitted to the Examination for comment at Deadline 3 – 28.04.2026			
REP1-040	Appendix 6A – Transport Assessment Part 5 of 10 revision 1		LCC will provide comments at Deadline 3.
REP1-042	Appendix 6A – Transport Assessment Part 6 of 10 revision 1		LCC will provide comments at Deadline 3.
REP1-044	Appendix 6A – Transport Assessment Part 7 of 10 revision 1		LCC will provide comments at Deadline 3.
REP1-046	Appendix 6A – Transport Assessment Part 8 of 10 revision 1		LCC will provide comments at Deadline 3.
REP1-048	Appendix 6A – Transport Assessment Part 9 of 10 revision 1		LCC will provide comments at Deadline 3.
REP1-050	Appendix 6A – Transport Assessment Part 10 of 10 revision 1		LCC will provide comments at Deadline 3.
REP1-058	PRTM 2023 Sensitivity Test Technical Note and Local Road Network Impact Assessment Note		LCC will provide comments at Deadline 3.
REP1-059	EMFM 2019 Sensitivity Test		LCC will provide comments at Deadline 3.

East Midlands Gateway
Phase 2 (EMG2)

Document 8.4B

Statement of Common Ground between SEGRO and Leicestershire County Council (relating to highways & transport)

April 2026

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

[SEGRO.COM/SLPEMG2](https://www.segro.com/slpemg2)

SEGRO

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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 a Material Change Order ("MCO") for the scheme known as East Midlands Gateway Phase 2 ("EMG2" or "the Scheme") described in paragraph 1.3 below. This SoCG is prepared jointly 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) Leicestershire County Council ("LCC").

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 DCO and MCO applications for EMG2 which comprises:

Main Component	Summary of Component	Works Nos.
DCO Application made by the DCO Applicant for the DCO Scheme		
EMG2 Works	Logistics and advanced manufacturing development located on the EMG2 Main Site south of East Midlands Airport and the A453, and west of the M1 motorway. The development includes HGV parking and a bus interchange. Together with an upgrade to the EMG1 substation and provision of a Community Park.	DCO Works Nos. 1 to 5 including Further Works as described in the draft DCO (Document DCO 3.1). DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (Document DCO 3.1).
Highway Works	Works to the highway network: the A453 EMG2 access junction works (referred to as the EMG2 Access Works); significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements), works to the wider highway network including the Active Travel Link, Hyam's Lane Works, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.	DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (Document DCO 3.1).
MCO Application made by the MCO Applicant for the MCO Scheme		
EMG1 Works	Additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (Document MCO 3.1).

1.4 This SoCG has been prepared in accordance with the Guidance to assist the Examining Authority in examining the applications for the DCO and MCO by providing an understanding of the status of discussions or negotiations between the Applicant and LCC.

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) the Applicant and (2) LCC.

2.2 LCC enters into this SoCG in its capacity as the local highway authority. The A453 across the site frontage of the EMG2 Main Site forms part of the local road network, where a new access is being delivered, as do a number of other off-site junctions assessed in the Transport Assessment (TA).

2.3 On-going engagement has been held on a regular basis with LCC in its capacity as Local highway Authority since April 2022, primarily focussing on the transport modelling, highway mitigation and the sustainable transport strategy. This has led to agreement on a number of technical matters. Engagement continues throughout the examination process to seek to resolve those which remain outstanding.

2.4 A record of the meetings between the Applicant and LCC is set out in the Appendix to this SoCG. It does not include the entirety of the historic and ongoing engagement between the Applicant and LCC which has also been by way of a considerable number of emails, telephone calls and Teams meetings.

3 Structure of this SoCG

3.1 Section 4 of this SoCG considers highways & transport matters relevant to the entire EMG2 Project for which LCC is the Local Highway Authority, which includes development across both the DCO and MCO applications. Reference to 'EMG2 Project' refers to development within both the DCO and MCO applications and reference to 'EMG2 Main Site' refers to development on land south of East Midlands Airport only.

3.2 Section 5 then covers details that are only relevant to the MCO application, where they have no relevance to the DCO application.

3.3 The areas covered by this SoCG are as follows:

3.3.1 Scheme overview

3.3.2 Pre-application engagement

3.3.3 Baseline conditions

3.3.4 Trip generation

3.3.5 Assessment methodology

3.3.6 EMFM 2019 – stage 1 modelling

3.3.7 Detailed junction modelling

3.3.8 Proposed highway works & EMFM 2019 stage 2 modelling

3.3.9 Site access

3.3.10 Active travel

3.3.11 Public transport

3.3.12 HGVs

3.3.13 Construction activity

3.3.14 Highway design

3.3.15 Road safety auditing

3.4 This SoCG records those matters which are agreed and any still under discussion between the Applicant and LCC in relation to highways & transport.

3.5 This SoCG is a document that will evolve during the Examination stage and will conclude with a version that confirms the final positions of the parties on relevant matters before the close of the Examination.

3.6 Within the following tables a Red Amber Green (RAG) status has been applied as follows: **green** – agreed, **amber** – a matter that is under discussion and/or further work is being completed and **red** – not agreed

4 EMG2 Project (DCO & MCO)

Ref	Matter	Relevant reference signposting	Document and	RAG status and any additional comments
Matters agreed				
4.1 – Scheme Overview	<p>It is agreed that the DCO application seeks permission for a new logistics and advanced manufacturing employment park on the EMG2 Main Site comprising 300,000sqm of B2/B8 use plus an allowance of 200,000sqm of B8 mezzanine floorspace, together with HGV parking and a bus interchange, an upgrade to the EMG1 substation and provision of a community park.</p> <p>It is agreed that the MCO application seeks permission for a new B8 warehousing unit of 26,500sqm plus a mezzanine allowance of 3,500sqm, together with works to increase the permitted height of the cranes at the rail terminal and improvements to the EMG1 public transport interchange and site management building and addition of a pedestrian crossing near the entrance to EMG1.</p> <p>It is agreed that the development described above has been assessed in the DCO, subject to concluding the PRTM 2023 sensitivity test and providing</p>	Parameters	Plan. Document DCO/MCO 2.5	

Ref	Matter	Relevant reference and signposting	Document and	RAG status and any additional comments
	additional flow data for the 100,000sqm GFA mezzanine floorspace			
4.2 – Pre-application Engagement	<p>BWB has been engaging with LCC and the wider TWG (involving National Highways (NH), LCC, Nottinghamshire County Council, Leicester City Council, East Midlands County Combined Authority and Nottingham City Council), since April 2022 working collaboratively to develop the TA, Sustainable Transport Strategy, Framework Travel Plan and Transport ES Chapter.</p> <p>It is agreed that the level of engagement with LCC has been comprehensive and that LCC has provided an appropriate level of input to agree key details during the project.</p> <p>It is agreed that the meeting minutes appended to the TA accurately reflect the discussions held at the meetings since April 2022. In addition, there have been extensive email exchanges and calls.</p>	<p>Appendices 19 and 20 of the TA (BWB document ref EMG2-BWB-GEN-XX-RP-TR-0002_TA-S2-P4).</p> <p>Document DCO 6.6A</p>		
4.3 - Baseline Conditions	<p>New traffic surveys were undertaken in November 2022 and May 2023 to inform the transport modelling. The surveys were undertaken during a suitable period and obtained accurate data to inform the transport modelling outlined in further detail below. The traffic survey data is therefore agreed.</p>	<p>Section 4 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4).</p> <p>Document DCO 6.6A</p>		
	<p>It is agreed that a comprehensive review of existing Personal Injury Collision (PIC) records has been undertaken to identify existing highway safety problems on the surrounding network and is reflected in the TA.</p> <p>It is agreed that the review provides a detailed summary of all recorded PICs over the latest 6-year period</p> <p><u>LCC considers that the scope of the PIC analysis may need to be extended pending the resolution of PRTM2023 modelling and final understanding of the impacts on the LRN, should further</u></p>	<p>Highway Safety Position Statement (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0015_S2-P1) contained at Appendix 14 of the TA. Document DCO 6.6A</p>		

Ref	Matter	Relevant reference and signposting	Document and	RAG status and any additional comments
	<p>junctions or links on the LRN need to be considered.</p>			
	<p>It is agreed that BWB has carried out a thorough review of all existing opportunities to travel by sustainable modes of transport as part of a Walking Cycling and Horse-Riding Assessment and Review (WCHAR) to inform where improvements are required as part of the TA and proposed Highway Works. The conclusions of the WCHAR are agreed.</p> <p>LCC has expressed concern over the level of supporting and design information regarding the proposed uncontrolled crossing of the A453 at the airport signal-controlled crossing.</p>	<p>Walking, Cycling and Horse-Riding Assessment & Review (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0005_S2-P6) contained at Appendix 3 of the TA. Document DCO 6.6A</p>		
4.4 - Trip Generation	<p>The vehicle trip generation for the EMG2 Project is agreed and has been calculated using the previously agreed B8 trip rates from the EMG1 DCO TA, along with new B2 trip rates from the TRICS database.</p> <p>Using these trip rates, it is agreed the EMG2 Project could generate 929 vehicle trips in the morning peak hour and 1,065 vehicle trips in the evening peak hour, prior to the implementation of the Framework Travel Plan. It is agreed that the traffic generation calculations are acceptable and provide a robust set of parameters to test the worst-case impacts of the EMG2 Project on the surrounding network.</p> <p>This is pending consideration of the PRTM 2023 sensitivity test modelling and the assessment of the residual impacts on the local road network by LCC set out in Document DCO 7.8. LCC consider that mitigation is likely to be required on the Local Road Network, including at Derby Road, Kegworth given that the development traffic is forecast to increase flows to pre-bypass levels.</p>	<p>Trip Generation Core Assessment Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-00012_S2-P1) contained at Appendix 11 of the TA. Document DCO 6.6A</p> <p>Assessment of Residual Impacts on Local Road Network Technical Note included within the PRTM 2023 report (Document DCO 7.8)</p>		
	<p>Whilst modal split figures recorded at EMG1 in 2024 show that single occupancy car trips are lower, it is agreed that, for robustness, the EMG2 Project adopts the</p>	<p>Section 7 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-</p>		

Commented [RH1]: Move to Matters still under discussion

Commented [RH2]: Move to Matters still under discussion

Commented [RH3]: Move to Matters still under discussion

Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
	<p>original modal split assumptions from the EMG1 DCO TA for the core assessment, which are as follows:</p> <ul style="list-style-type: none"> • 80% single occupancy car driver • 11% car share • 5% public transport • 3% active travel • 2% other <p>With the above assumptions, it is agreed the EMG2 Project could generate up to 125 car share trips, 57 public transport trips and 33 active travel trips in the peak hour periods, prior to the Framework Travel Plan measures being implemented.</p>	<p>TR-0002_S2-P4). Document DCO 6.6A</p>	
	<p>The principles of the successful existing Travel Plan at EMG1 are carried over to EMG2, in the Sustainable Transport Strategy which provides suitable targets and measures to reduce single occupancy car trips to the development.</p> <p>It is agreed that this would bring benefits to the operation and safety of the highway network and reduce the impacts of the EMG2 Project compared to what has been assessed and mitigated in the TA.</p> <p><u>LCC would welcome updates / responses regarding the LCC's relevant answers to some of the EXP1 questions, including TP periods and bus pass periods.</u></p>	<p>Sustainable Transport Strategy (ITP document reference EMG2_Sustainable Transport Strategy_45-5, August 2025). Document DCO 6.6B</p> <p>Framework Travel Plan (ITP report reference EMG2_Framework Travel Plan_v5-4, August 2025). Document DCO 6.6C</p> <p>Section 7 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A</p>	
4.5 - Assessment Methodology	<p>The EMG2 Project has been assessed using EMFM 2019, which was the relevant model available when the modelling started on 10 October 2024. The EMFM 2019 model validates to an acceptable threshold.</p>	<p>Section 8 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A</p> <p>EMFM Base Year Model Review (AECOM document reference EMFM 2019 – East Midlands Gateway Phase 2: Base Year Model Review Addendum –</p>	

Commented [RH4]: Move to Matters still under discussion

Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
		update to May 2024 TAG data book, 19 August 2024) contained at Appendix 7 of the TA. Document DCO 6.6A	
	In addition to EMFM 2019 modelling, the development has also been assessed as a sensitivity test in PRTM 2023, post the model being formally approved for use by National Highways on 20 May 2025. The Applicant has completed the PRTM 2023 modelling and the outputs are currently under discussion. The PRTM 2023 Forecasting Report was issued on 12/02/26.	2023 PRTM Sensitivity Test Technical Note and Local Road Network Impact Assessment Note (Document DCO 7.8)	
	The impacts of the EMG2 Project have been tested at forecast years of 2028 (year of opening) and 2038 (10 years post year of opening), inclusive of committed developments and highway infrastructure schemes as detailed in the Uncertainty Log v7 and PRTM Proforma v14. This is agreed with LCC. Further scenarios without draft Local Plan allocations have been included in the PRTM assessment for the purposes of the EIA and thus do not form part of the core highways assessment for the TA.	TA & ES Chapter Assessment Methodology Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0017_S2-P4) contained at Appendix 17 of the TA. Document DCO 6.6A Uncertainty Log v7 and PRTM Proforma v14 contained at Appendix 8 of the TA. Document DCO 6.6A	
	The EMFM 2019 and PRTM 2023 models distribute development traffic onto the highway network using a number of methodologies, which include: <ul style="list-style-type: none"> • In-built gravity model • EMG1 parent zone • Pegasus Park parent zone BWB carried out a review of the three methodologies in collaboration with LCC and the wider TWG and it is agreed that the in-built gravity model is the most appropriate methodology, noting that the outputs were similar to the EMG1 parent zone methodology. The distribution methodology applied to development trips is agreed.	Section 8 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A	

Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
4.6 - Stage 1 Modelling	<p>The Stage 1A forecast year modelling has been carried out in EMFM 2019 in accordance with the details in Proforma v14 and Uncertainty Log v7.</p> <p>A sensitivity test has been carried out using PRTM 2023 in line with the details in Proforma 2023 v1 and Uncertainty Log v7.</p>	<p>Stage 1 Modelling Forecast Report (AECOM document reference EMFM 2019 – East Midlands Gateway Phase 2: Forecasting Report, 04 February 2025) contained at Appendix 41 of the TA. Document DCO 6.6A</p> <p>Uncertainty Log v7 and PRTM Proforma v14 contained at Appendix 8 of the TA. Document DCO 6.6A</p>	
	<p>The EMFM 2019 Stage 1A forecast year modelling results have been analysed to understand the impacts of the EMG2 Project across the existing highway network and at key junctions that would experience an increase of +/-5% Passenger Car Units (PCUs) or an increase of more than PCUs.</p> <p>BWB considered the impacts of the EMG2 Project at a total of 27 junctions and from that list it is agreed that 16 off-site junctions required further detailed modelling using appropriate modelling packages in the TA.</p> <p>The 16 junctions are located on key strategic routes, primarily along the A453 between the Walton Hill signal junction (west of East Midlands Airport) and M1 Junction 24, along with two other junctions on the A453 Remembrance Way and the Station Road/Broad Rushes roundabout to the north of Castle Donington. It is agreed that this is an appropriate study area for the TA and includes the key locations that are impacted by the EMG2 Project.</p> <p>The PRTM 2023 modelling has been completed and the outputs remain under discussion with LCC to agree the residual impacts on the local road network with the proposed mitigation in place.</p>	<p>Section 8 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A</p> <p>2023 PRTM Sensitivity Test Technical Note and Local Road Network Impact Assessment Note (Document DCO 7.8)</p>	

Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
4.7 - Detailed Junction Modelling	<p>LCC are content with the scope of microsimulation modelling required based on the strategic impacts of the proposed development. This covers:</p> <ul style="list-style-type: none"> • A453/Hunter Road roundabout • M1 Junction 23a (Finger Farm roundabout) • A6 Kegworth Bypass/A453 roundabout (EMG1) • M1 Junction 24 <p>It is agreed that any remaining junctions on the Local Road Network be modelled using Junctions 11 software (an industry standard modelling software package for priority junctions) or LinSig (an industry standard modelling software package for signalised junctions).</p>	<p>Section 8 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A</p>	
	<p>BWB has produced a detailed VISSIM model covering the four key junctions, which has been validated against industry standard scoring criteria. It is agreed that the VISSIM model validates to an acceptable threshold and is an accurate tool to test the forecast year traffic flows and consider the impacts of the EMG2 Project.</p>	<p>VISSIM Local Model Validation Report (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0006_S2-P7) (a revision to Appendix 46 of the TA Document DCO 6.6A and not yet a submitted document).</p>	
	<p>BWB has produced Junctions 11 and LinSig models for 12 junctions on the LRN, which have been validated in line with industry standard thresholds. It is agreed that all 12 junctions validate to an acceptable threshold and are accurate models to test the forecast year flows and consider the impacts of the EMG2 Project.</p>	<p>Base Model Validation Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0007_S2-P4) contained at Appendix 5 of the TA. Document DCO 6.6A</p>	
	<p>The outputs from EMFM 2019 and PRTM 2023 have been furnished alongside observed surveys to derive suitable turning movements for the detailed junction modelling. The methodology for the furnishing was agreed with LCC and furnished turning movements for the PRTM 2023 sensitivity test have been sent to the LCC and the wider TWG for approval.</p>	<p>Modelling Furnishing Approach Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0004_S2-P7) contained at Appendix 49 of the TA. Document DCO 6.6A</p>	

Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
	<p>The detailed VISSIM, Junctions 11 and LinSig modelling of the Stage 1A scenarios in EMFM 2019 showed that there are existing capacity issues at M1 Junction 24, A6 Kegworth Bypass/A453 roundabout and M1 Junction 23A (Finger Farm), which are predicted to be worsened by the EMG2 Project.</p> <p>Mitigation has been designed to resolve capacity issues on the Strategic Road Network at the above locations and the residual impacts on the local road network are being discussed with LCC.</p> <p>PRTM 2023 sensitivity test modelling has been undertaken to understand whether proposed mitigation remains suitable in the latest version of the model.</p>	<p>VISSIM Modelling Forecasting Report (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0019_S2-P4) (a revision to Appendix 50 of the TA Document DCO 6.6A and not yet a submitted document).</p> <p>2023 PRTM Sensitivity Test Technical Note and Local Road Network Impact Assessment Note (Document DCO 7.8)</p>	
4.8 Proposed Highway Works	<p>The proposed Highway Works include significant improvements at M1 Junction 24. The key piece of infrastructure comprises a new free flow link between M1 northbound and A50 westbound that allows traffic to avoid M1 Junction 24.</p> <p>There are also other Highway Works at M1 Junction 24, as well as improvements at the A6 Kegworth Bypass/A453 roundabout (EMG1) and M1 Junction 23A (Finger Farm).</p> <p>It is agreed that the proposed Highway Works are comprehensive and have been designed in collaboration with LCC (where relevant) and the wider TWG subject to approval of departures from standard, Stage 1 Road Safety Audits and detailed design. Modelling using PRTM2023 and VISSIM has been completed and remains under discussion.</p>	<p>Sections 12 and 13 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A</p> <p>2023 PRTM Sensitivity Test Technical Note and Local Road Network Impact Assessment Note (Document DCO 7.8)</p>	
	<p>The proposed Highway Works were initially tested in EMFM 2019 as part of the Stage 2A modelling scenarios and identify the following improvements:</p> <ul style="list-style-type: none"> The new M1 northbound to A50 westbound free flow link would 	<p>Sections 12 and 13 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A</p>	

Ref	Matter	Relevant reference and signposting	Document and	RAG status and any additional comments
	<p>reduce northbound traffic on the A453 which would instead use the M1 motorway.</p> <ul style="list-style-type: none"> The M1 Junction 23A (Finger Farm) gyratory operates within capacity because of reduced traffic flows on the A453. The northbound diverge slip road at M1 Junction 24 would experience significantly less queueing that could be accommodated within the slip road compared to existing queues which extend onto the motorway. The circulatory links at M1 Junction 24 would overall operate with greater levels of capacity, particularly along the western side of the junction. <p>The EMFM 2019 modelling shows the proposed Highway Works provide capacity benefits to the Strategic Road Network and mitigate the impacts of the EMG2 Project on the SRN. The proposed mitigation has been tested in PRTM 2023 as a sensitivity test to understand whether the conclusions remain in the latest version of the model. This remains under discussion with LCC.</p>			
4.9 - Site Access	<p>The A453 across the frontage of the EMG2 Main Site forms part of the local highway network under the jurisdiction of LCC.</p> <p>It is generally agreed that an appropriate form of access is deliverable from the A453/BeverleyHunter Road roundabout as shown on the Geometry Plan at Drawing Number EMG2-BWB-HGN-1453-DR-H-0101_S2-P02, -however LCC will review this alongside the PRTM 2023 modeling results and the approach to safeguarding land for dualling of the A453.</p>	Section 6 and Appendix 26 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4)	Document DCO 6.6A	
4.10 - Active Travel	It is agreed that a comprehensive sustainable transport strategy has been developed that includes new segregated footway/cycleway and crossing facilities,	Section 6 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-		

Commented [RH5]: Move to Matters still under discussion

Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
	<p>improvements to the existing Public Rights of Way network (including Public Footpath L45 'Hyam's Lane' Public Footpath L57 between Castle Donington and EMG1 and upgrading Long Holden to a bridleway and restricting vehicular access) that will encourage employees to travel by active modes of travel.</p> <p><u>The PROW strategy has been agreed with LCC. LCC has raised the following concerns which require resolution:</u></p> <ul style="list-style-type: none"> <u>With regard to Hyam's Lane and L57, 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; and</u> <u>LCC does not wish to adopt the proposed public footpath between the eastern end of Long Holden and the eastern end of Hyam's Lane, however would not object to this being delivered as a permissive path.</u> 	<p>TR-0002_S2-P4). Document DCO 6.6A</p> <p>Sustainable Transport Strategy (ITP document reference EMG2_Sustainable Transport Strategy_45-5, August 2025). Document DCO 6.6B</p> <p>Framework Travel Plan (ITP report reference EMG2_Framework Travel Plan_v5-4, August 2025). Document DCO 6.6C</p>	
4.11 - Public Transport	<p>It is agreed that the sustainable transport strategy will provide enhancements to the public transport provision. This includes a new dedicated bus interchange on the EMG2 Main Site that would be served by existing public bus services and well as internal shuttle bus services that will transport employees from the bus interchange to all of the warehousing units across the EMG2 Main Site. This follows the successful EMG1 model and will encourage employees to travel by public transport modes.</p>	<p>Section 6 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A</p> <p>Sustainable Transport Strategy (ITP document reference EMG2_Sustainable Transport Strategy_45-5, August 2025). Document DCO 6.6B</p> <p>Framework Travel Plan (ITP report reference EMG2_Framework Travel Plan_v5-4, August 2025). Document DCO 6.6C</p>	

Commented [RH6]: Move to Matters still under discussion

Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
4.12 - HGVs	<p>It is agreed that the local roads between the EMG2 Project and nearby villages all provide <u>have</u> appropriate weight restrictions that will restrict HGVs from travelling along them (except for access).</p> <p>It is agreed that the layout of the Strategic Road Network ensures that HGVs can access the EMG2 Project via appropriate routes which will ensure there are no significant or unacceptable impacts from HGVs on the sensitive parts of the network. It is therefore agreed that no specific management measures are required to control the routes that HGVs use.</p> <p>It is agreed that a route plan has been developed that demonstrates how HGVs associated with the EMG2 Project could continue to access the site using suitable roads when there are temporary closures on the Strategic Road Network. It is agreed that the road network around the EMG2 Project is suitable to accommodate HGVs from all directions.</p>	<p>HGV Route Plan (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0016_S2-P3) contained at Appendix 15 of the TA. Document DCO 6.6A</p>	
4.13 - Construction Activity	<p>The EMG2 Project is expected to generate 108 vehicle trips in the morning peak hour and 107 vehicle trips in the evening peak hour during the busiest phase of the construction programme. This is agreed and is based on a number of robust assumptions using historic survey data from SEGRO construction sites.</p> <p>The additional construction trips have been tested using the East Midlands Freeport Model and it is agreed that traffic from the construction phase of the EMG2 Project can be accommodated on the existing highway network without causing any significant problems and therefore no mitigation is required.</p> <p>LCC has raised comments in the Relevant Representations on Minerals & Waste which could require clarification of the construction traffic calculations, although this is not expected to cause any material changes.</p>	<p>Construction Traffic Calculations Technical Note (BWB document reference) EMG2-BWB-GEN-XX-RP-TR-0013_S2-P3) contained at Appendix 12 of the TA. Document DCO 6.6A</p> <p>EMFM 2019 Forecasting Report (AECOM document reference EMFM 2019 – East Midlands Gateway Phase 2: Forecasting Report 1a Construction Traffic) contained at Appendix 74 of the TA. Document DCO 6.6A</p>	

Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
	<p>An Outline Construction Traffic Management Plan has been produced setting out measures that will be adopted during the construction phase of the development to limit impacts of construction traffic on other road users.</p> <p>It is <u>generally</u> agreed that the details within the Outline Construction Traffic Management Plan are acceptable and that a requirement to produce and comply with phased plans is included in the Draft DCO (Requirement 11).</p> <p><u>However, LCC note that no mention is made of the particular restrictions including the Christmas Moratorium annually on the A453, generally from the last Friday in November to the first Monday in January following New Years Day. The risks of daytime and out of hours works, as EMA is a 24/7 operation with different peaks and troughs which can have an adverse effect on access to the site, and significant planned events at Donington Park e.g. Download festival.—</u></p> <p><u>The LHA also notes that consideration does not appear to have been given to the impact of construction of the proposed highway works 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.</u></p>	<p>Construction Traffic Management Plan (Taylor Skelton document reference PC24-004 EMG 2, Rev P06) contained at Appendix 16 of the TA.</p> <p>Document DCO 6.6A</p>	
4.14 Highway Design	The highway design on the local road network has been agreed (including departures) with LCC subject to closing out the PRTM 2023 modelling work.	Document DCO 2.8A 2.8B and the cross sections and long sections 2.9 2.10 (relevant to LCC)	
4.15 – Road Safety Auditing	The Stage 1 Road Safety Audit process has been agreed with LCC, <u>however LCC reserves its position in case the highway design requires amendment subject to closing out the PRTM 2023 modelling work.</u>	<p>Stage 1 Road Safety Audit has been submitted at Deadline 1 (Document 7.7)</p> <p>Stage 1 Road Safety Audit response report has been submitted at Deadline 1</p>	

Commented [RH7]: Move to Matters still under discussion

Commented [RH8]: Move to Matters still under discussion

Ref	Matter	Relevant Document reference and signposting	RAG status and any additional comments
		(Document DCO 7.7A and MCO 7.7A)	
Matters not agreed			
4.16	There are currently no <u>fundamental</u> areas of disagreement between the Applicant and LCC, <u>that it is not anticipated will be agreed</u>		
Matters still under discussion			
4.17	BWB undertook a sensitivity test in EMFM 2019 that modelled the A50 westbound merge with unconstrained capacity. The purpose of the assessment was to establish the highest volume of traffic that could use the new link road to inform the engineering work. A Technical Note and associated VISSIM model/outputs were issued to LCC on 18 November 2025 and BWB are awaiting formal responses and agreements to those details.	Technical Note EMG2-BWB-GEN-XX-RP-TR-0021_2019-EMFM-2019 Sensitivity Test Technical Note issued to the Transport Working Group on 18 November 2025 (Document DCO/MCO 7.9 submitted at Deadline 1).	
4.18	Notwithstanding the legal wording that has been agreed to control the use of the mezzanine floorspaces within the B8 units of the EMG2 Main Site, conversations remain on-going with LCC about the potential additional traffic and residual impacts on the local highway network. LCC considers that the assessment of a full quantum of land use remains outstanding if a mechanism for controlling the 'mezzanine' floorspace is not agreed by all parties.	2023 PRTM Sensitivity Test Technical Note and Local Road Network Impact Assessment Note (Document DCO 7.8)	

Commented [RH9]: To include matters as flagged above

5 MCO

Matters agreed

Ref	Matter	Document reference	RAG status and any additional comments
5.1	It is agreed that the MCO application seeks permission for a new B8 warehousing unit of 26,500sqm plus a mezzanine allowance of 3,500sqm, together with works to increase the permitted height of the cranes at the rail terminal and improvements to the EMG1 public transport interchange and site management building and addition of a pedestrian crossing near the entrance to EMG1. <u>However, it remains unknown if the works to the EMG1 access are to be included within the MCO as well as the DCO.</u>	Parameters Plan Document MCO 2.5	
5.2	The peak hour traffic generation associated with the EMG1 Works proposed additional floorspace has been established and is being assessed as part of the entire EMG2 Project (inclusive of EMG1 Works) and is an appropriate methodology for the TA. A separate assessment of the MCO traffic in isolation has been carried out at the A6/A453 Kegworth Bypass/EMG1 roundabout, although this forms part of the SRN under NH jurisdiction. <u>The outcome of this work has yet to be agreed.</u>	Section 7 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A 2023 PRTM Sensitivity Test Technical Note and Local Road Network Impact Assessment Note (Document DCO 7.8) MCO Note – Transport Technical Note with further assessment of Plot 16 impacts (Document MCO 7.10)	
5.3	It is <u>not yet</u> agreed that access from A453/A6 Kegworth Bypass roundabout and Wilder's Way as proposed at the Geometry Plan at Drawing Number EMG2-BWB-HGN-1453-DR-H-0101_S2-P01 is acceptable to serve development on Plot 16 of EMG1 (EMG1 Works).	Section 6 and Appendix 27 of the TA (BWB document reference EMG2-BWB-GEN-XX-RP-TR-0002_S2-P4). Document DCO 6.6A	
5.4	It is agreed that the proposed works associated with the EMG1 Rail Freight Terminal will have no impact on the consented traffic generation for EMG1, nor cause any changes to the assessment work for the EMG2 Project.	EMG1 Rail Freight Terminal Technical Note (BWB document reference EMG2-BWB-GEN-XX-RP-CH-0011_S2-P01) contained at Appendix 10 of the TA. Document DCO 6.6A	
Matters not agreed			
5.5	There are no matters of disagreement between the Applicant and LCC. <u>There</u>		

Commented [RH10]: Move to Matters still under discussion

Commented [RH11]: Move to Matters still under discussion

Commented [RH12]: Move to Matters still under discussion

	are, however, several matters that remain under discussion.		
Matters still under discussion			
5.6	There are no matters still under discussion between the Applicant and LCC save for the matters identified with an orange coloring above.		

Commented [RH13]: As above, Table requires amendment.

6 Conclusions

6.1 The Applicant and LCC confirm that all highways and transport matters under discussion have been agreed as recorded in the tables in Sections 4 and 5 above.

Commented [AW14]: Dualling? DCO requirements? etc

6.26.1 The Applicant and LCC will continue to engage with each other as necessary during the Examination processes with a view to narrowing and resolving any issues that may subsequently be raised.

SIGNATURES:

On behalf of the Applicant:

DRAFT

.....
Signature

.....
Name

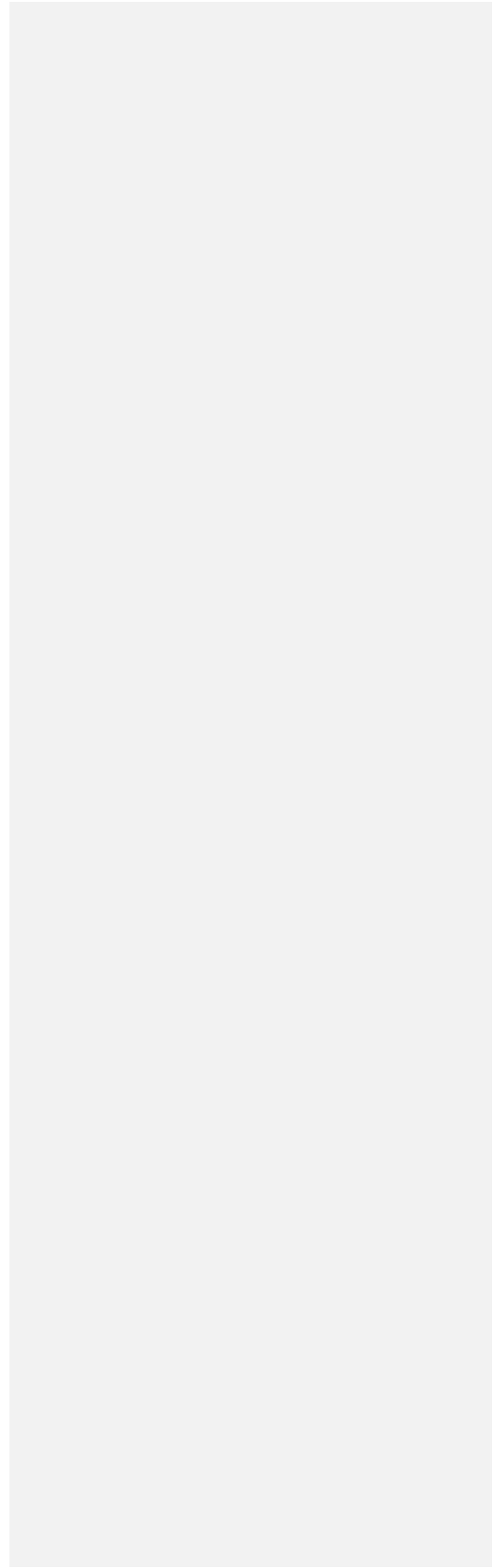
On behalf of LCC:

.....

Signature

.....
Name

DRAFT



APPENDIX
RECORD OF ENGAGEMENT

Date	Form of engagement	Summary of matters dealt with
28/04/22	TWG Meeting – Teams (minuted)	Introduction meeting
27/07/22	TWG Meeting – Teams (minuted)	Initial transport scoping meeting
11/08/22	TWG Meeting – Teams (minuted)	Initial steps for the PRTM modelling
08/09/22	TWG Meeting – Teams (minuted)	PRTM proforma details
13/10/22	TWG Meeting – Teams (minuted)	PRTM methodology and proposed access arrangements
10/11/22	TWG Meeting – Teams (minuted)	PRTM methodology, PRTM base year model review, traffic distribution pattern and traffic survey requirements
08/12/22	TWG Meeting – Teams (minuted)	PRTM planning data assumptions and uncertainty log details
12/01/23	TWG Meeting – Teams (minuted)	PRTM modelling update, introduction to VISSIM modelling and discussion on the public transport strategy
09/02/23	TWG Meeting – Teams (minuted)	PRTM planning data assumptions, traffic flow furnessing and VISSIM scoping
09/03/23	TWG Meeting – Teams (minuted)	Development distribution pattern, PRTM Uncertainty Log and VISSIM scoping

13/04/23	TWG Meeting – Teams (minuted)	VISSIM LMVR, PRTM Stage 1 outputs and sensitivity test modelling considering all draft Local Plan sites (since superseded)
11/05/23	TWG Meeting – Teams (minuted)	PRTM forecasting report (Stage 1), traffic flow furnessing methodology & VISSIM base model validation
08/06/23	TWG Meeting – Teams (minuted)	PRTM forecasting report and study area, traffic flow furnessing and forecast traffic flows and VISSIM base model validation
20/09/23	TWG Meeting – Teams (minuted)	Sensitivity test PRTM modelling approach considering all draft Local Plan sites (since superseded), traffic flow furnessing and forecast traffic flows and VISSIM base model validation
14/12/23	TWG Meeting – Teams (minuted)	Transport modelling scenarios / methodology discussion
11/01/24	TWG Meeting – Teams (minuted)	Junctions 11 and LinSig model validation, initial review of transport modelling results and impacts, review of Isley Woodhouse Scoping Opinion
08/02/24	TWG Meeting – Teams (minuted)	Junctions 11 and LinSig base model validation, traffic flow furnessing methodology, initial review of transport modelling results and impacts, review of emerging NWLDC Local Plan
15/03/24	TWG Meeting – Teams (minuted)	NWLDC Local Plan modelling work and Junctions 11 / LinSig base model validation.
18/04/24	TWG Meeting – Teams (minuted)	Traffic flow furnessing and VISSIM base model validation review

09/05/24	TWG Meeting – Teams (minuted)	Assessment methodology for EMG1 core scenario, forecast year requirements and vision and validate methodology
13/06/24	TWG Meeting – Teams (minuted)	Sustainable transport strategy, Junctions 11 and LinSig base model validation and trip rates for mezzanine floorspace. Initial review of proposed highway mitigation and Covid-19 sensitivity testing
11/07/24	TWG Meeting – Teams (minuted)	PRTM proforma updates, proposed site access and public transport strategy update, Covid-19 PRTM sensitivity testing and vision and validate assessment methodology (relating to EMG1 surveyed trip rates and mezzanine floorspace uplift)
08/08/24	TWG Meeting – Teams (minuted)	Sustainable transport strategy, PRTM modelling update including proforma and uncertainty log details, introduction to wider strategic modelling relating to the wider growth sites near East Midlands Airport
05/09/24	Modelling Meeting – Teams (minuted)	Traffic flow furnishing demand matrices, Stage 2 modelling related matters, PRTM 2023 sensitivity test, VISSIM modelling and construction traffic modelling
12/09/24	TWG Meeting – Teams (minuted)	PRTM modelling update, approach for Statements of Common Ground / sign off sheets, vision and validate assessment requirements and wider strategic modelling approach
03/10/24	Modelling Meeting – Teams (minuted)	EMG1 rail freight terminal and impacts on trip generation, PRTM modelling scenarios and forecast years, strategy for wider strategic modelling
10/10/24	TWG Meeting – Teams (minuted)	Sustainable transport strategy, initial overview of proposed mitigation strategy, PRTM proforma update

06/11/24	Modelling Meeting – Teams (minuted)	Stage 1 PRTM modelling update, vision and validate assessment requirements
14/11/24	TWG Meeting – Teams (minuted)	Wider strategic modelling update and EMG2 modelling related discussion
05/12/24	Modelling Meeting – Teams (minuted)	Wider strategic planning modelling requirements including planning data assumptions, PRTM 2019 Stage 1 and 2 modelling update, VISSIM base model updates
12/12/24	TWG Meeting – Teams (minuted)	PRTM 2019 vs 2023 discussion, requirements for public consultation, wider strategic modelling methodology and PRTM assessment requirements, sustainable transport strategy / framework travel plan update, vision and validate update and Covid-19 sensitivity test update
02/01/25	Modelling Meeting – Teams (minuted)	PRTM 2019 vs 2023 discussion and mechanism for delivering the wider strategic mitigation associated with East Midlands Growth Point schemes
09/01/25	TWG Meeting – Teams (minuted)	PRTM 2019 vs 2023 model comparison, highway design update and overview of mitigation scheme, PRTM Stage 1 modelling outputs, sustainable transport strategy, mezzanine floorspace and impact on trip rates, construction traffic assessment requirements
06/02/25	Modelling Meeting – Teams (minuted)	Stage 1 and 2 PRTM modelling outputs and update on wider strategic modelling, including suitability of PRTM 2023, planning data assumptions and quantum of development to be assessed. The base VISSIM model updates were also discussed as well as the current position with sign off sheets

13/02/25	TWG Meeting – Teams (minuted)	Statutory consultation programme and approach, PRTM modelling outputs review, wider strategic modelling assessment requirements using PRTM 2023, VISSIM base model update and review of sign off sheets
06/03/25	Modelling Meeting – Teams (minuted)	Development trip distribution and assessment methodology, traffic flow furnishing and PRTM outputs for Stage 1b modelling and overview of proposed study area for the Transport Assessment
13/03/25	TWG Meeting – Teams (minuted)	Statutory consultation overview / summary of responses, PRTM modelling update, VISSIM base model update, mezzanine floorspace discussion and expected operational use, construction traffic calculations, HGV route plan requirements, update on sign off sheets, sustainable transport strategy update and overview of Personal Injury Collision assessment
03/04/25	Modelling Meeting – Teams (minuted)	PRTM 2019 forecasting report and discussion over core scenario vs policy requirements, traffic flow furnishing and Stage 2 modelling, construction traffic calculations and assessment requirements, vision and validate assessment using surveyed trip rates from EMG1
10/04/25	TWG Meeting – Teams (minuted)	Traffic flow furnishing update, Stage 2 PRTM modelling requirements, sustainable transport strategy update, highway design update, construction traffic calculations and assessment requirement, Highway Safety Position Statement and discussion over highway safety issues / areas of mitigation and COBALT Assessment methodology
01/05/25	Modelling Meeting – Teams (minuted)	Assessment scenarios to be tested in TA and ES Chapter and how this complies with current policy, VISSIM model furnishing calculations, Stage 2 PRTM modelling update, construction traffic calculations and vision and validate / mezzanine discussion plus an update on sign off sheets

08/05/25	TWG Meeting – Teams (minuted)	Stage 2 modelling PRTM outputs and discussion over results of mitigation, assessment methodology for TA and ES Chapter and compliance with current policy, sustainable transport strategy update, highway design update and overview of drawings, construction traffic calculations and discussion over highway safety position statement
05/06/25	Modelling Meeting – Teams (minuted)	Discussion over comments received from NH on PRTM modelling, Stage 2 PRTM modelling, construction traffic PRTM modelling and approach for PRTM 2023 sensitivity test modelling
12/06/25	TWG Meeting – Teams (minuted)	Traffic flow furnessing, stage 2 PRTM modelling update, assessment requirements of additional mezzanine floorspace, sustainable transport strategy, highway design update, review of highway safety (highway safety position statement and COBALT assessment) and update on sign off sheets. Initial conversations held over the requirement for PRTM 2023 modelling sensitivity tests.
03/07/25	Modelling Meeting – Teams (minuted)	Stage 2A PRTM forecasting report and traffic flow furnessing and technical note for Stage 2 modelling.
10/07/25	TWG Meeting – Teams (minuted)	Non-statutory consultation overview, Stage 2 PRTM forecasting report, overview of transport modelling work in TA (Junctions 11, LinSig and VISSIM) and assessment of impacts / focus of mitigation, construction traffic modelling and PRTM forecasting report, comparison of PRTM 2019 and 2023.
07/08/25	Modelling Meeting – Teams (minuted)	VISSIM related work, traffic flow furnessing and demand matrices for Stage 2 modelling, Stage 2A/2B PRTM forecasting reports, PRTM 2023 modelling sensitivity test, construction traffic PRTM forecasting report and overview of standalone junction modelling results.

14/08/25	TWG Meeting – Teams (minuted)	Proposed access strategy and number of access points, transport modelling update, PRTM 2023 sensitivity test, WCHAR Assessment, sustainable transport strategy update and sign off sheet update.
04/09/25	Modelling Meeting – Teams (minuted)	Stage 2A and 2B modelling matters, including PRTM forecasting reports, comments from NH and traffic flow furnessing, PRTM 2023 modelling sensitivity test update, VISSIM modelling update and overview of construction traffic modelling in PRTM.
11/09/25	TWG Meeting – Teams (minuted)	PRTM 2019 modelling update, highway design discussion, WCHAR Assessment, COBALT assessment, sign off sheets and PRTM 2023 modelling requirements / approach.
02/10/25	Modelling Meeting – Teams (minuted)	PRTM 2019 stage 2 modelling, including furnessing note update, response to comments from NH and LCC and sensitivity test with unconstrained A50 merge. Discussion on updates to standalone junction models to address LCC comments and update on PRTM 2023 modelling sensitivity test, as well as any update on agreement for the mezzanine legal wording.
09/10/25	TWG Meeting – Teams (minuted)	PRTM 2019 modelling update and review of Stage 2 results, PRTM 2023 sensitivity test modelling timescales update and sign off sheet update.
06/11/25	Modelling Meeting – Teams (minuted)	Update on PRTM 2019 core modelling, PRTM 2019 sensitivity test modelling and PRTM 2023 sensitivity test modelling. Agreement reached with NH on mezzanine legal wording.
13/11/25	TWG Meeting – Teams (minuted)	PRTM 2019 modelling update including A50 unconstrained merge sensitivity test, PRTM 2023 modelling update, mezzanine legal wording confirmation, highway design update.

04/12/25	Modelling Meeting – Teams (minuted)	Update on the PRTM 2019 core modelling, the PRTM 2019 sensitivity test and PRTM 2023 sensitivity test
11/12/25	TWG Meeting – Teams (minuted)	Highway design update, including departure from standard process, Stage 1 Road Safety Audit update and discussions on transport modelling including PRTM 2019 core, PRTM 2019 sensitivity test and PRTM 2023 sensitivity test.
08/01/26	Modelling Meeting – Teams (minuted)	Confirmation of final steps required to close out the PRTM 2019 core modelling and continued discussions on the PRTM 2023 sensitivity test modelling.
15/01/26	TWG Meeting – Teams (minuted)	PRTM 2023 sensitivity test modelling and discussion on initial drafts of the Statements of Common Ground.
05/02/26	Modelling Meeting – Teams (minuted)	Continued discussions on the PRTM 2023 sensitivity test modelling as well as conversations as to whether additional assessment of the MCO application is required.
12/02/26	TWG Meeting – Teams (minuted)	Update on the DCO application and discussion on PRTM 2023 sensitivity test outputs and next steps.
		[To be completed]

Commented [RH15]: BWB to update

East Midlands Gateway
Phase 2 (EMG2)

Document DCO 8.4F/MCO 8.4F

Statement of Common Ground between SEGRO and Leicestershire County Council (relating to Materials and Waste)

Draft - April 2026

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

[SEGRO.COM/SLPEMG2](https://www.segro.com/slpemg2)

SEGRO

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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 a Material Change Order ("MCO") for the scheme known as East Midlands Gateway Phase 2 ("EMG2" or "the Scheme") described in clause 1.3 below. This SoCG is prepared jointly 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) Leicestershire County Council ("LCC").

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 DCO and MCO applications for EMG2 which comprises:

Main Component	Summary of Component	Works Nos.
DCO Application made by the DCO Applicant for the DCO Scheme		
EMG2 Works	Logistics and advanced manufacturing development located on the EMG2 Main Site south of East Midlands Airport and the A453, and west of the M1 motorway. The development includes HGV parking and a bus interchange. Together with an upgrade to the EMG1 substation and provision of a Community Park.	DCO Works Nos. 1 to 5 including Further Works as described in the draft DCO (Document DCO 3.1). DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (Document DCO 3.1).
Highway Works	Works to the highway network: the A453 EMG2 access junction works (referred to as the EMG2 Access Works); significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements), works to the wider highway network including the Active Travel Link, Hyam's Lane Works, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.	DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (Document DCO 3.1).
MCO Application made by the MCO Applicant for the MCO Scheme		
EMG1 Works	Additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (Document MCO 3.1).

1.4 This SoCG has been prepared in accordance with the Guidance to assist the Examining Authority in examining the applications for the DCO and MCO by providing an understanding of the status of discussions or negotiations between the Applicant and LCC.

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) the Applicant and (2) LCC).

2.2 LCC enters into this SoCG in its capacity as minerals and waste planning authority and statutory consultee.

2.3 A record of the engagement between the Applicant and LCC in relation to materials and waste 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 Zone of Influence for the assessment.

3.2.2 The appropriate interpretation / application of publicly available information and/or data to inform the assessment.

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 LCC in relation to materials and waste.

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.

4 DCO

Matters agreed		
Ref	Matter	RAG status and any additional comments
4.1	The Environmental Statement (ES) identifies and applies the appropriate Zone of Influence (Zoi) for assessing the capacity of regional and local waste infrastructure.	The Applicant confirms that the Zoi applied within the ES has been defined in accordance with established guidance and reflects the likely catchment areas of suitably permitted waste management facilities. This approach has been further clarified in Technical Note [March 2025], which confirms the methodology and rationale. The Zoi is considered proportionate and appropriate to the scale and nature of the Scheme.
4.2	The design has incorporated the waste hierarchy (prevention, re-use, recycling,	The Applicant confirms that the Scheme design has embedded the principles of the

	recovery, disposal) in accordance with the National Planning Policy for Waste (NPPW) and local waste strategies.	waste hierarchy throughout both construction and operational phases. This is set out in the ES and reinforced in Technical Note [March 2025], including measures to minimise waste generation, maximise on-site re-use, and prioritise recycling and recovery in line with policy requirements.
4.3	Construction and operational waste arisings assessment within the ES, and anticipated volumes and types of waste are considered realistic, however there are inconsistencies and data issues.	The Applicant acknowledges LCC's previous comments and has provided further clarification within Technical Note [March 2025] and the latest / amended ES Chapter 18 [May 2026] submitted under Deadline 1, including explanation of data sources, assumptions and any limitations. The assessment has been reviewed and is considered robust and proportionate. Any identified discrepancies are not material and do not affect the overall conclusions of the ES. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u>
4.4	Provision of adequate capacity at waste facilities in the determined Zone of Influence to manage forecast arisings from the Scheme.	The Applicant confirms that the assessment of available waste management capacity demonstrates that sufficient capacity exists within the defined Zol to accommodate the Scheme's forecast arisings. This position is supported by Technical Notes [March 2025 and February 2026], which provides additional justification and, where available, supplementary data. The conclusions of the ES therefore remain valid. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u>
4.5	The preparation of a Site Waste Management Plan (SWMP) prior to commencement of construction, in line with relevant legislation and best practice (e.g. CL:AIRE Code of Practice).	The Applicant agrees that a SWMP will be prepared prior to commencement of construction in accordance with best practice and relevant guidance, as set out in Technical Note [TN-XX: CEMP and SWMP Commitments]. The requirement will be secured through the Outline CEMP and/or an appropriately worded Requirement within the dDCO. The Applicant is willing to agree drafting with LCC to ensure this commitment is clearly secured.
4.6	Monitoring of waste types and quantities will be undertaken and reported as part of the Environmental Management System during construction.	The Applicant confirms that monitoring will be undertaken as part of the Environmental Management System, with details secured through the CEMP/SWMP. Further detail is provided in Technical Note

Commented [LO1]: This is accepted. Need to confirm whether anything else is submitted (e.g. the Technical Notes from most recent meetings). Have most recent discussions been reflected or is it the same as sent to LCC previously?

Commented [LO2]: Again, just to clarify whether this reflects latest position? Is February Technical Note submitted to Exp?

Commented [LO3R2]: Understood that as per BWB's response to RRs dated 24th March 2026, the February 2026 TN recalculations were for illustrative purposes only. Therefore we are unsure if this TN is submitted and can be referred to

Commented [LO4R2]: Check TN submitted?

Commented [LO5]: We note that this is referring to a future document which has not been submitted.

Commented [LO6R5]: From the list of documents to be submitted, it looks to not be submitted, as this only includes the tracked Chapter 18 for Materials and Waste

Commented [LO7R5]: Moved to still under discussion

		[March 2025 and February 2026] [May 2026] submitted under Deadline 1, including monitoring processes, reporting frequency, and governance arrangements. Final details will be agreed with the relevant planning authority prior to commencement.
4.7	Note changes to paragraph 18.12 of tracked Environmental Statement (ES) Chapter 18 Materials and Waste	No response required.
4.8	There still remains some confusion as the data for WDI for example is referred to in paragraph 18.2.12 as 'Environment Agency ('EA') (2025): Waste Data Interrogator; and EA 'Remaining Landfill Capacity, England' (2025)' and later in the chapter (e.g.18.5.12) is referred to as '2024 WDI'. Not sure if this is simply as the result of the 2025 release interrogator being 2024 data known as 2024 WDI? It is also referred to in the TN as 'Environment Agency Waste Data Interrogator (2024 dataset)' and 'Environment Agency Remaining Landfill Capacity – England (2024 dataset)'	<p>The Environment Agency Waste Data Interrogator referenced in the Chapter as "EA (2025)" reflects the publication year of the dataset, while the data contained within that release relates to the 2024 reporting year. The Waste Data Interrogator is typically published with a time lag, meaning the 2025 release contains the most recent available data for the 2024 reporting period.</p> <p>Accordingly, references within the Chapter to "EA (2025): Waste Data Interrogator" relate to the publication year, while references to "2024 WDI" or the "2024 dataset" refer to the reporting year of the underlying waste data. All references therefore relate to the same dataset, and no different or additional data sources have been used within the assessment. <u>Accepted and agreed by LCC. We request that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u></p>
4.9	Note table of waste sites (18.14) updated to January 2026	No response required.
4.10	Note name change to ISEP guidance	No response required.
4.11	Note clarification that metrics are 'per week' at paragraph 18.2.33	No response required.
4.12	We note that there have been changes to table 18.7 Materials Magnitude Criteria to clarify that data may be regional and/or national baseline	No response required.
4.13	Note that paragraph 18.2.52 now states that the Chapter includes 2024 data unless otherwise stated. Without tying ourselves in knots, is this sufficient with	The wording in paragraph 18.2.52 stating that the Chapter includes data up to and including 2024, unless otherwise stated, is intended to provide a clear and proportionate description of the

Commented [LO8]: What is the May 2026 reference here? And again, is the February TN submitted?

Commented [LO9]: Removed to still under discussion

	<p>the caveat? As some is 2025 (and WDI confusingly is 2024 data published 2025)</p>	<p>baseline data used in the assessment. The majority of datasets applied within Chapter 18 relate to the 2024 reporting year, and therefore this statement accurately reflects the overall baseline.</p> <p>It is recognised that some datasets are published in 2025 but report data for the 2024 reporting year. This is the case for the Environment Agency Waste Data Interrogator and the Environment Agency “Remaining Landfill Capacity – England” dataset. In these instances, the year referenced in the text reflects the publication date, while the data itself relates to the 2024 reporting period. These datasets are clearly referenced in the Chapter and Technical Note.</p> <p>On this basis, the wording in paragraph 18.2.52 is considered sufficient as a general statement of data currency, with individual datasets identified where necessary. This approach avoids unnecessary complexity while maintaining transparency regarding the reporting year and publication date of the underlying data. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u></p>
4.14	<p>We note the 5th bullet of paragraph 18.2.52 now has been edited to remove reference to consumption of resources and to be in line with paragraph 18.5.79. Could you clarify, please?</p>	<p>The amendment to the fifth bullet point of paragraph 18.2.52 was made to ensure consistency with the scope of the assessment presented later in the Chapter, specifically paragraph 18.5.79.</p> <p>In the earlier drafting, the wording referenced broader consumption of resources, which could imply a wider lifecycle assessment of material extraction, production and depletion. However, Chapter 18 does not assess upstream resource extraction or full lifecycle resource depletion impacts. Instead, the assessment focuses on materials use during construction and the management of waste arisings, in accordance with the methodology set</p>

		<p>out in the ISEP Guidance for Materials and Waste in EIA.</p> <p>The revised wording therefore removes the reference to broader resource consumption to avoid implying that a full lifecycle resource assessment has been undertaken. This aligns the limitations section with the actual scope of the Chapter and ensures consistency with paragraph 18.5.79, which explains the boundaries of the materials assessment. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u></p>
4.15	We note that paragraph 18.5.6 has been amended to explain the use of national data to address Point 2 of our Relevant Representations	No response required.
4.16	We note that changes have been made to table 18.13 to account for data published after the chapter was submitted	No response required.
4.17	We note that changes have been made to table 18.14 to account for data published after the chapter was submitted. This may require explanation or clarification, as it seems to suggest changes in capacity, contrary to later statements around capacity.	<p>We are unsure as to which statements in capacity are being referred to.</p> <p>Table 18.14 has been updated to reflect the most recent facility inventory available at the time of the review, which identifies 265 waste management facilities within the Refined Study Area.</p> <p>This update reflects updated facility listings within the Waste Data Interrogator database rather than changes to landfill capacity. The table therefore describes the types and number of operational facilities, whereas landfill capacity is assessed separately using the Environment Agency Remaining Landfill Capacity dataset presented in Table 18.18.</p> <p>Consequently, the update to Table 18.14 does not indicate any reduction in capacity and does not contradict the</p>

		<p>later analysis of landfill capacity.</p> <p>Action: matters to be discussed in meeting 19.03.2026.</p> <p>This matter was discussed in the meeting on 19 March 2026. The purpose of Table 18.14 is to provide an overarching snapshot of the number and type of all waste management facilities (e.g. landfill, incineration, transfer, treatment etc.) within the Refined Study Area that could potentially accept construction and/or operational waste from EMG2 Project. It does not reflect the waste capacity of any of these facilities.</p> <p>As part of updating Chapter 18 based on the most current WDI data, a more refined filtering of waste management facilities was undertaken which led to a reduction in the total number of waste management facilities within the Refined Study Area that could potentially accept construction and/or operational waste. Although the total number of facilities in Table 18.14 has decreased (from 356 to 265) compared to the Chapter submitted with the application, this has not affected the total remaining Landfill capacity assessment (Table 18.18), which is what the significance assessment is based on. LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</p>
4.18	Noted that table 18.16 has been updated to account for data published after the chapter was submitted	No response required.
4.19	It is noted that paragraphs 18.5.17 and 18.5.18 have been consequently re-written	No response required.
4.20	Noted that table 18.17 and 18.18 have been updated to account for data published after the chapter was submitted and subsequent commentary re-written	No response required.
4.21	A comment both on the TN and these tables, the recalculated landfill capacities	The difference between the landfill capacity figures referenced in the

<p>I don't get as they are different from the EA data. I've just gone in and turned off Rutland, so not sure if mine are too simplistic (I get 36,426,969 m³ across Leicestershire, Derbyshire and Nottinghamshire in 2024). Paragraph 1.17 of the TN states that for the 3 counties Total remaining capacity in 2024: 30,533,384 m³. Also noted that this is then contradicted somewhat by paragraph 18.5.38 of the tracked Chapter 18 which also says 36,747,144 m³. Maybe this is a point of clarification?</p>	<p>Technical Note (26.02.26 / Enclosure 1) and those derived directly from the Environment Agency dataset arises from the refinement of the dataset used for the assessment.</p> <p>The Environment Agency "<i>Remaining Landfill Capacity – England</i>" dataset provides a national inventory of all permitted landfill sites, including sites that are technically permitted but which, in practice, would not receive waste from the EMG2 Project. When extracting data directly from the dataset for Leicestershire, Derbyshire and Nottinghamshire, a total capacity of approximately 36.4 million m³ may be obtained depending on the filters applied (for example, excluding Rutland).</p> <p>However, for the purposes of the assessment presented in Chapter 18 and the Technical Note, the dataset was further refined to reflect the capacity realistically available to receive waste from the EMG2 Project. This refinement was undertaken following consultation with Nottinghamshire County Council and involved excluding certain landfill facilities identified within the Environment Agency dataset where it was confirmed that waste generated by the EMG2 Project would not be accepted at those facilities.</p> <p>Once these sites were removed from the dataset, the remaining landfill capacity across Leicestershire, Derbyshire and Nottinghamshire was calculated as 30,533,384 m³ for 2024, as presented in Table 18.18 and referenced within the Technical Note.</p> <p>The figure referenced in paragraph 18.5.38 of the tracked Chapter 18 reflects an earlier extraction of the</p>
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		<p>Environment Agency dataset prior to the refinement described above.</p> <p>To avoid confusion, the wording in the Chapter has been reviewed and the Chapter has now been further refined and updated to ensure that the distinction between the total theoretical capacity reported by the Environment Agency dataset and the refined capacity used in the assessment is clearly explained. This includes the exclusion of any landfill capacity within Rutland as it is recognised that it is an independent unitary authority. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u></p>
4.22	<p>Noted that paragraph 18.5.23 has been simplified for clarity and to account for new data, but it has arguably taken out explanations of the data</p>	<p>Paragraph 18.5.23 was simplified following the inclusion of updated baseline tables and datasets in the revised Chapter. The intention of this amendment was to reduce duplication between the narrative text and the tabulated data presented elsewhere in the section, and to improve the overall readability of the chapter. The underlying datasets, sources and calculations remain unchanged and are now presented more clearly within the updated tables and accompanying text.</p> <p>The Applicant recognises that the previous wording provided additional explanatory context for the data. However, this information is now captured within the updated baseline tables and supporting paragraphs within Section 18.5. As such, the simplification was intended to streamline the narrative rather than remove substantive explanation. If helpful, the Applicant would be content to reintroduce a short explanatory sentence to further clarify the data interpretation while maintaining a concise presentation of the baseline information. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u></p>

4.23	Noted that table 18.19 and 18.20 have been updated to account for data published after the chapter was submitted	<p>Paragraph 18.5.23 was simplified following the inclusion of updated baseline tables and datasets in the revised Chapter. The intention of this amendment was to reduce duplication between the narrative text and the tabulated data presented elsewhere in the section, and to improve the overall readability of the chapter. The underlying datasets, sources and calculations remain unchanged and are now presented more clearly within the updated tables and accompanying text.</p> <p>The Applicant recognises that the previous wording provided additional explanatory context for the data. However, this information is now captured within the updated baseline tables and supporting paragraphs within Section 18.5. As such, the simplification was intended to streamline the narrative rather than remove substantive explanation. If helpful, the Applicant would be content to reintroduce a short explanatory sentence to further clarify the data interpretation while maintaining a concise presentation of the baseline information.</p> <p>Following the meeting on 19 March, the additional explanatory context for the data has now been reinstated into Paragraph 18.5.23 of the Chapter at the request of LCC. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u></p>
4.24	Materials impact recalculation is confusing – the Leicestershire figure for crushed rock production is ‘Leicestershire: 9.56 Mt’, which would indicate it is from the 2024 (2023 data) LAA which I would think would be the same data as the document should have had previously (as it was published Nov 2024). Does this mean it simply wasn’t in the original Chapter 18?	<p>The figure quoted in the Chapter submitted with the application for crushed rock production in Leicestershire (9.52 Mt) is derived from page 25 of LCC’s Authority Monitoring Report</p> <p>2023-2024 (produced in May 2025).</p>

		<p>The figure of 9.56 Mt for crushed rock production in Leicestershire is derived from Table 1 of the Leicestershire Local Aggregate Assessment (LAA) 2024, which reports production data for the year 2023. However, it is noted that this LAA also quotes a figure of 9.52 Mt (e.g. on page 3) for crushed rock production in Leicestershire in 2023.</p> <p>The figure quoted in the Chapter submitted with the application for crushed rock production in Leicestershire (9.52 Mt in 2023) is derived from page 25 of LCC's Authority Monitoring Report 2023-2024 (produced in May 2025).</p> <p>The inclusion of the 9.56 Mt figure therefore represents a refinement and clarification of the baseline data, rather than a change in the underlying assessment approach. Importantly, incorporating this dataset does not materially alter the conclusions of the materials assessment. The recalculation confirms that the proportion of crushed rock potentially required for the EMG2 Project remains well below the thresholds set out within the ISEP magnitude criteria, and the significance of the effect remains unchanged.</p> <p>It was discussed at the meeting on 19 March 2026 that an updated Local Aggregate Assessment (LAA) was published by LCC in February 2026, subsequent to the most recent updates to Chapter 18. This latest LAA reports that crushed rock production in Leicestershire increased to 10.71 Mt in 2024. This updated dataset further reinforces the conclusions of the materials assessment as presented in the updated ES Chapter. It was agreed during the meeting that no further update to the assessment is required in light of the latest LAA. <u>LCC accept the clarifications but ask that the supporting</u></p>
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		<p><u>Technical Notes (TNs) referred to be submitted to the Examination.</u></p>
4.25	<p>Is there a contradiction between the TN and the tracked Chapter 18 regarding paragraph 1.57 of the TN? It states ‘<i>The quantified review confirms that no recalculated effect crosses a significance threshold and no previously non-significant effect becomes significant.</i>’ It may be just semantics, but it is noted that the tracked Chapter 18 shows a change in significance now at various points (e.g. sensitivity change in tables 18.21, 18.29, 18.31)? Please could you explain? Also at paragraph 18.6.19 the magnitude for material resources consumption is considered Minor from negligible. It is noted that this is still not significant in the following paragraph.</p>	<p>The statement in paragraph 1.57 of the Technical Note refers specifically to the EIA significance test, rather than intermediate changes in sensitivity or magnitude within the assessment tables.</p> <p>Following the application of the updated datasets, some baseline sensitivity classifications have been refined within the tracked Chapter 18 (for example within Tables 18.21, 18.29 and 18.31). These changes reflect updated baseline information, such as revised landfill capacity figures or updated materials production data. However, these refinements occur at the receptor sensitivity stage of the assessment and do not alter the overall outcome of the significance matrix.</p> <p>Under the ISEP methodology applied in Chapter 18, the overall significance of effect is determined through the combination of receptor sensitivity and magnitude of impact. While sensitivity or magnitude may change between categories (for example from negligible to minor), the resulting significance may still remain below the “moderate” threshold that would constitute a significant effect in EIA terms.</p> <p>This is illustrated in paragraph 18.6.19, where the magnitude for material resource consumption changes from negligible to minor following the updated calculations. When this revised magnitude is combined with the relevant receptor sensitivity within the ISEP significance matrix, the resulting effect remains not significant.</p> <p>Accordingly, there is no contradiction between the Technical Note and the tracked Chapter. The Technical Note confirms that no recalculated effect crosses the significance threshold,</p>

		meaning that no effect previously assessed as non-significant becomes significant as a result of the updated data. The changes identified in the tracked Chapter reflect refinements to intermediate assessment parameters rather than changes to the final significance conclusions. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u>
4.26	Note table 18.25 and 18.33 addition for clarification regarding soil density rather than weight	No response required.
4.27	It is noted table 18.36 has been changed from very high to medium due to data released since the chapter was submitted	No response required.
4.28	Table 18.38 has also changed, is this for the same reason?	<p>Yes, the change in Table 18.38 arises for the same reason. The table has been updated to reflect the application of the most recently available baseline datasets, including the updated landfill capacity figures and other supporting data incorporated into the tracked review of Chapter 18.</p> <p>As with the updates to other tables in the Chapter, the recalculation results in some refinement to the sensitivity and/or magnitude inputs used within the assessment matrix. However, when these revised inputs are applied through the ISEP significance matrix, the overall significance of effect remains unchanged.</p> <p>Accordingly, the update to Table 18.38 reflects a refinement of the baseline inputs rather than a change to the assessment conclusions, and the resulting effects remain not significant in EIA terms. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u></p>
4.29	In relation to our final point in the RRs regarding the Site Waste Management Plan (SWMP), as mentioned in the meeting it was felt that the TN missed the point we	The Applicant acknowledges the point raised in the Relevant Representations regarding the Site Waste Management Plan (SWMP) and the comments made

	<p>were making but that a change of wording in the dDCO could address this. I understand that there is a February 2026 version of the dDCO which may address this?</p>	<p>during the meeting that the Technical Note did not fully address the concern raised.</p> <p>Following that discussion, the Applicant has reviewed the drafting within the draft Development Consent Order (dDCO). The February 2026 version of the dDCO includes revised wording intended to clarify the requirement for the preparation and implementation of a Site Waste Management Plan during the construction phase. The revised wording is intended to ensure that the SWMP is secured through the DCO and prepared prior to the commencement of the relevant construction works.</p> <p>The Applicant considers that this amendment addresses the concern raised in the Relevant Representations by ensuring that waste management arrangements are appropriately secured within the consenting framework, while allowing the detailed measures to be developed and implemented through the contractor's environmental management procedures at the construction stage. The Applicant remains open to further discussion with LGC should any additional clarification of the drafting be considered helpful.</p>
4.30	<p>Also on a related point, we would ask that there needs to be clarity as to when, how and where monitoring of waste types and quantities will be undertaken and reported as part of the Environmental Management System during construction. Also, of who it will be reported to and so on. Is this something you could clarify, please?</p>	<p>The monitoring of waste types and quantities during construction will be undertaken through the Site Waste Management Plan (SWMP) and the Construction Environmental Management Plan (CEMP), which will form part of the contractor's Environmental Management System.</p> <p>The SWMP set's out procedures for the recording, management and monitoring of construction waste, including the types and quantities of waste generated, the routes taken for reuse, recycling, recovery or disposal, and the licensed facilities receiving the waste, and who is responsible. Waste movements will be tracked through the use of waste</p>

		<p>transfer notes and duty of care documentation, in accordance with the Environmental Protection Act 1990 and the Waste Duty of Care Code of Practice.</p> <p>Monitoring will be undertaken throughout the construction phase, with waste data recorded on an ongoing basis as materials are removed from site. This information will be maintained within the contractor's environmental management records and used to demonstrate compliance with the SWMP and the waste hierarchy.</p> <p>Reporting of waste management performance will take place through the construction environmental management reporting framework, which will include regular monitoring and review of waste generation and recovery performance. These records will be made available to the relevant planning authority and other regulators where required, in accordance with the requirements of the approved management plans secured through the Development Consent Order.</p> <p>This approach is consistent with standard construction environmental management practice and ensures that waste generation, management routes and recovery performance would be monitored, recorded and auditable throughout the construction period. The arrangements described above reflect the information available at the time of writing, with further detail to be developed and agreed through the relevant management plans secured under the Development Consent Order prior to construction commencing.</p>
Matters not agreed		
4.31	There are no matters of disagreement between the Applicant and LCC	
Matters still under discussion		

Commented [LO10]: Both point 4.29 and 4.30 have been moved to matters still under discussion

Commented [RH11]: All matters to be coloured amber. Applicant's format will not allow us to change.

4.32	<p>The preparation of a Site Waste Management Plan (SWMP) prior to commencement of construction, in line with relevant legislation and best practice (e.g. CL:AIRE Code of Practice). There are no matters of disagreement between the Applicant and LCC</p>	<p>The Applicant agrees that a SWMP will be prepared prior to commencement of construction in accordance with best practice and relevant guidance, as set out in Technical Note [TN-XX: CEMP and SWMP Commitments]. The requirement will be secured through the Outline CEMP and/or an appropriately worded Requirement within the dDCO. The Applicant is willing to agree drafting with LCC to ensure this commitment is clearly secured. LCC has raised concerns with the Applicant that the commitment to implementation of the Site Waste Materials Management Plan, its review, and associated approval process, appears to be absent from the requirement in the dDCO [PDA-005D]. LCC understands that the Applicant is considering revisions to Requirement 11 and Requirement 24 to address this concern.</p>
4.33	<p>Monitoring of waste types and quantities will be undertaken and reported as part of the Environmental Management System during construction.</p>	<p>The Applicant confirms that monitoring will be undertaken as part of the Environmental Management System, with details secured through the CEMP/SWMP. Further detail is provided in Technical Note [March 2025 and February 2026] [May 2026] submitted under Deadline 1, including monitoring processes, reporting frequency, and governance arrangements. Final details will be agreed with the relevant planning authority prior to commencement. LCC has raised concerns with the Applicant that the commitment to implementation of the Site Waste Materials Management Plan, its review, and associated approval process, appears to be absent from the requirement in the dDCO [PDA-005D]. LCC understands that the Applicant is considering revisions to Requirement 11 and Requirement 24 to address this concern. LCC also request that the Technical Notes referred to be submitted to the Examination.</p>

Commented [LO12]: We note that this is referring to a future document which has not been submitted.

Commented [LO13R12]: From the list of documents to be submitted, it looks to not be submitted, as this only includes the tracked Chapter 18 for Materials and Waste

Commented [LO14]: What is the May 2026 reference here? And again, is the February TN submitted?

4.34	<p>In relation to our final point in the RRs regarding the Site Waste Management Plan (SWMP), as mentioned in the meeting it was felt that the TN missed the point we were making but that a change of wording in the dDCO could address this. I understand that there is a February 2026 version of the dDCO which may address this?</p>	<p>The Applicant acknowledges the point raised in the Relevant Representations regarding the Site Waste Management Plan (SWMP) and the comments made during the meeting that the Technical Note did not fully address the concern raised.</p> <p>Following that discussion, the Applicant has reviewed the drafting within the draft Development Consent Order (dDCO). The February 2026 version of the dDCO includes revised wording intended to clarify the requirement for the preparation and implementation of a Site Waste Management Plan during the construction phase. The revised wording is intended to ensure that the SWMP is secured through the DCO and prepared prior to the commencement of the relevant construction works.</p> <p>The Applicant considers that this amendment addresses the concern raised in the Relevant Representations by ensuring that waste management arrangements are appropriately secured within the consenting framework, while allowing the detailed measures to be developed and implemented through the contractor's environmental management procedures at the construction stage. The Applicant remains open to further discussion with LCC should any additional clarification of the drafting be considered helpful.</p> <p>LCC has raised concerns with the Applicant that the commitment to implementation of the Site Waste Materials Management Plan, its review, and associated approval process, appears to be absent from the requirement in the dDCO [PDA-005D]. LCC understands that the Applicant is considering revisions to Requirement 11 and Requirement 24 to address this concern. LCC also request that the Technical Notes</p>
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		referred to be submitted to the Examination.
4.35	Also on a related point, we would ask that there needs to be clarity as to when, how and where monitoring of waste types and quantities will be undertaken and reported as part of the Environmental Management System during construction. Also, of who it will be reported to and so on. Is this something you could clarify, please?	<p>The monitoring of waste types and quantities during construction will be undertaken through the Site Waste Management Plan (SWMP) and the Construction Environmental Management Plan (CEMP), which will form part of the contractor's Environmental Management System.</p> <p>The SWMP sets out procedures for the recording, management and monitoring of construction waste, including the types and quantities of waste generated, the routes taken for reuse, recycling, recovery or disposal, and the licensed facilities receiving the waste, and who is responsible. Waste movements will be tracked through the use of waste transfer notes and duty of care documentation, in accordance with the Environmental Protection Act 1990 and the Waste Duty of Care Code of Practice.</p> <p>Monitoring will be undertaken throughout the construction phase, with waste data recorded on an ongoing basis as materials are removed from site. This information will be maintained within the contractor's environmental management records and used to demonstrate compliance with the SWMP and the waste hierarchy.</p> <p>Reporting of waste management performance will take place through the construction environmental management reporting framework, which will include regular monitoring and review of waste generation and recovery performance. These records will be made available to the relevant planning authority and other regulators where required, in accordance with the requirements of the approved management plans secured through the Development Consent Order.</p>

		<p>This approach is consistent with standard construction environmental management practice and ensures that waste generation, management routes and recovery performance would be monitored, recorded and auditable throughout the construction period. The arrangements described above reflect the information available at the time of writing, with further detail to be developed and agreed through the relevant management plans secured under the Development Consent Order prior to construction commencing.</p> <p>LCC has raised concerns with the Applicant that the commitment to implementation of the Site Waste Materials Management Plan, its review, and associated approval process, appears to be absent from the requirement in the dDCO [PDA-005D]. LCC understands that the Applicant is considering revisions to Requirement 11 and Requirement 24 to address this concern. LCC also request that the Technical Notes referred to be submitted to the Examination.</p>
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5 MCO

Matters agreed		
Ref	Matter	RAG status and any additional comments
5.1	The Environmental Statement (ES) identifies and applies the appropriate Zone of Influence (Zoi) for assessing the capacity of regional and local waste infrastructure.	
5.2	The design has incorporated the waste hierarchy (prevention, re-use, recycling, recovery, disposal) in accordance with the National Planning Policy for Waste (NPPW) and local waste strategies.	
Matters not agreed		

5.3	There are no matters of disagreement between the Applicant and LCC	
Matters still under discussion		
5.4	Construction and operational waste arisings have been appropriately assessed within the ES, and anticipated volumes and types of waste are considered realistic.	Notwithstanding our earlier comment as part of the RRs on the need for up-to-date waste data, <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u>
5.5	Provision of adequate capacity at waste facilities in the determined Zone of Influence to manage forecast arisings from the Scheme.	Again, this is notwithstanding our comments in relation to the need for the use of up-to-date waste data and data issues. <u>LCC accept the clarifications but ask that the supporting Technical Notes (TNs) referred to be submitted to the Examination.</u>
5.6	Monitoring of waste types and quantities will be undertaken and reported as part of the Environmental Management System during construction.	There needs to be clarity as to when, how and where this will be undertaken. Also, of who it will be reported to and so on.

6 Conclusions

- 6.1 There remain issues to be finalised between the Applicant and LCC in relation to several materials and waste matters under discussion in relation to the Scheme. These are recorded in the tables in sections 4 and 5 above.
- 6.2 The Applicant and LCC will continue to engage with each other as necessary during the Examination processes with a view to narrowing and resolving any issues that may subsequently be raised.

SIGNATURES:

On behalf of the Applicant:

| [Redacted]
.....
Signature

| [Redacted]
.....
Name

| Senior Planning Officer
.....
Position

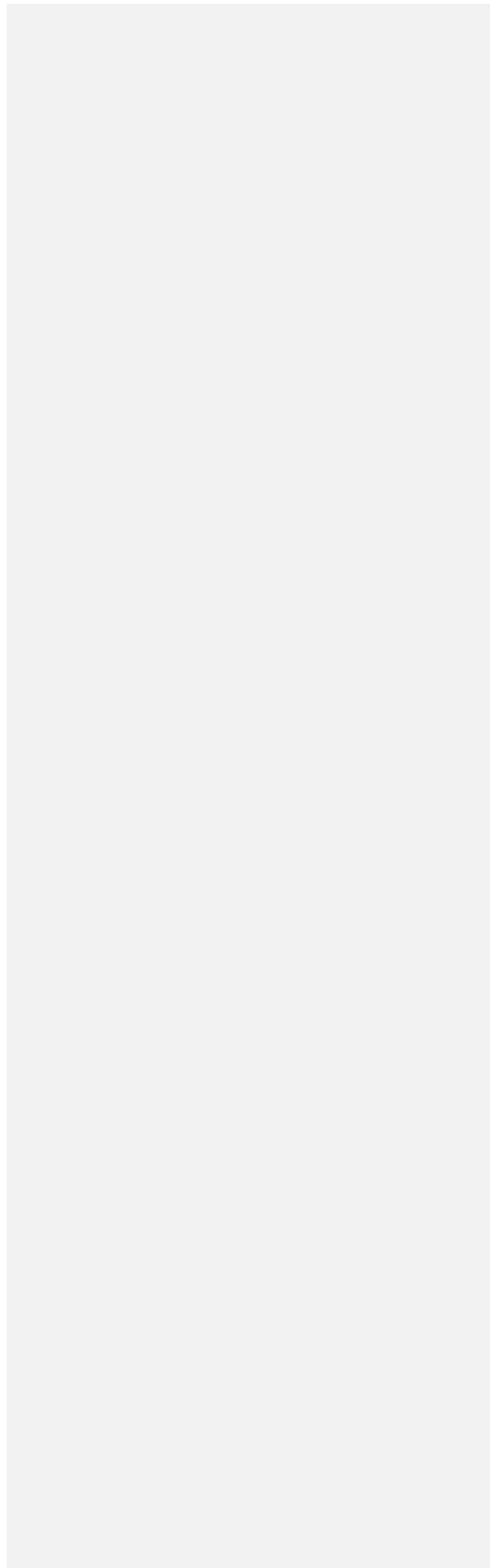
On behalf of Leicestershire County Council:

.....
Signature

.....
Name

.....
Position

DRAFT



APPENDIX
RECORD OF ENGAGEMENT

Date	Form of engagement	Summary of matters dealt with
09/12/2024	Online meeting	<p>BWB made LCC aware that there is no definitive methodology for determining the 'expansive study area', with each scenario having distinct limitations. BWB proposed an expansive study 30-mile geographical radius extending from the central study location based upon guidance from WRAP, CIRIA and DEFRA.</p> <p>LCC confirmed that the approach proposed for the assessment was acceptable in principle and requested a justification for this approach. It was also noted that this approach would introduce a transboundary element, necessitating additional consultation with neighbouring councils to ensure a comprehensive assessment.</p>
13/03/2025	Email	<p>LCC provided the following comments to the Statutory Consultation based on the first draft version of the Waste and Materials Chapter:</p> <ul style="list-style-type: none"> • LCC did not agree a 30-mile expansive study area radius of study and requested further justification; • The radius must be clear whether it is based on vehicle miles distance travelled or an isochrone; • The latest Environment Agency (EA) Waste Data Interrogator has not been used; • Baseline data on the production of materials is set out inconsistently;

		<ul style="list-style-type: none"> • LCC raised the conflation of non-hazardous Construction and Demolition (C&D) wastes and non-hazardous waste; • Waste data should include any relevant facilities within the expansive study area; and • Only a partial representation of recycling facilities within Leicestershire has been included. <p>BWB addressed these comments in the subsequent draft version of the Chapter.</p>
28/03/2025	Email	BWB issued a Technical Note, which was subsequently submitted with the Application as Appendix 18B. This Technical Note provided a justification for the choice of expansive study area (i.e. a 30-mile isochrone).
02/04/2025	Online meeting	<p>BWB provided more context to justify the proposed expansive 30-mile study area and raised the difficulty in establishing the existing and future capacity for waste facilities within the expansive study area due to EA Waste Data Interrogators not setting out this data.</p> <p>LCC confirmed that:</p> <ul style="list-style-type: none"> • they were satisfied with the justification for the proposed expansive 30-mile study area with respect to waste but requested further justification for the 30 mile study area with respect to minerals. • they are aware of the dearth of available data on existing and future waste capacity and suggested using whatever information is set out within local and county level waste plans and annual monitoring reports.

		BWB took the advice on existing and future waste capacity on board in progression of the Chapter.
02/04/2025	Email	<p>BWB issued an updated Technical Note, which was subsequently submitted with the Application as Appendix 18C. This Technical Note expanded on the justification for the proposed expansive 30-mile study area for the minerals assessment.</p> <p>LCC confirmed that the justification provided for the minerals assessment was acceptable.</p>
30/04/2025	Email	LCC issued data on existing and future waste facility capacity for Leicestershire which BWB utilised to progress the Chapter.
24/07/2025	Statutory Consultation	<p>LCC provided the following comments to the Statutory Consultation based on the second draft version of the Waste and Materials Chapter:</p> <ul style="list-style-type: none"> • LCC acknowledged and accepted that many of the comments they made on the first draft version of the Chapter were addressed in the second draft version; • LCC commented that data in the latest Annual Monitoring Report (AMR) was not used; • LCC requested clarification on whether a cut and fill balance would be achieved for both the DCO and MCO Applications; • LCC requested that a Development Sequencing Plan be included within the Site Waste and Materials Management Plan, which was subsequently submitted as Appendix 18E of the DCO Application;

		<ul style="list-style-type: none"> • LCC noted a remaining inconsistency with reporting on incineration and energy from waste facilities; • LCC queried why Inert and Non- Hazardous Waste streams were not split out as distinct waste streams in some instances; • LCC queried whether the capacity of one particular non-hazardous facility within Leicestershire had been included in the reporting; • LCC requested that a list of construction and demolition recycling facilities included in reporting are provided; • LCC commented that some facilities within the AMR would not accept waste produced by the Scheme; • LCC acknowledged receipt of the updated Technical Note (Appendix 18.3) and accepted the justification for the expansive study area; and • LCC queried the figure provided in the Chapter for the total remaining non- hazardous landfill capacity in Leicestershire. <p>BWB addressed these comments in the version of the Chapter submitted with the Application and provided clarifications on LCC’s queries in Appendix 18A of the Chapter.</p>
		<p>[To be updated]</p>