

Your Reference Numbers: BC041001 and
TR051002

Date: 28th April 2026

To whom it may concern,

EXAMINATION DEADLINE 3

EAST MIDLANDS GATEWAY PHASE 2 (PLANNING INSPECTORATE REFERENCE: BC041001) AND MATERIAL CHANGE ORDER TO THE EAST MIDLANDS GATEWAY RAIL FREIGHT INTERCHANGE AND HIGHWAY ORDER 2016 (S.I. 2016/17) (PLANNING INSPECTORATE REFERENCE: TR051002).

The following comprises a response from North West Leicestershire District Council ('NWLDC' – the Council) (Interested Party Reference Number ('IPRN') – FCB2E7A1E) in relation to matters associated with Examination Deadline 3.

Emerging North West Leicestershire Local Plan

Question 1.1 of the First Written Questions of the Examining Panel ('ExP') requires NWLDC to update the ExP on the status of the emerging North West Leicestershire Local Plan ('emerging Local Plan').

In this respect, at the Local Plan Committee ('LPC') of 22nd April 2026, the policy wording to be associated with the EMP90 site allocation (Land South of East Midlands Airport (EMA)) within the emerging Local Plan was agreed by Members. The wording associated with this policy is submitted as appendix 1 for the attention of the ExP.

At this time, the minutes of the LPC of 22nd April 2026 where the policy wording for EMP90 was discussed are yet to be finalised and published, therefore they will be submitted to the ExP as part of Examination Deadline 4 (unless requested earlier by the ExP).

Applicants' Response to Deadline 1 Submissions (DCO 7.12)

NWLDC reserves its position on the responses provided by the Applicants within the above document until they have been subject to detailed review. However, it is considered relevant and helpful, at this time, to provide a response to the following matter where clarification has been requested by the Applicants.

Question 19.0.25 – Sustainable Transport Strategy from the First Written Questions of the ExP

In responding to the response of NWLDC to Q19.0.25, the Applicants have requested clarification on NWLDC's view that there should be a requirement for 6-month bus passes for employees, when accounting for the approach to the Sustainable Transport Strategy ('STS') adopted as part of East Midlands Gateway 1 ('EMG1').

As part of planning permissions associated with 'major' residential, commercial or employment developments, the associated Section 106 agreements typically secure a 6-month bus pass (and not a 1-week taster bus pass) as a means of encouraging the use of public (sustainable) transport by residents and / or employees. Such a 6-month bus pass would be funded by the developer and would be offered to all residents and / or employees.

This requirement for a 6-month bus pass as part of major development has previously been advised by Leicestershire County Council ('LCC') as the Highways Authority and advisors to NWLDC on highway and transportation matters. In these circumstances, NWLDC will defer a response on this matter to LCC. It is noted, however, that the Applicants are content for 6-month bus passes to be a 'fallback' position should the targets of any approved STS not be met.

I trust that this information is of assistance to you.

Yours sincerely



Principal Planning Officer (Major Projects)

AM2073

Land south of East Midlands Airport (EMP90)

Policy

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

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

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

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

Masterplan/phasing

A masterplan for the whole site must be submitted to and approved by the Council prior to any planning applications being determined, unless one has previously been approved through a Development Consent Order process. The masterplan will demonstrate how the whole site will be developed in a co-ordinated and comprehensive way, including development phasing.

Subsequent planning applications must adhere to the approved masterplan. The justification for any departure from the approved masterplan must be clearly demonstrated.

Landscape and Visual Impact

Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;

- (a) respond positively to, and integrate successfully with, the site's landscape setting;
- (b) minimise as far as possible the visual impacts of development;
- (c) provide an extensive landscaped setting for development within the site boundaries. This will include ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers which

Policy wording agreed at NWL's Local Plan Committee on 22 April 2026

- incorporate native species planting and naturalistic bunding are provided along visually sensitive boundaries including the frontage to A453; and
- (d) deliver the most important elements of landscape mitigation in advance of development.

Design & Layout

Proposals for the site will be required to:

- (a) take full account of the site's topography in the design of the scheme, including building heights;
- (b) Demonstrate how the guidance from the North West Leicestershire Good Design Guide has been applied to the design of the scheme;
- (c) Achieve effective and permanent separation, both visual and physical, between Diseworth and the development, including by ensuring substantial areas of land within the site boundary remain free of built development;
- (d) Maintain and enhance the existing network of Public Rights of Way which coincide with the site and, in addition, expand public access to the countryside in this location; and
- (e) Ensure that any adverse noise, vibration and visual impacts on residential properties are fully addressed through the scheme's design.

Heritage

Informed by the findings of a comprehensive Heritage Impact Assessment, proposals for the site will minimise any adverse impacts on the significance of heritage assets. This will include securing a countryside setting to Diseworth Conservation Area which maintains the village's legibility as a stand-alone historic settlement set within its agricultural context.

Airport

In line with Policy Ec9 – East Midlands Airport: Safeguarding, the design of development, including lighting, solar panels and landscaping, its construction and its operation should not adversely affect operations or safety at East Midlands Airport.

Green Infrastructure

Development proposals will incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across

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the site and surrounding countryside and, where appropriate, extends public access to the countryside in this location. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.

Surface water

The applicant will prepare a site-wide Drainage Strategy, including a site-wide approach to SuDS, which will demonstrate how the following requirements will be met:

- (a) there will be no transfer of flows from one catchment to the other;
- (b) discharge rates will meet the Lead Local Flood Authority's requirements;
- (c) any surface water discharging into a watercourse which in turn flows to Lockington Marshes SSSI or Attenborough Gravel Pits SSSI must first be directed through an appropriate SuDS scheme prior to discharge; and
- (d) existing properties will not be exposed to increased flood risk from any source.

Highways, Transport and Freight

Proposals for the site will be required to;

- (a) Provide for a safe and suitable access from A453;
- (b) Deliver off-site highway improvements in line with Policy xx;
- (c) Support sustainable travel choices by businesses, employees and visitors by;
 - a. Providing an integrated walking and cycling network within the site with connections to existing Public Rights of Way which adjoin the site; and
 - b. Providing high-quality, frequent and accessible bus services which connect the site and key settlements, including Castle Donington, Kegworth, Derby and Nottingham.
- (d) Demonstrate that occupiers will use East Midlands Gateway Rail Freight Interchange to transport a significant proportion of goods by rail.

Parking

Proposals for the site will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site

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