

**PLANNING ACT 2008**

**THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE)  
RULES 2010**

**APPLICATION BY SEGRO PROPERTIES LIMITED FOR A  
DEVELOPMENT CONSENT ORDER IN RESPECT OF EAST MIDLANDS  
GATEWAY PHASE 2**

**RESPONSES TO EXQ1**

**ON BEHALF OF**

**PROLOGIS UK LIMITED AND PROLOGIS UK 121 LIMITED**

## Questions to Prologis

### 1.3.1 – Planning application on northern part of EMG2 site

*Could NWLDC provide a copy of the 24/00727/OUTM application. This should consist of the application form, drawings showing any land proposed for development and (indicative) layouts and/ or parameters plans, together with details of any off-site infrastructure which it is intended to secure as part of that development. In addition, could NWLDC provide information, so far as it has it, as to the timetable for consideration of the application and for any subsequent legal agreements, if necessary, to be completed.*

*Could Prologis/ EMIA please set out its intentions for the consideration of the application. If the application is amended so that any of the above details change, can we please be provided with that information.*

#### **Response:**

The following wording has been agreed between Prologis and NWLDC:

Prologis have provided the requested clarification and technical updates to support NWLDC's assessment and address queries from consultees. There are limited outstanding matters which remain under review or require final clarification, Principally they relate to highway modelling and mitigation, which is ongoing with National Highways and LCC targeting a conclusion in April 2026, and the compliance of the development with Policy Ec2(2) of the adopted Local Plan. The expected planning committee date for determination is either June or July 2026 and depending on the extent of progress with a legal agreement prior to the determination of the application, it would likely take between one to two months for the agreement to be finalised and planning permission to be issued following any positive determination.

### **1.3.2 – Planning application on northern part of EMG2 site**

*Could the applicants and Prologis/ EMIA please provide details, including a plan, showing compatibility/ non-compatibility of the proposed development and that subject to application 24/00727/OUTM. They should set out why they hold this position. The ExP is particularly interested where any proposals would mean that the two developments would not physically be able to be provided.*

#### **Response:**

Four overlay drawings have been prepared by [REDACTED] + Partners LLP to assist the Examining Panel in understanding the relationship between the two schemes. These comprise:

1. an Illustrative Masterplan Overlay comparing the indicative layouts of both schemes as at Appendix 1;
2. an overlay of the Joint Application Parameters Plan against SEGRO's original Parameters Plan (Rev P3) to enable a direct comparison of the parameter controls of the DCO scheme during consultation and that of the Joint Application as at Appendix 2;
3. an overlay of the same Joint Application Parameters Plan against SEGRO's current Parameters Plan (Rev P18) to illustrate the changes SEGRO has made to its parameter proposals for examination as at Appendix 3; and
4. an overlay of the Joint Application Parameters Plan against SEGRO's Works Plan (Rev P08). This last drawing has been included ensure that the assessment of compatibility is informed by a proper understanding of how the DCO would actually be built out, not merely the parameter envelope within which development could take place as at Appendix 4.

As per Prologis' Relevant Representation, fundamentally both schemes are seeking to achieve the same type of development on the Prologis/MAG Land in terms of land use principles and the uses proposed. Both applications are in outline form and are controlled through parameter plans rather than detailed layouts. At the detailed stage, either scheme could take the other into account as part of a wider masterplanning process, where possible.

As set out below, the physical differences that arise because of slightly different parameters for development would need to be addressed to make it possible for both developments physically to be provided, but (as submitted in Prologis' Relevant Representation) these are resolvable through revisions to the DCO Application and would not result in the DCO Application becoming a substantially different scheme. The following table sets out the physical differences between the DCO Application and the Joint Application on the land north of Hyam's Lane on the basis of the parameter plans and application documents submitted.

Element	DCO Application Position	Joint Application Position	Comment
Access from A453	One access point from the A453 at the existing Hunters Roundabout.	Two access points from the A453, one at Hunters Roundabout (the same as the DCO) and a second new roundabout junction on the A453. The Joint Application was amended prior to submission in November 2024 to better align the access with SEGRO's February/March 2025 statutory consultation proposals, to enhance compatibility and enable the development of the land south of Hyam's Lane.	SEGRO subsequently altered its own access arrangements without explanation or consultation with Prologis, making physical integration less straightforward. The access corridor route through the northern site differs between the two schemes but achieves the same objective of connecting the A453 with the land south of Hyam's Lane.
Access corridor through northern site	Access corridor running through the northern site from Hunters Roundabout to the southern land in a configuration that does not align with the Joint Application's access corridor.	Access corridor designed to provide a Principal Highway Access Corridor through to the southern land boundary, sized to accommodate cumulative traffic from both developments.	Following changes made by the Applicant, the widths, geometry, and nature of the access corridors now differ.
Community Park / western landscape buffer	A Community Park covering the western buffer area of the northern site, with the ability to extend and link into the southern land south of Hyam's Lane.	A Community Park covering the western boundary, with community benefit delivered through Prologis' PARKlife initiative providing publicly accessible space in and around the site. The Joint Application's buffer has been tested and demonstrated to be robust and commensurate for the scale of development proposed and also has the ability to extend and link into the southern land south of Hyam's Lane.	Whilst the Community Parks are located in the same area of both DCO application and Joint Application and in part share the same area, the areas are not the same on both schemes, the Joint Application proposes physical development on part of the area shown as Community Park in the DCO Application.

Element	DCO Application Position	Joint Application Position	Comment
Building heights	Zone 5: max ridge 102.2m AOD; Zone 6: 106.0m AOD; Zone 7: 96.5m AOD.	A1: 104.0m AOD; A2: 98.0m AOD; A3: 98.0m AOD; B: 109.5m AOD; C: 105.1m AOD.	Maximum building heights differ across the northern land.
Bus interchange / Transport Hub	Bus interchange terminal located at the site entrance from Hunters Roundabout on the northern land on site, together with an electric shuttle bus service.	Transport Hub with electric shuttle bus service located at the site entrance from Hunters Roundabout	Both schemes provide for public transport facilities, but the location and form differ. The locations are very similar but with different plot boundaries, depending on the final design it may be possible to accommodate within either scheme.
Development zones / parcels	Three development zones on the northern land (Zones 5, 6, and 7) with maximum floorspace of 120,000 sqm (excluding mezzanine). Between 1 and 4 units per zone.	Three sub-parcels on the western parcel (A1, A2, A3) plus Parcels B and C, with a maximum of 135,000 sqm (excluding mezzanine).	The plot shapes, sizes, and general arrangement of development parcels on the northern land are different.
Drainage	Entire site drains to the south-eastern corner via the A42 culvert. No discharge to the Hall Brook.  Storm flow attenuation appears to be provided using a series of open ponds along the western site boundary.	Discharge rates proposed to be less than green field run off (Qbar) Mimics existing site conditions, discharging surface water towards the Hall Brook (the tributary of Diseworth Brook west of the site), in line with LLFA requirements.  Storm attenuation is being provided via underground pipework/tank type infrastructure in line with the Airport's safeguarding requirements.	Different drainage strategies are being proposed with different drainage discharge points. It is however considered possible that the proposed Joint Application drainage to the north and the DCO to the south could work independently of each other.
Finished floor levels	Zone 5: 84.2m AOD; Zone 6: 88.0m AOD; Zone 7: 89.5m AOD (±1.5m).	Parcel A1: 81.75–82m; A2: 78.75–81m; A3: 78.75–79m; B: 84.5–87.5m; C: 88.6–89.1m AOD.	The finished floor levels differ across the northern site. As noted, the DCO Application provides for a 3m variance (+/- 1.5m up or down).

Element	DCO Application Position	Joint Application Position	Comment
HGV parking	An HGV park with approximately 95 HGV spaces on the northern land with an amenity building for HGV drivers.	No dedicated supplementary HGV park on the northern land, Within the Prologis specification, sufficient HGV parking is to be provided on each plot with adequate spaces and waiting areas.	The HGV park could be located on either scheme, on the land north or south of Hyam's Lane It is not necessary for it to be located as shown in the DCO application.
Hyam's Lane	Hyam's Lane included within the application boundary and its surface upgraded to provide pedestrian/cycle connectivity.	Hyam's Lane excluded from the application boundary. Pedestrian and cycle linkages onto Hyam's Lane are provided.	No physical incompatibility.
Internal road layout	Internal road layout configured for SEGRO's development zones and access corridor.	Different internal road layout configured for Prologis' development parcels and access corridor.	The internal road layouts are different.
Landscape corridor along Hyam's Lane	Buffer on the northern parcel in the west half of Hyam's Lane, and on the southern parcel in the east half, the latter appearing to accommodate the DCO Application's internal road.	Landscape buffer along the whole of Hyam's Lane's southern boundary.	The Joint Application's buffer along the full length of Hyam's Lane impacts the DCO Application's internal layout.
Training Hub	Not included within the DCO proposals.	Training Hub committed on site.	The current DCO Application does not provide for a Training Hub.

These differences arise from each scheme having been designed independently. Critically, SEGRO altered its access arrangements after Prologis had amended the Joint Application to better align with SEGRO's earlier proposals, without explanation or consultation with Prologis. It was open to SEGRO to amend its DCO Application prior to or following submission to align with the Joint Application which had already been submitted; this approach was recommended to SEGRO well before the examination commenced and remains available to it.

As explained in Prologis' Relevant Representation, such amendments could still be made to the DCO Application without it becoming a substantially different scheme. Notwithstanding the reasonable alternatives presented by Prologis, SEGRO's choice to continue with a scheme that does not align with the Joint

Application seeks to place the Secretary of State in the position of having to choose between two schemes – a choice Prologis submits could and should have been avoided, given that the DCO Application could readily be amended to accommodate both. These matters underlie some of the reasonable alternatives proposed in Prologis' Relevant Representation.

### **7.0.7 – Land north of Hyam's Lane**

*Could the applicants, Prologis and EMIA set out their understanding as to how the land north of Hyams Lane was sold by the previous owners. That is, was it offered for private sale, by tender, by 'best and final offers' or any other process such as the parties direct approach to the owner? The ExP would appreciate information as to whether the marketing, if any, related to potential options agreements or only for outright sale. The ExP would also appreciate the parties understandings of the timeframes for any such sale. The parties should also submit any documents they may have to support their positions.*

#### **Response:**

For ease of reference, the land north of Hyam's Lane which falls within the Joint Application boundary and the DCO Order Limits comprises two separate land interests, each with its own transaction history. These are addressed in turn below.

#### Prologis Freehold Land (as shown on the Ownership Plan appended at Appendix 5)

This land comprises two parcels, the first measuring approximately 31.25 acres in total and was acquired by Prologis in October 2024 from [REDACTED], a locally based farming family who had farmed in the area for a considerable period of time.

The [REDACTED] family had been in dialogue with MAG regarding a potential Option Agreement on their land since 2023. In early 2024, the [REDACTED] family appointed Fisher German as their land agent to advise on any such agreement.

Following Prologis's involvement from May 2024 (once Prologis had been selected by MAG as its preferred development partner), Fisher German conducted a competitive bid process between SEGRO and MAG/Prologis on behalf of the landowners. MAG/Prologis were selected as the preferred party by the landowners in June 2024 on the basis of an Option Agreement. SEGRO subsequently made an unconditional freehold bid to the landowners. As a result, the landowners considered it fair and reasonable to invite Prologis to submit a comparative offer. Prologis proceeded to bid in isolation (but as development partner to MAG).

The process subsequently concluded in a best and final offers process in early October 2024, with Prologis being selected as the preferred party. The sale completed on 29 October 2024.

#### MAG Owned Land (as shown on the Ownership Plan appended at Appendix 5)

The remaining land forming the Joint Application boundary measures approximately 70.41 acres and is owned by MAG. This land is shown in two parcels on the Ownership Plan. The land was allocated within the East Midlands Freeport in March 2023.

SEGRO approached MAG in Q3 2022 and commenced discussions regarding the potential purchase of MAG's land. Over the period from December 2022 to August 2024, five offers were made by SEGRO. During this period, MAG became increasingly concerned that the offers were not valid, as several were made without the requisite board or investment committee approval. Furthermore, SEGRO were applying for seed funding from the Freeport to address viability gaps in their appraisals whilst simultaneously increasing their offer. As a result, MAG decided in 2023 that it needed to explore an alternative route, whether by self-development or by selecting a delivery partner with the appropriate credentials to fulfil the Freeport objectives within the required timescales.

To progress deliverability of the site, MAG Property and MAG Planning prepared a planning application for 1.35 million sqm of accommodation and sought a delivery partner accordingly. MAG shortlisted several high-profile national and international developers with specialist industrial and logistics experience from October 2023. MAG carried out a detailed review of four developers, holding interviews with each to discuss the site, their proposals and suitability as a possible partner. A shared folder was compiled by MAG and provided to each developer detailing information for the site, and MAG invited each developer to provide a response, appraisal of the site and detail their development experience. MAG further shortlisted to Prologis and another national developer, and further interviews were carried out over a period of approximately six weeks in Q1 2024.

Following the conclusion of this process, MAG selected Prologis, whose appraisal of the site based on the information provided was comparable to other interested parties. MAG's decision to select Prologis was understood to be based on Prologis's proven track record, global reach and extensive customer base, scale and funding capabilities, as well as their conduct and level of due diligence carried out during the interview process. Heads of Terms for an Option Agreement between Prologis and MAG were first issued in April 2024, with Prologis formally selected as preferred partner in May 2024. Contracts were exchanged in October 2024, at which point Prologis took on the role of lead developer in relation to the combined site and the live planning application, being the Joint Application.

### **19.0.6 – Dualling of A453 west of Finger Farm Roundabout**

*At ISH1 there was discussion about the potential dualling of the A453 west of Finger Farm roundabout.*

*Could LCC please set out:*

- *what, if any, proposals have been drawn up for this section of road, providing drawings if necessary*
- *any timetable for potential works or triggers for a requirement, and how land would be secured and funding for the works themselves provided*

*The applicants are asked:*

- *does the response have any implications in relation to your response to ExQ1Q2.0.6?*

*Prologis and EMIA are asked to set out their understandings of this matter, along with any matters within the joint application which would impinge on that.*

#### **Response:**

The grant of planning permission for the Joint Application would not frustrate the potential future delivery of the dualling proposals. As part of developing the evidence base for the Joint Application, an illustrative design has been prepared for the layout of a dual carriageway spanning the northern boundary of the application site between the A453 Finger Farm roundabout (to the east) and the signalised junction of the A453 and airport access (to the west). This layout is appended to this response (Appendix 6) for the benefit of the Examination.

The layout demonstrates that the Joint Application proposal is compatible with the proposed A453 dualling. The land currently controlled by Prologis/MAG including land to the north of the A453, combined with existing highways land, is sufficient to accommodate the dualling scheme. No land in any other ownership would be required to deliver this proposal. The maximum extent of the building footprints proposed within the Joint Application terminates before the land that would be required for dualling, with a landscaping buffer also included to ensure this.

The concept design, which has been presented to Leicestershire County Council for their consideration, further demonstrates how the proposed site access for the Joint Application site and the existing roundabout junction at the A453/Beverley Road would integrate as part of a continuous dual carriageway section to a point west of the Joint Application site, where it would tie back into the existing highway network.

LCC have provided initial comments on these proposals. Whilst commentary on the precise layout and design details would be expected in the ordinary course of further development of the scheme, these proposals clearly demonstrate how the dualling scheme is compatible with and can be delivered alongside the Joint Application development.

This raises a further question of relevance to the examination which goes to the consistency of the Applicant's position. If the Applicant is proposing to acquire any Prologis/MAG Land through the exercise of compulsory acquisition powers and then effectively to set that land aside for the purposes of future A453 dualling (rather than for the development proposed in the DCO Application itself) that necessarily engages the question of whether such land is genuinely necessary for the purposes of the DCO development within

the meaning of section 122 of the PA 2008. Land set aside for a future highway scheme promoted by a local highway authority, for which no timetable exists and which does not form part of the DCO works, cannot properly be said to satisfy the statutory test for CA. It is unclear whether the Applicant's scheme makes equivalent provision for A453 dualling, and if so, on what basis the compulsory acquisition of Prologis/MAG land for that purpose is said to be justified. The Applicant's position in this regard needs to be reconciled with its suggestion that there is a compelling case in the public interest for it to be granted CA powers over land that may be needed in the future for a different proposed development - namely, the A453 dualling - that does not form part of the DCO Application. Prologis invites the ExP to explore this matter with the Applicant.

## Questions to Interested Parties

### 1.0.1 – Planning and Infrastructure Act 2025

*The Planning and Infrastructure Act received Royal Assent on Thursday 18 December 2025. All IPs, including the applicants, are invited to submit comments on the new Act in relation to any implications for the examination of this application.*

#### **Response:**

Prologis has no comments at this stage but reserves the right to make further submissions in due course following consideration of comments made by other parties.

### 8.0.1 – Updated DCO at Procedural Deadline A

*At Procedural Deadline A, the applicant updated the dDCO [PDA-004D] with an explanation for those changes in the Schedule of Changes document [PDA-008]. All IPs are asked to review these changes and the justifications for them and submit any comments that they may have into the examination.*

#### **Response:**

Prologis has reviewed the updated dDCO [PDA-004D] and the Schedule of Changes [PDA-008]. The changes made do not seek to address the points raised in Prologis's Relevant Representations and has no further comments at this stage. Prologis reserves the right to make further submissions in due course.

### 8.1.4 – Article 38 – Felling or lopping of trees and removal of hedgerows

*Could the identified parties please comment on the distance from the Order limits of 25 metres set out to allow works to trees and hedgerows. The ExP notes that general advice from NE is that 15m is sufficient buffer to ensure ancient woodland is not affected. Given there is no such resource here, any distance will need to be fully justified both in response to this question and in the EM.*

*Could NWLDC confirm whether presently there are any trees protected by tree preservation orders within 25m of the Order limits? Should this situation change, could NWLDC ensure this information is submitted into the examination.*

*Is any party aware of any hedgerow within 25m of the Order limits which would be defined as "important" for the purposes of The Hedgerows Regulations 1997 or an "important hedgerow" for the purposes of The Management of Hedgerows (England) Regulations 2024? If so, could this please be identified on a plan, along with the reasoning behind why the party holds that view.*

#### **Response:**

Prologis will review the response given by the Applicant at Deadline 1 and reserves its position to comment further at Deadline 2.

### 9.0.1 – Updated MCO at Procedural Deadline A

*At Procedural Deadline A, the applicant updated the dMCO [PDA-006M] with an explanation for those changes in the Schedule of Changes document [PDA-008]. All IPs are asked to review these changes and the justifications for them and submit any comments that they may have into the examination.*

**Response:**

Prologis has reviewed the updated dMCO [PDA-006M] and the Schedule of Changes [PDA-008] and has no comments at this stage. Prologis reserves the right to make further submissions in due course.

## Questions to which Prologis wish to respond as they relate to its interest in the DCO Application

### 1.2.3 – Non-technical summary – MCO

*In respect of the MCO application, the non-technical summary [APP-205] sets out the effects of the proposed development. However, it doesn't set out how this compares/ contrasts with those set out in the original ES, and should be done on a cumulative basis with the EMG1 development. While there may be new information or legal requirements, could the applicants please undertake this exercise.*

#### **Response:**

A cumulative assessment of both the MCO and DCO has been undertaken; however, a standalone assessment of the MCO has not directly been undertaken beyond assessment of the travel demand. This is referred to within the Transport Assessment at paragraph 8.18, which states that the "with development" scenarios include the development on both the EMG2 Main Site and Plot 16 of EMG1. A scenario has not been undertaken that considers EMG1 traffic in isolation, which is being applied for separately via an MCO. However, section 6.9 of Chapter 6 of the ES (Document MCO 6.6A) considers the impacts of the EMG1 MCO in isolation, confirming there would be no substantial or significant environmental impacts.

We understand the Applicant team is preparing additional information on this matter for Deadline 1 and Prologis reserves its position until it has had sufficient time to review this additional information.

### 1.4.3 – Community Park

*Is the size of the community park sufficient to create a meaningful buffer between the EMG2 main site and neighbouring residential development, whilst delivering the multitude of proposed functions (recreation, landscape and ecological mitigation etc.)? To this end, could the community park be made bigger, at the expense of industrial and logistics floorspace, if it was determined that its current size would place unworkable constraints on its intended functions?*

*The ExP also invites comments from NWLDC on this matter.*

#### **Response:**

Prologis has no comments at this stage but reserves the right to make further submissions in due course with the benefit of the Applicant's response.

### 5.0.3 – Skylarks

*Prologis [RR-024D] raised concerns about the delivery of key mitigation, especially for skylarks displaced by the DCO scheme. Please can the applicants provide more details about any mitigation for skylark. The ExP are particularly interested how any such mitigation located on the community park would be effective in the context of the park's multifunctional use. For example, among other things, would recreational users of the community park have the potential to disturb skylarks and diminish the effectiveness of skylark mitigation (see ExQ1.4.2Error! Reference source not found.)? Please can NWLDC and NE provide an updated position in relation to protected species and in doing so comment on the issue of skylark mitigation, and farmland bird species more generally.*

#### **Response:**

Prologis reserves the right to provide further comment at Deadline 2 once the Applicant's detailed response on skylark mitigation has been reviewed.

### **8.3.1 – Consultee in requirements**

*In various requirements there is a requirement for consultation with a statutory body prior to the decision maker deciding whether to approve details pursuant to requirements. Could all statutory parties review the requirements and confirm whether consider that the current arrangements are appropriate. Should they wish to amend this, could they please set out where such a change should be made, and if requesting additional consultation explain why it is considered necessary.*

#### **Response:**

In the event that compulsory acquisition powers are not granted, Prologis would have a relevant interest in the land affected by the DCO and should accordingly be included as a consultee in the requirements. Prologis requests that the Examining Authority considers this position when reviewing the adequacy of the current consultation arrangements.

### **17.0.1 – Community Park**

*Paragraphs 17.5.96 to 17.5.100 of the ES chapter 17 [AS-065] concludes that provision of the Community Park and associated PRow improvements will deliver long-term beneficial health effects through improved access to open space and opportunities for physical activity, leisure/ play and recreation.*

*Paragraphs 3.2.16 and 3.2.17 of ES chapter 3 [AS-025] states that the Community Park will be available and open for use by the public before occupation of any authorised buildings and will be available in perpetuity.*

*Please confirm that the deliverability and securing of the Community Park (including the meaning of “substantially” in requirement 28(1), any completion timescale, and how compliance will be demonstrated when requirement 28 is discharged) are addressed in the applicant’s response to the cross-cutting Community Park ExQ1.4.2Error! Reference source not found. and ExQ1.4.3 and that the response to these should be taken as the applicant’s response for these matters for the purposes of ES chapter 17 [AS-065] paragraphs 17.5.96 to 17.5.100.*

#### **Response:**


Prologis has no comments at this stage but reserves the right to make further submissions in due course with the benefit of the Applicant's response.

**DLA PIPER UK LLP**

**7 APRIL 2026**

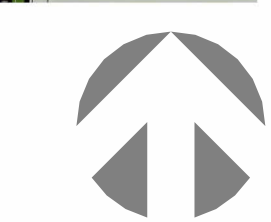
## Appendix 1



Key:  
 SGP Illustrative Masterplan Overlay

**Illustrative Masterplan vs SEGRO Illustrative Landscape Masterplan Rev P10**  
 1 : 2000

**Note:**  
 This drawing has been produced at the request of the client to illustrate an overlay comparison between the SGP Illustrative Masterplan and the SEGRO Illustrative Landscape Masterplan (EMG1-10666-FPCR-XX-XX-DR-L-0001 P10).  
 The SEGRO source drawings have been scaled and adjusted to achieve the best possible alignment for comparative purposes. The overlay is intended for illustrative reference only.



**DRAFT**



**SGP**  
 Architects + Masterplanners

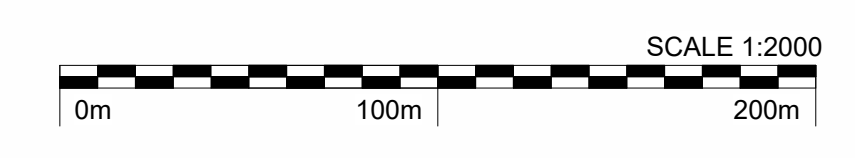
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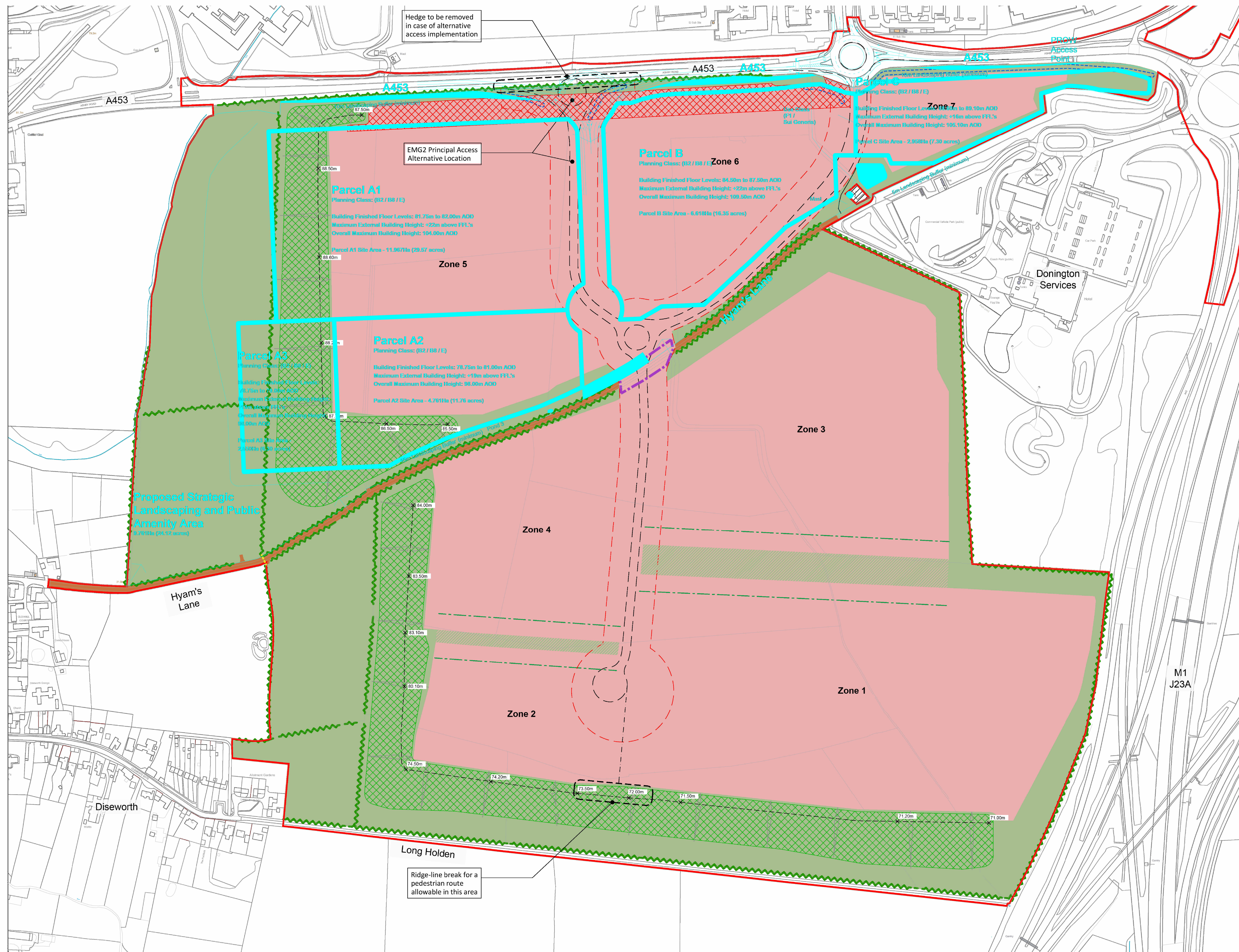
Drawing Name:  
 Illustrative Masterplan vs SEGRO Illustrative Landscape Masterplan Rev P10

Drawing Stage: **Feasibility**  
 Status: **06**

SGP File Ref: 25-060-SGP-XX-XX\_M1\_A\_000  
 25-060 23/03/24 MGS RB 1:2000 @ A0 P1  
 SGP Project No: 25060 - Design Team: RB  
 Drawing Number: 25-060-SGP-MP-ZZ-DR-A-001011



## Appendix 2



**Key:**  
— RPS Parameters Plan Overlay

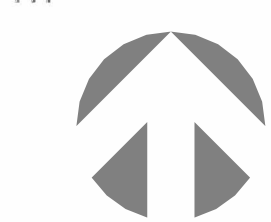
**RPS Parameters Plan vs SEGRO Parameters Plan P3**  
 1 : 2000

**Note:**

This drawing has been produced at the request of the client to illustrate an overlay comparison between the RPS Parameters Plan (31191-RPS-SI-XX-DR-A-9039 P14) and the SEGRO Parameters Plan (EMG2-UMC-SI-01-DR-A-0088 P3).

The RPS Parameters plan has been imported as a DWG from information received.

The SEGRO source drawings have been scaled and adjusted to achieve the best possible alignment for comparative purposes. The overlay is intended for illustrative reference only.



**DRAFT**



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Drawing Name:  
 RPS Parameters Plan vs SEGRO  
 Parameters Plan P3

Drawing Stage: **Feasibility**

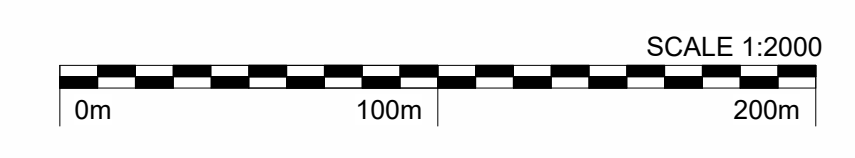
Status: **06**

SGP File Ref: 25-060-SGP-XX-XX\_M1\_A\_0020

25-060 23/03/24 MGS RB 1:2000 @ A0 P11

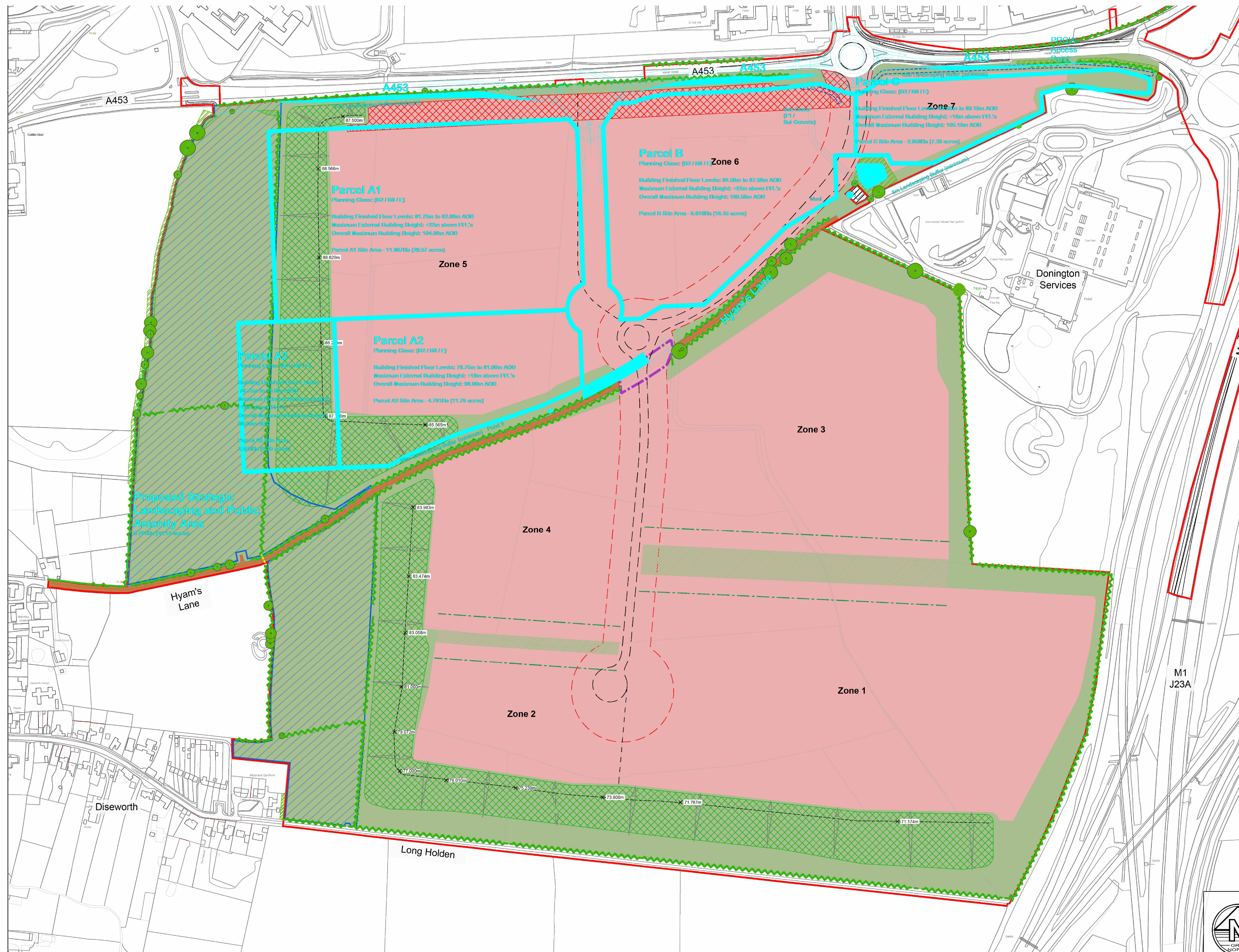
SGP Project No: 25060 - Design Team: RB

Drawing Number: 25-060-SGP-MP-ZZ-DR-A-001008



Red Line Boundary based on OS Data and NOT confirmed as the Legal Boundary  
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## Appendix 3



Key:  
 RPS Parameters Plan Overlay

**RPS Parameters Plan vs SEGRO Parameters Plan P18**  
 1 : 2000

**Note:**  
 This drawing has been produced at the request of the client to illustrate an overlay comparison between the RPS Parameters Plan (31191-RPS-SI-XX-DR-A-9039 P14) and the SEGRO Parameters Plan (EMG2-UMC-SI-01-DR-A-0088 P18).  
 The RPS Parameters plan has been imported as a DWG from information received.  
 The SEGRO source drawings have been scaled and adjusted to achieve the best possible alignment for comparative purposes. The overlay is intended for illustrative reference only.

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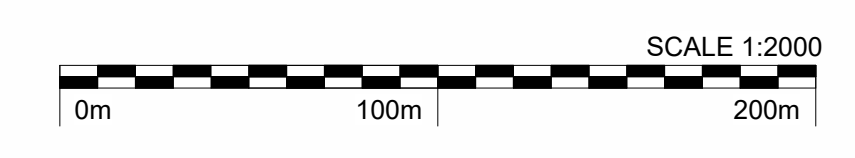
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Prologis  
 MAG EMA  
 Castle Donnington

Drawing Name:  
 RPS Parameters Plan vs SEGRO  
 Parameters Plan P18

Drawing Stage: Feasibility  
 Status: 00

SGP File Ref: 25-060-SGP-XX-XX\_M1\_A\_0000  
 25-060 23/03/24 MG5 R5 1:2000 @ A0 P11  
 SGP Project No: 25060 - Design Team: SGP  
 Drawing Number: 25-060-SGP-MP-ZZ-DR-A-001009



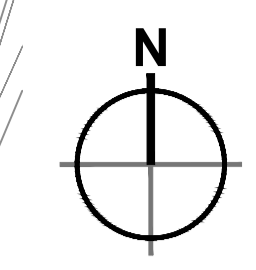
Red Line Boundary based on OS Data and NOT confirmed as the Legal Boundary.  
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## Appendix 4



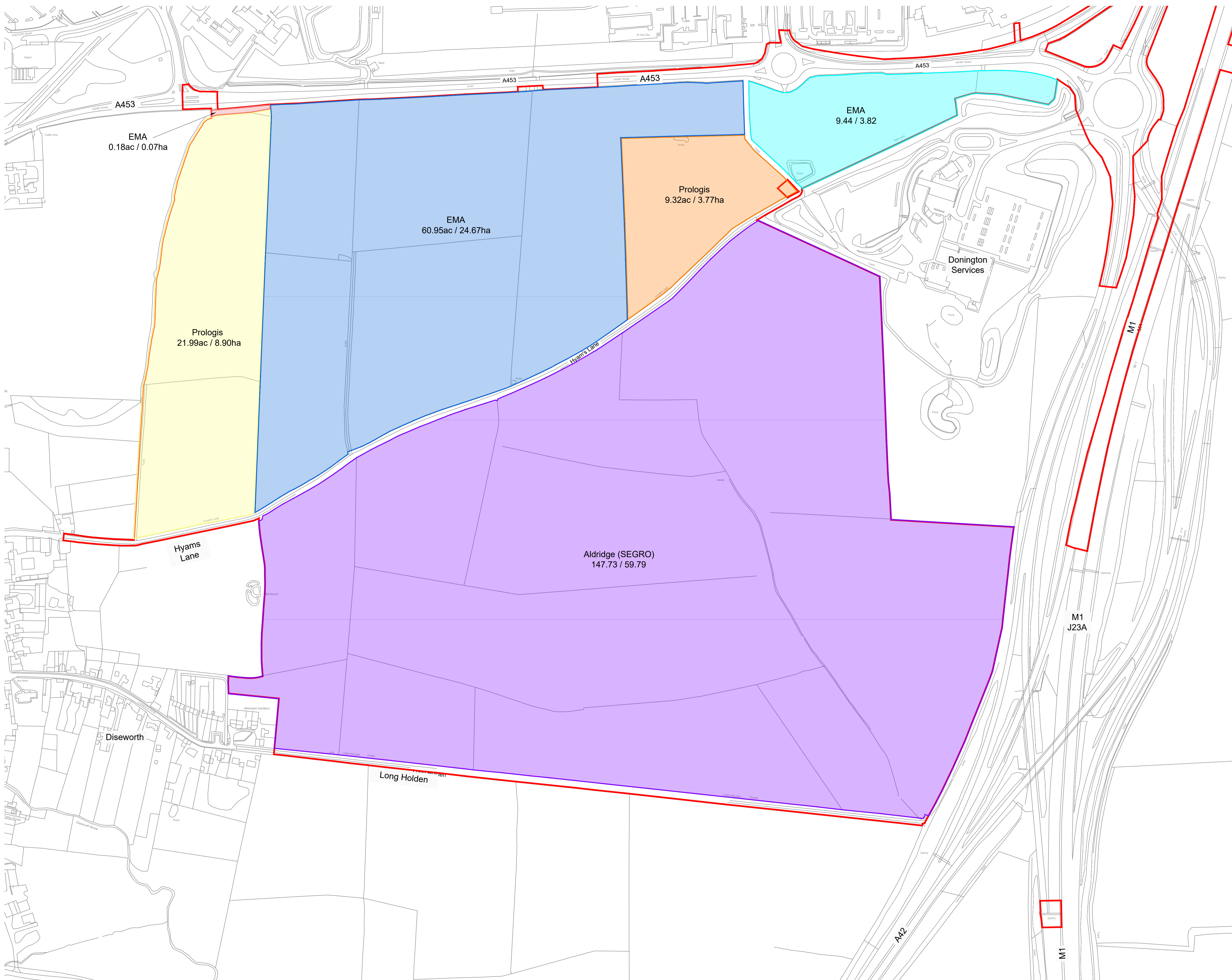
## Appendix 5

- Dimensions are in millimeters, unless stated otherwise.  
 - Scaling of this drawing is not recommended.  
 - It is the recipient's responsibility to print this document to the correct scale.  
 - All relevant drawings and specifications should be read in conjunction with this drawing.



**Key**

EMA	9.44 ac	3.82 ha
EMA	60.95 ac	24.67 ha
Prologis East	9.32 ac	3.77 ha
Prologis West	21.99 ac	8.90 ha
Aldridge	147.73 ac	59.79 ha
EMA	0.18 ac	0.07 ha
<b>Site Total</b>	<b>249.60 ac</b>	<b>101.02 ha</b>
EMG2 DCO order limits	367.45 ac	148.70 ha



rev	amendments	by	ckd	date

**J23a, M1, South of EMA**  
**Diseworth**  
 Land Ownership Plan

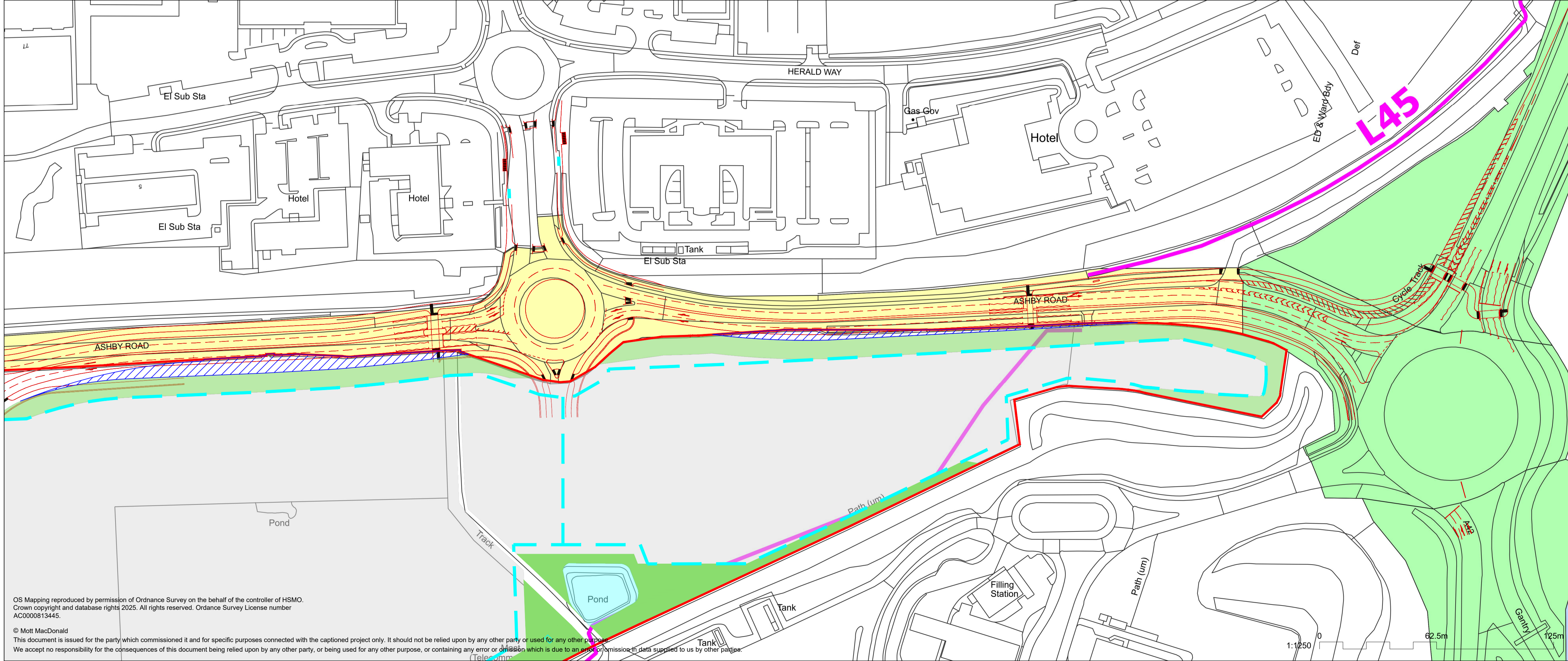
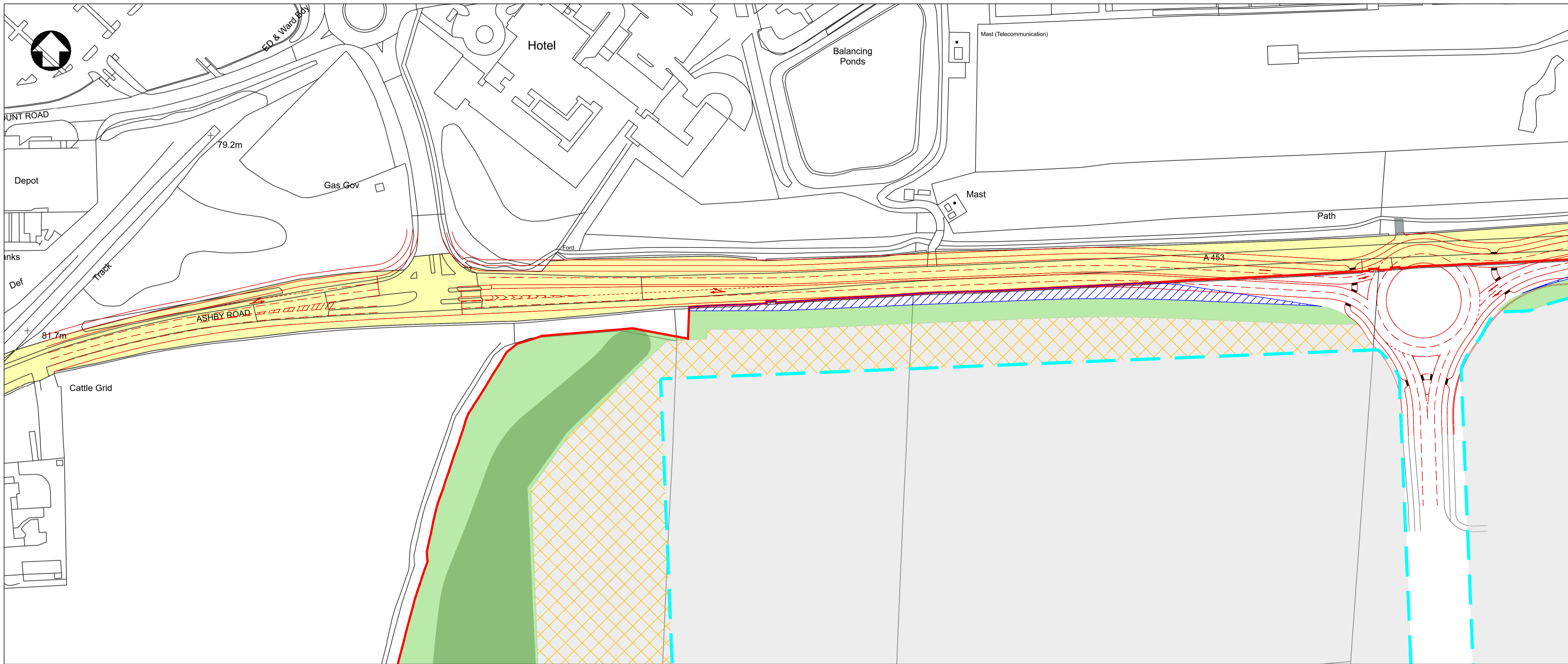


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Drawing Status:	Feasibility
Drawn / Checked:	DF / MS
Date:	12/02/2020
Scale:	1:2500 A1
Drawing no:	Revision:
19232 F0010	G



## Appendix 6



Notes

- All dimensions are in metres unless stated otherwise.
- Do not scale from this drawing.
- Design is based on Ordnance Survey, with commensurate degree of accuracy.
- Dualling and dualled roundabout design is indicative only for spatial provision. Does not include secondary infrastructure or full visibility checks.

Key to symbols

- Illustrative Dualling Design
- Site Boundary
- Zone for Potential Future A453 Improvements (undertaken by others)
- Existing Adopted Highway
- Existing National Highways Land
- Developable Plot
- Zone for Landscaping Buffer
- Earth Bunding
- Restricted Zone
- Maximum Extent of Building Footprints
- Existing Public Right of Way

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P01	25/03/2026	PS	First Issue	MT	MS

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Client  
**Manchester Airport Group Limited  
Prologis**

Title  
**Land South of A453  
East Midlands Airport**

**A453 Dualling Option  
Land Requirements**

Designed	S Weston	SW	Eng check	M J Taylor	MT
Drawn	S Weston	SW	Coordination	M J Taylor	MT
Dwg check	M J Taylor	MT	Approved	M Staniland	MS
Scale at A1	1:1250	Status	PRE	Rev	P01
				Security	STD
Drawing Number <b>EMA-MMD-HGN-XXX-DR-C-0021</b>					

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C:\Users\wes23686\OneDrive - Mott MacDonald\EMAMarch 2026 - Dualling Option\EMA-MMD-HGN-XXX-DR-C-0021 - Dualling Land.dwg Mar 31, 2026 - 4:02PM wes23686