

# East Midlands Gateway Phase 2 (EMG2)

Document DCO8.11/MCO8.11

**DRAFT**

Statement of Common Ground between  
the DCO Applicant and East Midlands  
International Airport Limited/East  
Midlands Airport Property Investments  
(Industrial) Limited

June 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://SEGRO.COM/SLPEMG2)

**SEGRO**

**1 Introduction**

- 1.1 This SoCG has been requested by the Examining Panel and is entered into by (1) SEGRO Properties Limited who has submitted the DCO Application, and (2) East Midlands International Airport Limited (“EMA”) and East Midlands Airport Property Investments (Industrial) Limited (“EMIAL”) (together “the Airport”).
- 1.2 This SoCG has been prepared in respect of development which is the subject of the DCO Application comprising:

Main Component	Summary of Component	Works Nos.
<b>DCO Application made by the DCO Applicant for the DCO Scheme</b>		
<b>EMG2 Works</b>	<p>Logistics and advanced manufacturing development located on the EMG2 Main Site south of East Midlands Airport and the A453, and west of the M1 motorway. The development includes HGV parking and a bus interchange.</p> <p>Together with an upgrade to the EMG1 substation and provision of a Community Park.</p>	<p>DCO Works Nos. 1 to 5 including Further Works as described in the draft DCO (<a href="#">REP2-008D</a>).</p> <p>DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (<a href="#">REP2-008D</a>).</p>
<b>Highway Works</b>	<p>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, Hyams Lane Works, works to Long Holden, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.</p>	<p>DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (<a href="#">REP2-008D</a>).</p>

- 1.3 Capitalised terms refer to the Glossary at Appendix A to Chapter 1 of the Environmental Statement (**AS-020**) unless otherwise stated.
- 1.3 This SoCG relates only to the DCO Application and not the MCO Application and matters relating to East Midlands Airport only. A separate, tripartite SoCG between Prologis, the Airport and the DCO Applicant relating to the EMG2 Main Site only deals with matters in which Prologis are also involved.

**2 Details of the Parties to this SoCG**

- 2.1 Both EMA and EMIAL are part of the Manchester Airports Group (MAG). EMA is the owner and operator of East Midlands Airport and EMIAL is a subsidiary property investment company.

Both companies have land interests in and around the EMG2 Main Site. EMIAL is only party to this SoCG in relation to its interests in Plots 1/16 and 1/17 in the Book of Reference ([APP-021D](#)).

### **3 Content of this SoCG**

3.1 The areas covered by this SoCG are as follows:

3.1.1 Land Interests

3.1.2 Airport and Aviation Safety Issues

3.1.3 Emergency Access Issues

3.1.4 Work No 14

3.1.5 Surface Access

3.2 This SoCG records those matters which are agreed and, if appropriate, any matters that are not agreed and still under discussion between the DCO Applicant and the Airport.

3.3 Where this SoCG is identified as a draft, some matters may still be under discussion. If appropriate, a final version that confirms the final positions of the parties on relevant matters will be submitted before the close of the Examination.

3.4 Within the following table a Red Amber Green (RAG) status has been applied as follows: green: agreed, amber – a matter under discussion and/or further work to be completed and red – not agreed.

Reference Number	Matter	Application Document	Applicants' Position	Interested Party's Position	Status	Date Agreed
<b>Land Interests</b>						
1.	Land Interests of the Airport	Book of Reference ( <a href="#">APP-021D</a> ) and Land Plans 1 and 2 ( <a href="#">APP-027D</a> and <a href="#">APP-028D</a> )	<p>The land interests of EMA within the EMG2 Main Site are accurately set out in the Book of Reference (<a href="#">APP-021D</a>)</p> <p>The interests within the EMG2 Main Site are set out in the tripartite SoCG</p> <p>The other interests around the EMG2 Main Site relate to Plots 1/8, 1/10, 1/11, 1/14, 1/15, 1/16, 1/17, 1/18, 1/19, 1/20, 2/1, 2/2, 2/3, 2/4, 2/5, 2/6, 2/25, 2/26, 2/27 and 2/38.</p>			D2 April 21 2026
2.	Active Travel Link	Book of Reference ( <a href="#">APP-021D</a> ) and Land Plan 2 ( <a href="#">APP-028D</a> )	Plot 2/6 is required for the construction of the active travel link. (Works No. 14 in the draft DCO ( <a href="#">REP2-008D</a> )). The link has been the subject of recent discussions between the Applicant and EMA Airport as a result of which there have been some minor changes made to minimise land take and the impact on EMA assets at the end of the runway.			D4 June 16 2026

			The revised details of the route have been agreed and technical details will be submitted by the Applicant at D4 with the revised land plans and Book of Reference at D5			
<b>Airport and Aviation Safety Issues</b>						
3.	Protective Provisions		The Applicants and EMA have been in discussions regarding the need for, and potential content of, any protective provisions. The Applicants have provided the Airport with revised draft Protective Provisions and is awaiting a response.			
4.	Emergency Access		The Applicants are unaware of any emergency access issues.			
<b>DCO Application</b>						
5.	S.35 Direction	Environmental Statement Appendix B Section 35 Direction <a href="#">[APP-068]</a>	The DCO Application has been brought into the Planning Act 2008 regime pursuant to a Section 35 Direction made on 21 February 2024. The Section 35 Direction identified the proposed project as: "a logistics and manufacturing hub, including a substantial carbon neutral campus/headquarters including co-located head office functions."	The DCO Application has been brought into the Planning Act 2008 regime pursuant to a Section 35 Direction made on 21 February 2024. The Section 35 Direction identified the proposed project as: "a logistics and manufacturing hub, including a substantial carbon neutral campus/headquarters		D4 16 June 2026

				including co-located head office functions."		
6.	CA Content	Book of Reference ( <a href="#">APP-021D</a> ) and Land Plans ( <a href="#">APP-027D</a> and <a href="#">APP-028D</a> )	The DCO Application seeks powers of compulsory acquisition and/or temporary possession over, among other land, the Prologis/EMIA Land pursuant to Part 5 of the draft DCO and section 122 PA 2008.	The DCO Application seeks powers of compulsory acquisition and/or temporary possession over, among other land, the Prologis/EMIA Land pursuant to Part 5 of the draft DCO and section 122 PA 2008.		D4 16 June 2026
7.	CA Powers		For the Secretary of State to include compulsory acquisition powers in a DCO, section 122(3) PA 2008 requires the Secretary of State to be satisfied that there is a compelling case in the public interest for those powers. This is a test that is distinct from, and not automatically satisfied by, any decision to grant development consent.	For the Secretary of State to include compulsory acquisition powers in a DCO, section 122(3) PA 2008 requires the Secretary of State to be satisfied that there is a compelling case in the public interest for those powers. This is a test that is distinct from, and not automatically satisfied by, any decision to grant development consent.		D4 16 June 2026
8.	CA Guidance		The Guidance related to procedures for the compulsory acquisition of land (September 2013) applies to the consideration of the compulsory acquisition powers sought in the DCO Application.	The Guidance related to procedures for the compulsory acquisition of land (September 2013) applies to the consideration of the compulsory acquisition powers sought in the DCO Application.		D4 16 June 2026
9.	Compelling Case	Statement of Reasons Section 5 ( <a href="#">REP1-025D</a> )	The DCO Applicant contends that there is a compelling case in the	The Airport contends that there is not a compelling case		

			public interest for the acquisition of the EMIAL and Prologis land	in the public interest for the acquisition of the EMAIL and Prologis land	
10.	Reasonable Alternatives	Statement of Reasons Section 5 ( <a href="#">REP1-025D</a> )  Applicants Response to RR Appendix 5 paras 1.40 – 1.42 and Appendix 6 page 23 et seq ( <a href="#">REP1-051D</a> )	The DCO Applicant contends that all reasonable alternatives to the compulsory acquisition of the EMIAL/Prologis land as required by paragraph 8 of the CA Guidance have been explored	The Airport contends that all reasonable alternatives to the compulsory acquisition of the EMIAL/Prologis land as required by paragraph 8 of the CA Guidance have not been explored	
<b>Work No 14 (Active Travel Link)</b>					
11.	Justification for Active Travel Link	Sustainable Transport Strategy ( <a href="#">APP-084</a> )	The Applicant considers it to be important for the EMG2 scheme to provide a good quality active travel route between EMG1 and EMG2 which, together with the infrastructure provided by EMG1, other existing active travel infrastructure and the upgrade of L57, provides active travel connections from EMG2 to Castle Donington, Kegworth and beyond. The existing route east of the A453 is of a low standard with improvement to it complicated by the lay-by and users between EMG1 and EMG2 would need to undertake three crossings of the A453 (with several 'hops' over the different carriageways).	The Airport contends that there is no compelling case in the public interest for the acquisition of the active travel link.	

			<p>The provision of the Active Travel Link (ATL) aligns with wider stakeholder aspirations for providing a link between EMA and Nottingham via Clifton, Ratcliffe, Kegworth, EMG1 and EMG2 for which initial work was undertaken around 2020 and included for an off-road facility west. As set out in the EMG2 proposals the ATL would become part of National Cycle Route 15 which, together with Hyam's Lane, would fill part of the gap in this route that currently exists between Diseworth and Nottingham.</p> <p>Whilst para 9.5 of the STS (APP-84) sets a mode share target of 2% for active travel, the Applicant notes that this is a minimum. Page 22 of the STS (APP-84) which shows that the majority of EMG1 employees living within a cycling distance are based in Kegworth and Castle Donington. Para 9.4 states that 25% of the EMG2's workforce live within a 60min cycle of the Scheme and para 9.5 states that "There is the potential for [the 2%] to increase as more</p>			
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			residential developments emerge within the vicinity of the site and as more off-road/segregated cycle infrastructure is introduced along the major roads, for example through the future East Midlands Combined Authority transport programme”.		
Surface Access					
12.	Traffic impact on operation of the Airport	Applicant’s Response to Deadline 2 & 3 Submissions Appendix 7 Doc 7.13 submitted at Deadline 4	<p>The traffic impact of the proposed development on the operation of the surrounding road network, and therefore Airport surface access, has been modelled utilising PRTM 2019 (with the application submission) and PRTM 2023 (D1) along with Vissim.</p> <p>The Applicant has in response to the SCP Technical Note 04 (Appendix 1 to REP3-058) contained in Deadline 2 &amp; 3 submissions Appendix 7 (Doc <b>DCO/MCO 7.13</b>) submitted at D4 provided a response to the alleged missing information with regard to the assessment of highway impact.</p>	[The Airport indicated it could not analyse the highway impact of the Airport until the Applicant provided further traffic modelling information at Deadline 1 – <b>Airport to update</b> ]	

**SIGNATURES:**

**On behalf of the DCO Applicant:**

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**Signature**

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**Name**

DRAFT

**On behalf of the Airport:**

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**Signature**

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**Name**

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