

PLANNING ACT 2008

THE INFRASTRUCTURE PLANNING (EXAMINATION PROCEDURE) RULES 2010

**APPLICATION BY SEGRO PROPERTIES LIMITED FOR THE EAST MIDLANDS GATEWAY PHASE
2 AND HIGHWAY ORDER 202X**

Deadline 6a Submission

ON BEHALF OF

EAST MIDLANDS INTERNATIONAL AIRPORT LIMITED

EAST MIDLANDS AIRPORT PROPERTY INVESTMENTS (INDUSTRIAL) LIMITED

Interested Party References:

[REDACTED]

1. INTRODUCTION

- 1.1 This is East Midlands International Airport Limited's ("**EMA**") ("**the Airport**", as appropriate) and East Midlands Airport Property Investment (Industrial) Limited's ("**EMIAL**") Deadline 6a submission provided in respect of SEGRO Properties Limited's ("**SEGRO**") application for a Development Consent Order ("**DCO**") for the East Midlands Gateway Phase 2 ("**EMG2**") ("**the DCO Application**").
- 1.2 Terms used in this submission have the same definition as set out in EMA and EMIAL's Written Representation dated 7 April 2026 unless otherwise defined.

2. MATTERS ADDRESSED

- 2.1 This document contains EMA and EMIAL's comments on SEGRO's change request made on 30 June 2026 [REP5-001] and accepted by the ExP on 28 July 2026 [PD-031D].
- 2.2 As set out in the Examining Panel's letter dated 3 July 2026 [PD-026D] the change request relates to three items. EMA has no comments on changes 1 or 3. Change 2 relates to the active travel link (ATL) – Works No. 14. EMA and EMIAL set out their position in relation to that proposed change below.

3. CHANGE 2 - ACTIVE TRAVEL LINK (WORKS NO. 14)

- 3.1 The ExP will recall that EMA and EMIAL dispute the need for the ATL, given the limited use that is expected to be made of it. EMA and EMIAL therefore also dispute that SEGRO has made out a compelling case for compulsory acquisition of any land needed for the ATL.
- 3.2 The ExP will further recall that EMA and EMIAL were concerned about the proposed alignment of the ATL and its impact on operational land.
- 3.3 Notwithstanding and without prejudice to their position on the need for the ATL, EMA and EMIAL have had constructive dialogue with the Applicant on the re-alignment of the ATL and can confirm that agreement has been reached on the following:
 - 3.3.1 The change to the area of land proposed for the ATL along the East Midlands Airport at the eastern end of the runway. This reflects a reduction in the land take needed of EMA/ EMIAL owned land;
 - 3.3.2 realignment of the ATL at the corner of the East Midlands Airport car parking; and
 - 3.3.3 realignment of the ATL near the access to the Severn Trent Water compound.
- 3.4 The agreed changes above are shown on the following documents:
 - 3.4.1 Land Plan Sheet 1 of 4 [AS1-003]
 - 3.4.2 Land Plan Sheet 2 of 4 [AS1-004]
 - 3.4.3 Statement of Reasons (clean and tracked) [AS1-005] and [AS1-006]
 - 3.4.4 Book of Reference (clean and tracked) [AS1-007] and [AS1-008]
 - 3.4.5 Works Plan Sheet 2 - DCO 2.3B [REP1-008D]
 - 3.4.6 Access and Rights of Way Plans Sheet 2 - DCO 2.4A [REP1-011D]

- 3.4.7 Highway Plans General Arrangement Sheet 2 – DCO 2.8B [REP1-017D]
 - 3.4.8 Highway Plans Cross Sections Sheet 2 – DCO 2.9B [REP1-019D]
 - 3.4.9 Highway Plans Long Sections Sheet 3 – DCO 2.10C [APP-051D].
- 3.5 EMA and EMIAL also welcome the Applicant's change to the limits of deviation insofar as they relate to the ATL, as shown in article 4 of the latest version of the dDCO.
- 3.6 For the avoidance of doubt, the Applicant's changes made to the Statement of Reasons and Book of Reference are not contested. However, EMA and EMIAL maintain that the need for the ATL and consequently the whole of the compelling case for compulsory acquisition have not been made out.
- 3.7 EMA and EMIAL continue to engage with SEGRO with a view to entering into an agreement which, conditional upon the Secretary of State finding that there is a need for the ATL, would allow SEGRO to construct it under licence from EMA, prior to its adoption by Leicestershire County Council (LCC).
- 3.8 The ATL would be delivered in accordance with article 14(1), (4) and (6) of the dDCO, which provide for carrying out of "county highway works" (including Work 14) in accordance with the protective provisions in favour of LCC in Part 2 of Schedule 13, and their subsequent deemed dedication and adoption.
- 3.9 Such a negotiated solution would remove the need for compulsory acquisition of the freehold of the land for the ATL, leaving EMA with the ownership of the subsoil. A further update on negotiations will be provided at D7 and/or D8.