

# East Midlands Gateway Phase 2 (EMG2)

Document DCO 8.11 / MCO 8.11

**DRAFT**

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

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**

## 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 (<b>APP-012D</b>).</p> <p>DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (<b>APP-012D</b>).</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 (<b>APP-012D</b>).</p>

- 1.3 Capitalised terms refer to the Glossary at Appendix A to Chapter 1 of the Environmental Statement (**APP-067**) unless otherwise stated.
- 1.3 This SoCG relates only to the DCO Application and not the MCO Application and matters relating to the Airport only. A separate, tripartite SoCG between Prologis and EMA 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 2.1D).

**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 EMA/Prologis.

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.

**4 Areas of Agreement/Disagreement**

Land Interests	RAG
<p>1. The land interests of EMA within the EMG2 Main Site are accurately set out in the Book of Reference (<b>APP 2.1D</b>)</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> <p>Of note is Plot 2/6 which is required for the construction of the active travel link, which currently is being investigated jointly by the Applicant and EMIA to ensure that there is no mapping discrepancy, and that airport operational land is <i>not</i> required or proposed for CA.</p>	
<b>Airport and Aviation Safety Issues</b>	

2.	<p>The Applicant have been in discussions regarding the need for, and potential content of, any protective provisions. The Applicant has received the draft detailed provisions the Airport is seeking, provided at Deadline 1.</p> <p>The Applicant will review the need for the provisions and seek to discuss these with the Airport</p>	
<b>Emergency Access Issues</b>		
3.	<p>The Applicant is unaware of any emergency access issues. The protective provisions included in the dDCO provide protection of all Airport access routes including emergency access (Para 4 Part 6 dDCO)</p>	

<b><u>Work No 14</u></b>		
10.	<p>The Applicant has set out in its Sustainable Transport Strategy and in the response to the EMA written representations the benefits of the provision of the Active Travel Link which provides a compelling case in the public interest for the compulsory acquisition of Plot 2/6 from EMA. EMA contends that it does not.</p>	

<b><u>Surface Access</u></b>		
11.	<p>EMA cannot analyse the highway impact of EMG2 on the operation of the Airport until the Applicant provides the traffic modelling information required at Deadline 1.</p> <p>The Applicant does not accept that EMA could not have analysed the impact based on the complete 2019 core scenario modelling submitted with the DCO application. In any event the 2023 sensitivity test was submitted at D1.</p>	

**5. Matters under discussion**

1. The following matters are under active discussion between the parties and may be the subject of updated submissions before the close of the examination:
  - a) Notwithstanding EMA’s position on the claimed need for Work No 14, the potential for Work No 14 to proceed without the need for compulsory acquisition and the mechanism by which that could be achieved;
  - b) The drafting of protective provisions (and any related drafting within the DCO related to airport and aviation safety) if it is clear they are needed to address operational airport and

aviation safety issues relating to:

- i. Obstacle Limitation Surfaces and Instrument Flight Procedures.
- ii. Bird Hazard and Wildlife Control.
- iii. Electromagnetic Interference.
- iv. Air Traffic and Aircraft Communication and Navigation Systems.
- v. Lighting.
- vi. Glint & Glare.
- vii. Major Accidents & Disasters

**SIGNATURES:**

**On behalf of the DCO Applicant:**

.....  
**Signature**

.....  
**Name**

**On behalf of the Airport:**

.....  
**Signature**

.....  
**Name**