

Document MCO 1.2

Guide to the Application

SEPTEMBER 2026

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

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1 Introduction

- 1.1 This document is provided as a guide to the application made for a material change to the EMG1 DCO by SEGRO (EMG) Limited (MCO Applicant) relating to a second phase at East Midlands Gateway Logistics Park (EMG1).
- 1.2 A second application has been submitted simultaneously for a Development Consent Order (DCO) by SEGRO Properties Limited (DCO Applicant).
- 1.3 Together the MCO Applicant and DCO Applicant are referred to as 'SEGRO' or 'the Applicants'.
- 1.4 EMG1 is a nationally significant infrastructure development comprising a rail freight terminal and warehousing. It was authorised by The East Midlands Gateway Rail Freight Interchange and Highway Order 2016 (SI 2016/17) (the EMG1 DCO) and was substantially completed in October 2024.
- 1.5 This second phase is referred to as 'East Midlands Gateway 2' or 'EMG2' or the 'EMG2 Project'.
- 1.6 Further details in respect of the parallel applications is provided in the next section of this document, which gives an overview of the EMG2 Project. SEGRO has discussed both applications prior to submission with the Planning Inspectorate and the Secretaries of State for Transport and Housing, Communities and Local Government to ensure the project can be consented and delivered as seamlessly as possible. Consultation about both applications has been conducted simultaneously and additional details regarding the interaction between SEGRO and the Planning Inspectorate, including how regard has been made to that advice, is provided in the Consultation Report which is submitted in support of both applications (**Document DCO 5.1/MCO 5.1 and [APP-208] to [APP-218]**).
- 1.7 This document provides an overview of the application made by the MCO Applicant for a material change order (MCO) to the EMG1 DCO (MCO Application) and explains the contents of each of the application documents submitted.
- 1.8 A glossary of the main defined terms used in this document and the application documents generally can be found at **Appendix 1** of this document.

Updates to Application Documentation

- 1.9 The MCO Application and DCO Application were submitted to the Planning Inspectorate (PINS) on 28 August 2025 but were subsequently withdrawn on 22 September 2025 to enable the application material accompanying the DCO application to be updated. Although PINS had indicated that the MCO Application was acceptable, it was decided to withdraw it given its relationship to the DCO Application and because a large number of documents relate to both applications. A further document accompanies this MCO Application entitled 'Updates to Application Documentation' which explains the changes made (**Document MCO 1.6 and [APP-011M]**). That document lists all the MCO Application documents, including those that are common to the MCO and DCO, and provides a quick reference guide to the changes that have been made.

2 Overview of the EMG2 Project

- 2.1 The EMG2 Project comprises various components as shown on the Components Plan (**Document DCO 2.7/MCO 2.7 and [\[REP4-010\]](#)**). The three main components are as follows:

Main Component	Summary of Component	Works Nos.
DCO Application made by the DCO Applicant for the DCO Scheme		
EMG2 Works	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. Together with an upgrade to the EMG1 substation and provision of a Community Park.	DCO Works Nos. 1 to 5 including Further Works as described in the draft DCO (Document DCO 3.1 and [REP6-007D]). DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (Document DCO 3.1 and [REP6-007D]).
Highway Works	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, Hyam's Lane Works, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.	DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (Document DCO 3.1 and [REP6-007D]).
MCO Application made by the MCO Applicant for the MCO Scheme		
EMG1 Works	Additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (Document MCO 3.1 and [REP6-013M]).

- 2.2 A more detailed description of the EMG2 Project and its components can be found in Chapter 3 of the Environmental Statement (ES) submitted with the applications (**Document DCO 6.3/MCO 6.3 and [\[REP3-006\]](#)**).

- 2.3 The Applicants have made two concurrent applications for the three component parts of the EMG2 Project:
- 2.3.1 The first application, made by the DCO Applicant, is for a DCO for the DCO Scheme comprising the EMG2 Works component and the Highway Works component (DCO Application). The DCO Application is made pursuant to section 37 of Part 5 of the Planning Act 2008 (PA 2008).
- 2.3.2 The second application, being the MCO Application, is made by the MCO Applicant for the MCO Scheme comprising the EMG1 Works component. The MCO Application is made pursuant to section 153 and schedule 6 of the PA 2008¹.
- 2.4 This guide accompanies the MCO Application, and a separate guide has been submitted for the DCO Application. However, insofar as both applications cover the EMG2 Project as a whole and have been made concurrently, this guide will cross refer to the DCO Application where appropriate.

¹ EMG1 was substantially completed in October 2024, less than 4 years ago, so the power of the Secretary of State to make a change to the EMG1 DCO remains for the purposes of paragraph 5(2) of Schedule 6 of the PA 2008.

3 Proposed MCO

The MCO Applicant

- 3.1 The MCO Applicant, SEGRO EMG Limited (Company number 07567544) of 1 New Burlington Place London W1S 2HR, is a wholly owned subsidiary of the DCO Applicant.
- 3.2 The MCO Applicant is the person who applied for the EMG1 DCO as well as a person with an interest in the land the subject of the MCO Application and is therefore entitled to apply for the draft MCO (**Document MCO 3.1 and [\[REP6-013M\]](#)**)².
- 3.3 The MCO Applicant is the owner and operator of the successful flagship EMG1. EMG1 is a 700-acre development which has delivered nearly 4 million sq.ft. of logistics accommodation to date. It is occupied by, amongst others, Maersk, Amazon, GXO, DHL, Very and Games Workshop, and there is demand for more floorspace.
- 3.4 EMG1 incorporates a 50-acre strategic rail freight interchange (SRFI) capable of handling up to sixteen 775m trains per day, container storage and HGV parking. The SRFI is operated by Maritime Transport Limited (Maritime) and provides direct access to the UK's network of RFIs as well as major ports such as Southampton, Felixstowe, London gateway and the Channel Tunnel. It operates 24/7 and is able to provide storage capacity of over 5,000 TEU (equivalent to approximately 45,000 pallets of cargo). Maritime has a dedicated division which focuses on growing intermodal volumes nationally through increasing their rail-connected terminals and dedicated Maritime trains. EMG1 has been chosen as the site to house their headquarters. The SRFI has proved very successful in proving a focus for the growth of the use of rail freight. All occupiers of the warehousing on EMG1 utilise it.

MCO Application

- 3.5 The MCO Application is for the MCO Scheme comprising the EMG1 Works component. The MCO Application is made pursuant to section 153 and schedule 6 of the PA 2008³ and the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 (2011 Regulations).
- 3.6 The EMG1 Works comprise:
- 3.6.1 Construction of a new rail-served warehouse building on land adjacent to the SRFI referred to as Plot 16 (MCO, Works No. 3A) together with associated access and drainage (MCO, Works No. 5A) and landscaping (MCO, Works No. 6A);
- 3.6.2 Alterations to the maximum permitted height of gantry cranes at the rail terminal within the SRFI by 4m to 24m overall;

² EMG1 DCO identified Roxhill (Kegworth) Limited as an 'undertaker' being the entity granted the benefit of the EMG1 DCO. The MCO Applicant is therefore entitled to make the MCO Application pursuant to paragraph 3(4) of Schedule 6 of the PA 2008 being both an applicant for the EMG1 DCO (paragraph 3(4)(a) of Schedule 6) and a person with an interest in the land with the benefit of the EMG1 DCO (paragraph 3(4)(b) of Schedule 6).

³ EMG1 was substantially completed in October 2024, less than 4 years ago, so the power of the Secretary of State to make a change to the EMG1 DCO remains for the purposes of paragraph 5(2) of Schedule 6 of the PA 2008.

- 3.6.3 An expansion of the EMG1 Management Suite by the EMG1 site entrance to cater for the additional demand on management facilities resulting from occupiers of EMG1 (MCO, Works No. 3B);
 - 3.6.4 Enhancements to the Public Transport Interchange by way of the installation of EV charging infrastructure for buses and provision of a drop-off layby adjacent to the transport hub (MCO, Works No. 5B and 5C); and
 - 3.6.5 Provision of a signalised crossing over the EMG1 exit road approach to the access junction to EMG1 (MCO, Works No. 8A) connecting to the drop-off layby.
- 3.7 A more detailed description of the EMG1 Works can be found in Chapter 3 of the ES submitted with the MCO Application (**Document MCO 6.3 and [REP3-006]**).
 - 3.8 The EMG1 Works will build on the success of EMG1 enabling more floorspace to be provided to meet demand and providing improvements to the rail terminal to improve its efficiency.

Regulation 16 Statements

- 3.9 Regulation 16(2)(i) of the 2011 Regulations requires the MCO Applicant to provide:
" a statement which—
(i) identifies the extent to which the information submitted with the initial application for an order granting development consent in accordance with regulations 5 and 6 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 is correct and relevant to the application; and
(ii) where necessary updates the parts of this information that relate to the application;"
 - 3.10 This statement is made in support of the MCO Application to identify the new and additional information that is provided with the MCO Application which updates or supplements the information provided with the original EMG1 DCO. Unless otherwise stated, the information submitted with the original EMG1 DCO remains correct and relevant to the application.
 - 3.11 Since the EMG1 DCO was made in 2016, the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 were introduced. The MCO Applicant details the changes between the regulations in force at the time of the original environmental impact assessment completed for the EMG1 DCO and the new regulations in table 1.9 in Chapter 1 of the Environmental Statement (**Document MCO 6.1 and [AS-020]**). A review of the MCO ES assessment against the original EMG1 DCO ES assessment is also provided in table 22.2 in Chapter 22 of the Environmental Statement (**Document MCO 6.22 and [REP3-026]**).
 - 3.12 The changes which are the subject of the MCO Application necessitate additional plans comprising a Location Plan (Order Limits) (**Document MCO 2.1 and [APP-059M]**), Works Plan (**Document MCO 2.3 and [APP-061M]**), Access and Rights of Way Plan (**Document MCO 2.4 and [APP-062M]**), Parameters Plan (**Document MCO 2.5 and [REP1-013M]**) and Highways General Arrangement Plan (**Document MCO 2.8 and [APP-065M]**). In addition, an Illustrative landscape Masterplan (**Document MCO 2.6 and [REP2-006M]**) is provided together with a Components Plan (**Document MCO 2.7 and [REP4-010]**) which illustrates all components of the EMG2 Project. Details of each

plan are provided in paragraph 5.6 of section 5, Explanation of the MCO documentation, below.

- 3.13 A draft Material Change Order (dMCO) (**Document MCO 3.1 and [REP6-013M]**) and accompanying Explanatory Memorandum (**Document MCO 3.2 and [REP6-015M]**) are provided together with a tracked change word document showing the changes in the context of the EMG1 DCO (**Document MCO 3.4 and [REP6-017M]**). A Document Hierarchy is also provided to explain the interaction between the controls in the original EMG1 DCO and the changes introduced by the (dMCO). A further explanation of each document is provided in paragraphs 5.7 and 5.9 of section 5, Explanation of the MCO documentation, below.
- 3.14 Other reports and statements provided to update the information supporting the EMG1 DCO and to reflect changes in Planning Inspectorate guidance include, the Consents and Licences Required under other Legislation (**Document MCO 5.2 and [APP-219]**), the Design Approach Document (**Document series MCO 5.3 and [REP2-022] and [REP2-024]**), Planning Statement (**Document MCO 5.4 and [REP4-016]**), the Industrial and Logistics Need Assessment (**Document MCO 5.5 and [APP-223]**), the Statutory Nuisance Statement (**Document MCO 5.67 and [APP-224]**), and the Commitment Register (**Document MCO 5.8 and [APP-227M]**). An explanation of each document is provided in paragraph 5.8 of section 5, Explanation of the MCO documentation, below.
- 3.15 Regulation 16(2)(m) of the 2011 Regulations requires the MCO Applicant to provide:
- "a statement that the applicant has, in relation to a proposed application that has become an application, complied with regulations 10 to 15."*
- 3.16 This Statement is made in support of the MCO Application and the MCO Applicant confirms that it has complied with the requirements of regulations 10 to 15 of the 2011 Regulations. Additional details explaining how the MCO Applicant has complied with and satisfied all requirements is included within chapters 5 to 11 of the Consultation Report (**Document Series MCO 5.1 and [APP-208 to APP-218]**).

4 Project Team

4.1 The table below sets out the Project Team involved in the preparation of the MCO Application, in addition to the MCO Applicant's in-house team.

Topic	Entity
DCO Legal	Gowling WLG (UK) LLP
Planning, Environmental Statement Co-ordinators and Consultation	Oxalis Planning Delta Planning
Design and Masterplanning	UMC Architects
Infrastructure and Civils Design	BWB Consulting
Transportation	BWB Consulting and iTP
Industrial and Logistics Market Analysis	Savills LLP and Oxalis Planning
Landscape & Visual	FPCR
Ecology	FPCR
Socio-Economic, Human Health	Savills
Cultural Heritage	RPS
Noise and Vibration	Vanguardia
Air Quality	Vanguardia
Water, Flood Risk, Drainage and Waste	BWB Consulting
Geology	RSK
Lighting	DFL
Agriculture	Land Research Associates
Climate	RPS
Utilities	Utility Connections
Site investigation and ground engineering	Fairhurst

5 Guide to application documentation

List of documentation

- 5.1 The MCO Application comprises documents, plans and reports which have been allocated a Document Number.
- 5.2 The documents comprising the MCO Application are listed in the MCO Application Documents Tracker (**Document DCO 1.7 and [REP6-002M]**) and the contents explained in more detail in paragraphs 5.5 to 5.8 below.
- 5.3 It should be noted that because the EMG2 Project encompasses the MCO Application and the DCO Application, some of the application documents relate to both applications. These include:
 - 5.3.1 Copies of newspaper notices (**Document DCO 1.4/MCO 1.3 and [APP-001]**);
 - 5.3.2 Pre-Application Programme Document (**Document DCO 1.5/MCO 1.4 and [APP-002]**);
 - 5.3.3 Components Plan (**Document DCO 2.7/MCO 2.7 and [REP4-010]**);
 - 5.3.4 Consultation Report (**Document DCO 5.1/MCO 5.1 and [APP-208 to APP-218]**);
 - 5.3.5 Consents and Licences Required under other Legislation (**Document DCO 5.2 and [APP-219]**);
 - 5.3.6 Design Approach Document (**Document DCO 5.3/MCO 5.3 and [REP2-022] and [REP2-024]**);
 - 5.3.7 Planning Statement (**Document DCO 5.4/MCO 5.4 and [REP4-016]**);
 - 5.3.8 Industrial and Logistics Need Assessment (**Document DCO 5.5/MCO 5.5 and [APP-223]**);
 - 5.3.9 Statutory Nuisance Statement (**Document DCO 5.6/MCO 5.6 and [APP-224]**);
 - 5.3.10 Potential Main Issues for Examination (**Document DCO 5.7/MCO 5.7 and APP-225**); and
 - 5.3.11 Environmental Statement (**Document DCO 6.1 – 6.23/MCO 6.1 - 6.23 and [various]**).
- 5.4 Where a document relates to both applications, it has been submitted twice, once with each application and it has both a DCO number and MCO number. Care has also been taken within the document to clearly set out which parts of the document relate to both applications and which parts relate only to the DCO Application or the MCO Application.

Explanation of the MCO documentation

5.5 Application form and related information

- 5.5.1 **Application Cover Letter (Document MCO 1.1 and [APP-008M])** – The letter confirms that the MCO Applicant is the person who applied for the EMG1 DCO as well as a person with an interest in the land the subject of the MCO

Application and is therefore entitled to apply for the draft MCO for the purposes of Regulation 16(2)(f) of the 2011 Regulations.

- 5.5.2 **Guide to the Application (Document MCO 1.2 and [\[APP-009M\]](#))** - This document has been provided to give an overview of the EMG2 Project, identify the interrelationship between the DCO Application and the MCO Application and provide a summary of the contents of the application documents.
- 5.5.3 **Copies of Newspaper Notices (Document MCO 1.3 and [\[APP-001\]](#))** – These notices provide confirmation that the MCO Applicant has met the statutory requirements for pre-application consultation prior to submission. Further detail on the consultation activities that have been completed is provided in the Consultation Report at **Document MCO 5.1 and [\[APP-208 to APP-218\]](#)** referenced below.
- 5.5.4 **Pre-Application Programme Document (Document MCO 1.4 and [\[APP-002\]](#))** – A Programme was prepared in conformity with the pre-application prospectus published by the Planning Inspectorate⁴. The Programme was the subject of iterative changes throughout the pre-application period prior to submission. The enclosed document represents the last version published by the MCO Applicant.
- 5.5.5 **Regulation 16 Acceptance Checklist (Document MCO 1.5 and [\[APP-010M\]](#))** - A checklist has been provided to assist PINS to identify compliance with Regulation 16 of the 2011 Regulations. This includes a statement which identifies the extent to which the information submitted with the initial application for an order granting development consent in accordance with regulations 5 and 6 of the 2009 Regulations is correct and relevant to the MCO Application.
- 5.5.6 **Updates to Application Documentation (Document MCO 1.6 and [\[APP-011M\]](#))** – This document provides a quick reference guide to the changes made to each document submitted with the MCO Application since the previous application was withdrawn.

5.6 Plans/Drawings/Sections

- 5.6.1 Various plans and drawings are provided pursuant to Regulation 16 of the 2011 Regulations. These are explained below.
- 5.6.2 **Location Plan (Order Limits) (Document MCO 2.1 and [\[APP-059M\]](#))** – This plan shows the location of the MCO Scheme edged red and is provided pursuant to Regulation 16(2)(j).
- 5.6.3 **Works Plan (Document MCO 2.3 and [\[APP-061M\]](#))** – This plan details, in accordance with Regulation 16(2)(j), the location of the works and the limits within which the development and works may be carried out. The areas identified on the Works Plan are the areas to which the works described in the draft MCO (**Document MCO 3.1 and [\[REP6-013M\]](#)**) relate. The Works Plan also identifies limits of deviation.

⁴ Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus, Planning Inspectorate, May 2024 (updated 30 June 2025).

- 5.6.4 **Access and Rights of Way Plans (Document MCO 2.4 and [\[APP-062M\]](#))** – This plan identifies extinguishments and creation of rights of way, as required by Regulation 16(2)(j).
- 5.6.5 **Parameters Plan (Document MCO 2.5 and [\[REP1-013M\]](#))** – This plan identifies the parameters with which the proposed development of the EMG1 Works are required to comply applying a ‘Rochdale Envelope’ approach in accordance with PINS Advice Note 9 (July 2018). It is the basis for the environmental assessment of the EMG1 Works. The plan identifies the maximum development floorspace and the minimum finished floor level and the maximum building height and is provided pursuant to Regulation 16(2)(j). The precise location of the proposed building, and its detailed appearance, are not yet known or fixed, and the detail of these will be confirmed in response to occupier requirements following an approval of the MCO. Such details will need to be agreed with the local authority. However, key characteristics and details regarding the proposed building are fixed as part of the MCO application process, in addition to the location of the structural landscaping and earthworks which contain the EMG1 Works. The plan also identifies the works to the rail freight terminal (including the proposed increase to gantry crane heights), the access works and open land/landscaping.
- 5.6.6 **Illustrative Landscape Masterplan (Document MCO 2.6 and [\[REP2-006M\]](#))** – This plan is provided pursuant to Regulation 16(2)(j) to assist in demonstrating the form of development of the EMG1 Works which would comply with the parameters which have been assessed (as shown on the Parameters Plan (Document MCO 2.5 and [\[REP1-013M\]](#))). It is not the basis for the assessment of the EMG1 Works reflected in the Environmental Statement and it identifies simply one way in which a development may come forward in conformity with the Parameters Plan.
- 5.6.7 **Components Plan (Document MCO 2.7 and [\[REP4-010\]](#))** – This shows the different elements of the EMG2 Project all on one plan for ease of reference and is provided pursuant to Regulation 16(2)(j).
- 5.6.8 **Highway Plans General Arrangement (Document DCO 2.8 and [\[APP-065M\]](#))** – This plan shows the highway works proposed and is provided pursuant to Regulation 16(2)(j). The EMG1 access works will need to comply with this plan, with additional details to be agreed pursuant to the Protective Provisions relating to the highway authorities (Draft DCO Schedule 13, Parts 1 and 2).

5.7 Draft MCO

- 5.7.1 **Draft Material Change Order (Document MCO 3.1 and [\[REP6-013M\]](#))** – The draft sets out the changes which are sought to the EMG1 DCO. It is required to be submitted under Regulation 16(2)(d).
- 5.7.2 **Explanatory Memorandum (Document MCO 3.2 and [\[REP6-015M\]](#))** – This document explains the provisions in the MCO setting out their effect and reasoning behind their inclusion. It is required to be submitted under Regulation 16(2)(e).
- 5.7.3 **MCO Validation Report (Document MCO 3.3 and [\[APP-017M\]](#))** – This report shows that the form of MCO has been drafted in accordance with the statutory instrument drafting template.

5.8 Other Reports, Documents and Statements

5.8.1 **Consultation Report (Document series MCO 5.1 and [APP-208 to APP-218])** – This document is required to be submitted under Regulation 16(2)(l). It details the consultation undertaken by the MCO Applicant before submitting the MCO Application, both formal and informal, including the statutory consultation undertaken pursuant to Regulation 10. It summarises responses received and explains how the MCO Applicant has had regard to those responses in finalising the proposed scheme. The Consultation Report is structured into 17 chapters and each chapter is split into two parts where helpful, the first part addressing the DCO Application and the second part addressing the MCO Application. The 17 chapters comprise:

1. Executive Summary including Compliance Overview;
2. Introduction including summary of Key Dates;
3. Stage 1 Engagement/Informal Consultation;
4. Stage 2: Statutory Consultation: Statement of Community Consultation;
5. Stage 2: Duty to Notify the Secretary of State of the Proposed Application under S46 of the Act and Regulation 12 of the 2011 Regulations;
6. Stage 2: Statutory Consultation under Section 42 of the Act and Regulation 10 of the 2011 Regulations;
7. Stage 2: Statutory Consultation under Section 47;
8. Stage 2: Statutory Consultation: Publicity under Section 48 of the Act and Regulation 14 of the 2011 Regulations;
9. Stage 2 Statutory Consultation: Responses received under Section 42 of the Act and Regulation 10 of the 2011 Regulations and Duty to have regard to responses under Section 49 and Regulation 15;
10. Stage 2 Statutory Consultation: Responses received under Section 47 and Duty to have regard to responses under Section 49 and Regulation 15;
11. Stage 2 Statutory Consultation: Responses received under Section 48 of the Act and Regulation 14 of the 2011 Regulations;
12. Stage 3 Non Statutory Additional Consultation;
13. Stage 3 Non Statutory Additional Consultation responses;
14. Ongoing Engagement;
15. Pre-Application Guidance – Compliance with Sections 50 and 51 of the Act;
16. Adequacy of Consultation – Issues raised by Specific Consultees;
17. Conclusions;

- 5.8.2 **Consents and Licences Required under other Legislation (Document MCO 5.2 and [\[APP-219\]](#))** – This document sets out the consents and licences required to deliver the MCO Scheme and how they will be secured.
- 5.8.3 **Design Approach Document (Document series MCO 5.3 and [\[REP2-022\]](#) and [\[REP2-024\]](#))** – This document sets out the approach to the design of the MCO Scheme including key design requirements that will form part of the detailed design proposals. It also outlines the approach to the phasing and delivery of the MCO Scheme.
- 5.8.4 **Planning Statement (Document MCO 5.4 and [\[REP4-016\]](#))** – This statement explains the rationale for the changes requested to the EMG1 DCO.
- 5.8.5 **Industrial and Logistics Need Assessment (Document MCO 5.5 and [\[APP-223\]](#))** – This document provides an analysis of the industrial and logistics sector, demonstrates the demand for the supply of industrial and logistics development and explains how the MCO Scheme can meet that need including the benefits which will be delivered by it.
- 5.8.6 **Statutory Nuisance Statement (Document MCO 5.6 and [\[APP-224\]](#))** - In compliance with Regulation 16(2)(i), the MCO Application includes a statement pursuant to Section 79(1) of the Environmental Protection Act 1990 identifying where the proposals engage one or more of the matters set out in section 79 relating to statutory nuisances. The statement concludes that there are no impacts likely to give rise to a nuisance within the terms of section 79.
- 5.8.7 **Potential Main Issues for Examination (Document MCO 5.7 and [\[APP-225\]](#))** – This document sets out the issues identified by the MCO Applicant as the likely main issues for examination.
- 5.8.8 **Commitments Tracker (Document MCO 5.8 and [\[APP-227M\]](#))** – This document identifies how the commitments, referred to in the documentation and, particular the ES are to be secured. This is either by compliance with the limits of deviations (as shown on the Works Plan (**Document MCO 2.3 and [\[APP-061M\]](#)**)) and expressed in Article 4 of the EMG1 DCO, and the Parameters Plan (**Document MCO 2.5 and [\[REP1-013M\]](#)**).
- 5.8.9 **Environmental Statement (ES) and its Appendices (Document series MCO 6.1 – 6.23 and [\[various\]](#))** reports the MCO Applicant's findings and conclusions from the environmental impact assessment undertaken. The ES is submitted pursuant to Regulation 16(2)(i) and confirms that the application involves EIA development for the purposes of Regulation 16(2)(k). The ES has been prepared under the provisions of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ('EIA Regulations'). It comprises the following chapters:
1. Chapter 1 – Introduction
 2. Chapter 2 – Site and surroundings
 3. Chapter 3 – Proposed Development
 4. Chapter 4 – Alternatives
 5. Chapter 5 – Socio-economic

6. Chapter 6 – Traffic and Transport
7. Chapter 7 – Noise and Vibration
8. Chapter 8 – Air Quality
9. Chapter 9 – Ecology and Biodiversity
10. Chapter 10 – Landscape and Visual
11. Chapter 11 – Lighting
12. Chapter 12 – Cultural Heritage
13. Chapter 13 – Flood Risk and Drainage
14. Chapter 14 – Ground Conditions
15. Chapter 15 – Agriculture and Soils
16. Chapter 16 – Utilities
17. Chapter 17 – Population and Human Health
18. Chapter 18 – Materials and Waste
19. Chapter 19 – Climate Change
20. Chapter 20 – Major Accidents and Disasters
21. Chapter 21 – Cumulative Impacts
22. Chapter 22 – Summary and Conclusions
23. Non-Technical Summary

MCO Document Hierarchy

- 5.9 A document hierarchy is provided at **Appendix 2** to explain the order of importance between the application documentation. The information is presented in a box diagram and shows the interaction between the existing secondary legislation in the EMG1 DCO and the amendments to be made by the MCO. It identifies the existing controls in the EMG1 DCO as made, the updated controls to be introduced by the MCO, the documents to be approved under the provisions of the existing EMG1 DCO and the documents to be approved once the MCO is in force.

APPENDIX 1

GLOSSARY

Term	Meaning
Main Terms	
A6 Kegworth Bypass / A453 Junction Improvements	Improvements to A6 Kegworth Bypass and A453 junction improvements comprising Work No. 13 as described in the draft DCO.
Active Travel Link	An active travel link between EMG1, EMG2 Main Site and East Midlands Airport comprising Work No. 14 as described in the draft DCO.
Applicant or SEGRO	Together the DCO Applicant and the MCO Applicant.
Community Park	The community park as shown cross hatched green on the Components Plan (Document DCO 2.7) and more particularly described as Work No. 21 in Schedule 1 of the draft DCO.
DCO	A development consent order (DCO). Introduced by the PA 2008, a DCO is the means of obtaining permission for developments categorised as a NSIP.
draft DCO	The draft DCO submitted with the DCO Application.
DCO Applicant	SEGRO Properties Limited.
DCO Application	The application for a DCO for the DCO Scheme.
DCO Scheme	The development to be permitted by the DCO Application comprising the EMG2 Works and the Highway Works.
East Midlands Gateway 2 or EMG2 or EMG2 Project or Proposed Development	Together the DCO Scheme and the MCO Scheme.
EMG1	The existing SEGRO Logistics Park East Midlands Gateway.
EMG1 DCO	The East Midlands Gateway Rail Freight Interchange and Highway Order 2016 (2016 No. 17).
EMG1 Pedestrian Crossing	Works to create a pedestrian crossing at the exit from EMG1 comprising Work No. 8A as described in the draft MCO.
EMG1 Works	The proposed changes to that part of EMG1 shown cross hatched green on the Components Plan (Document MCO 2.7) comprising Plot 16, the EMG1 Pedestrian Crossing and other

	works and more particularly described as Work Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO.
EMG2 Access Works	A new roundabout on the A453 to provide access to the EMG2 Main Site comprising Work No. 6 as described in the draft DCO.
EMG2 Main Site	The main site at EMG2 as shown hatched red on the Components Plan (Document DCO 2.7) comprising logistics and advanced manufacturing development, a bus interchange and HG parking, more particularly described as Work Nos. 1 to 5 in Schedule 1 of the draft DCO.
EMG2MS&CP	The EMG2 Main Site and the Community Park.
EMG2 Works	The EMG2 Main Site as shown hatched red on the Components Plan (Document DCO 2.7) comprising logistics and advanced manufacturing development, a bus interchange and HGV parking, more particularly described as Work Nos. 1 to 5 in Schedule 1 of the draft DCO, together with the Community Park (identified as Work No. 21 in Schedule 1 of the draft DCO) and an upgrade to the EMG1 substation (identified as Work No. 20 in Schedule 1 of the draft DCO).
Finger Farm Roundabout Improvements	Improvements to Finger Farm Roundabout comprising Work No. 18 as described in the draft DCO.
Further Works	The works described as further works in Schedule 1 of the draft DCO (Document DCO 3.1) being works which may be required to facilitate Works Nos. 1 to 21 as set out in Schedule 1 of the draft DCO and which form part of the authorised development.
Highway Works	The highway works required to enable development of the EMG2 Main Site including the J24 Improvements, the EMG2 Access Works, the A6 Kegworth Bypass / A453 Junction Improvements, the Finger Farm Roundabout Improvements, the Hyam's Lane Works, the Active Travel Link and the L57 Footpath Upgrade and other works as more particularly described in Work Nos. 6 to 19 in Schedule 1 of the draft DCO.
Hyam's Lane Works	Works to Hyam's Lane to create a cycle track comprising Work No. 7 as described in the draft DCO.
J24 Improvements	Improvements to Junction 24 of the M1 comprising Work Nos. 8 to 12 as described in the draft DCO.
L57 Footpath Upgrade	Works to upgrade footpath L57 to a cycle path comprising Work No. 19 as described in the draft DCO.

MCO	A material change order (MCO). Introduced by the PA 2008, an MCO is the means of obtaining permission for a material change to developments categorised as a NSIP and consented pursuant to a DCO.
draft MCO	The draft material change order submitted with the MCO Application.
MCO Applicant	SEGRO (EMG) Limited.
MCO Application	The application for an MCO for the MCO Scheme.
MCO Scheme	The development to be permitted by the MCO Application comprising the EMG1 Works.
Plot 16	That part of the EMG1 Works comprising logistics and warehousing development to be provided as part of the EMG1 Works as described in Work No. 3A of the draft MCO.
Scoping Opinion	The relevant authority's formal view on the issues an Environmental Statement should address. For the EMG2 Project, the Scoping Opinion was given by the Planning Inspectorate on behalf of the Secretary of State.
Often Used Terms	
2009 Regulations	The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).
2010 Regulations	The Infrastructure Planning (Examination Procedure) Regulations 2010 (as amended).
2011 Regulations	The Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011.
Active Travel	Travelling to specific destinations (e.g. work or school) by active modes such as walking or cycling.
Advice note	An advice note published by the Planning Inspectorate intended to inform applicants, consultees, the public and others about a range of process matters in relation to the PA 2008.
Application Document	A document submitted to the Planning Inspectorate as part of the application for development consent.
Baseline	In EIA, 'baseline conditions' are the environmental conditions in existence before the occurrence of an impact from a

	development i.e. they are the existing conditions that would be affected.
Bridleway	A highway over which the public have a right of way on foot and a right of way on horseback or leading a horse. In some cases, it may include a right to drive animals of any description along the highway. Statute has added the right to ride a bicycle (not a mechanically propelled vehicle), although cyclists must give way to pedestrians and persons on horseback.
Bund	An embankment which acts as a visual or noise screen or acts as a barrier to control the spillage of fluids.
CEMP	The document known as the 'Construction and Environmental Management Plan' as contained in Appendix 3A (Document DCO 6.3A) of the ES.
Closed-circuit television	CCTV cameras are used to monitor traffic flows on the English motorway and trunk road network primarily for the purposes of traffic management.
Compulsory acquisition	The compulsory acquisition of land or buildings for public interest purposes.
Construction	Activity on and/or offsite required to implement the EMG2 Project. The construction phase is considered to commence with the first activity on site (e.g. creation of site access) and ends with demobilisation.
Construction compound	A compound used during construction for the storage of material, assembly of components or for other construction related activities.
Controlled motorway	Motorway that uses variable speed limits but retains a traditional hard shoulder.
CTMP	The document known as the 'Construction Traffic Management Plan' as contained in Appendix 3A (Document DCO 6.3A) of the ES.
Design Manual for Roads and Bridges (DMRB)	Provides standards, advice notes and other documents relating to the design, assessment, and operation of trunk roads, including motorways in the United Kingdom.
Development	Any proposal that results in a change to the land use, landscape and/or visual environment.
DfT	The Department for Transport.

Eastbound or EB	Direction of travel.
East Midlands Airport or EMA or Airport	East Midlands Airport.
EIA	An Environmental Impact Assessment, the process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision making.
EIA Regulations	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended).
Environment Agency	A public body responsible for protecting and improving the environment.
ES	An environmental statement produced in accordance with the EIA Directive as transported into UK law by the EIA Regulations to report the results of an EIA.
Examination	Statutory process in where the Secretary of State will appoint an Inspector to carry out an independent examination.
Footway	A way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only. A footway is essentially a pavement alongside a carriageway – it is the part of a carriageway highway set aside for pedestrians.
Greenspace	Any area of vegetated land, urban or rural. This can include public or private parks and gardens, amenity greenspace, sports pitches, allotments, green corridors such as canals and green cycleways, as well as the natural and semi-natural environment such as woodland and fields.
Ground Investigation	Several levels of investigation from desk-based research to onsite sampling to evaluate challenges related to soil/ground.
ha	Hectare
HGV	A heavy goods vehicle being a commercial carrier vehicle with a gross vehicle weight of more than 3.5 tonnes.
IEMA	Institute of Environmental Management and Assessment.
IES	Institute of Environmental Sciences.
J	Junction.

Land-take	The temporary acquisition or permanent loss of land as a result of the construction and/or operation of the EMG2 Project.
Land use	The purpose that land is used for, based on broad categories of functional land cover, such as urban and industrial use and the different types of agriculture and forestry.
LCC	Leicestershire County Council (or any successor in function to it).
LEMP	The document known as the 'Landscape and Ecological Management Plan' as contained in Appendix J (Document DCO 6.9J) of the ES.
LLFA	Lead local flood authority.
LRN	The local road network for which LCC is the highway authority.
MHCLG	The Ministry of Housing, Communities and Local Government.
Mitigation	The action of reducing the severity and magnitude of change (impact) to the environment. Measures to avoid, reduce, remedy or compensate for significant adverse effects.
National Highways	National Highways (was Highways England) is the public body that operates, maintains and improves England's motorways and major A roads.
Natural England	A public body responsible for ensuring that England's natural environment is protected and improved.
NGR	National Grid Reference.
Noise barrier	A purpose-built structure to reduce the passage of noise from the source to receiver. These are traditionally wooden but the use of other materials (e.g. plastic) is becoming more common.
Northbound or NB	Direction of travel.
NPPF	National Planning Policy Framework.
NPS	National Policy Statement.
NPS NN or NPSNN	National Networks National Policy Statement (2024).
NRSA	New Roads and Streetworks Act 1991 (as amended).
NSIP	A nationally significant infrastructure project in England or Wales, such as proposals for power plants, large renewable energy

	projects, new airports and airport extensions, and major road projects, as set out in the PA 2008.
NTS	Non-Technical Summary.
NWLDC	North West Leicestershire District Council (or any successor in function to it).
Operation	Describes the operational phase of a completed development and is considered to commence at the end of the construction phase, after demobilisation.
Order Limits	The order limits means the limits of land to be acquired or used permanently or temporarily shown on the land plans and works plans within which the authorised development may be carried out.
Outfall	Point of discharge into a waterbody.
PA 2008	Planning Act 2008 (as amended).
Photomontage	Visualisation which superimposes an image of a proposed development upon a photograph following Landscape Institute Guidelines.
Planning Inspectorate or PINS	The Planning Inspectorate is an executive agency with responsibility to make decisions and provide recommendations and advice on a range of land use planning-related issues including operating the planning process for NSIPs.
Public right of way or PRow	A right to cross land owned by another person is known as a 'right of way'. If this is a right exercisable by the public at large, it is a 'public right of way'.
Receptor	A defined individual environmental feature usually associated with population, fauna and flora that have potential to be impacted by a development.
Secretary of State or SoS	The Secretary of State with responsibility for a department of government.
Section 35 Direction	The direction made by the Secretary of State pursuant to section 35 of the 2008 Act on 21 February 2024.
Southbound or SB	Direction of travel.
SRFI	Strategic rail freight interchange.

SRN	Strategic road network for which National Highways is the highway authority.
Statement of Common Ground	A Statement of Common Ground is a written statement containing factual information about the proposal which is the subject of the appeal that the appellant reasonably considers will not be disputed by the relevant planning authority.
SuDS	Sustainable urban drainage system.
Surface water flooding	Flooding as a result of surface water runoff as a result of high intensity rainfall when water is ponding or flowing over the ground surface before it enters the underground drainage network or watercourse or cannot enter it because the network is full to capacity, thus causing what is known as pluvial flooding.
TCPA 1990	Town and Country Planning Act 1990 (as amended).
Traffic Management	Control of traffic by means of lane closures to include temporary signals.
TMA	Traffic Management Act 2004 (as amended).
Variable Mandatory Speed Limit or VMSL	Speed limits are displayed and come into operation when traffic volumes increase, and sensors activate lower speeds. Reducing speed during peak demand decreases stop-start conditions and allows traffic to move smoothly.
Westbound or WB	Direction of travel.

APPENDIX 2

DOCUMENT HIERARCHY



= Existing controls in EMG1 DCO



= New or updated controls in the MCO



= To be approved under the provisions of the existing EMG1 DCO



= To be approved under updated provisions pursuant to the MCO once in force

