

Document DCO 1.3

Guide to the Application

AUGUST 2025

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 Development Consent Order (DCO) by SEGRO Properties Limited (DCO Applicant) relating to a second phase at East Midlands Gateway Logistics Park (EMG1) (DCO Application).
- 1.2 A second application has been submitted simultaneously for a material change to the EMG1 DCO (MCO Application) by SEGRO (EMG) Limited (MCO Applicant).
- 1.3 The DCO Applicant and the MCO Applicant are together 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 about the parallel applications are provided in the next section of this guide, 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 EMG2 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**).
- 1.7 This document provides an overview of the DCO 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 DCO Application documents generally can be found at **Appendix 1** of this document.

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**). The three main components are as follows:

Main Component	Details	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 as described in the draft DCO (Document DCO 3.1). DCO Works Nos. 20 and 21 as described in the draft DCO (Document DCO 3.1).
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, together with other works.	DCO Works Nos. 6 to 19 as described in the draft DCO (Document DCO 3.1).
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).

- 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**).

- 2.3 The Applicants have made two concurrent applications for the three component parts of the EMG2 Project:

- 2.3.1 The first application, being the DCO Application, is made by the DCO Applicant is for a DCO for the EMG2 Works component and the Highway Works component. 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 a Material Change Order (MCO) to the existing EMG1 DCO for the EMG1 Works component. The MCO Application is made pursuant to section 153 and schedule 6 of the PA 2008¹.
- 2.4 This document accompanies the DCO Application, and a separate guide has been submitted for the MCO Application. However, insofar as both applications cover the EMG2 Project as a whole and have been made concurrently, this document will cross refer to the MCO 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 DCO

The DCO Applicant

- 3.1 The DCO Applicant, SEGRO Properties Limited (Company number 00448911) of 1 New Burlington Place London W1S 2HR, is a wholly owned subsidiary of SEGRO PLC, a UK Real Estate Investment Trust (REIT) and a FTSE 100 company.
- 3.2 SEGRO PLC is a FTSE 100 listed Real Estate Investment Trust (REIT), originally founded in 1920, with assets under management of £20.3 billion and net assets of £17.8 billion as at 31 December 2024. It is the largest REIT by net assets listed on the FTSE 100 and made an adjusted pre-tax profit of £470 million in the 2024 financial year. It is a leading owner, manager and developer of modern warehouses and industrial property and owns or manages 10.3 million square metres of space (110 million square feet) valued at £20.3 billion serving customers from a wide range of industry sectors. Its properties are located in and around major cities and at key transportation hubs in the UK and in seven other European countries.
- 3.3 For over 100 years, SEGRO PLC has been creating market leading high-quality assets that allow its customers to thrive. This includes modern big box warehouses, used primarily for regional, national and international distribution hubs, as well as urban warehousing and manufacturing facilities located close to major population centres and business districts.
- 3.4 SEGRO PLC is committed to being a force for social and environmental good and this is integral to their purpose and strategy. Its 'Responsible SEGRO framework' focuses on three long-term priorities where the company believes it can make the greatest impact: Championing Low-Carbon Growth, Investing in Local Communities and Environments and Nurturing Talent.
- 3.5 In addition to the very successful development of EMG1, SEGRO PLC has a history of working on other large schemes. Amongst those is:
 - 3.5.1 Northampton Gateway: Commenced construction of its Northampton Gateway scheme in 2020. The project will deliver 5m sq.m. of logistics and warehousing and a new strategic rail freight interchange which was also approved via a DCO;
 - 3.5.2 Coventry Gateway: A significant warehousing and industrial development south of Coventry with planning approval for 3.7m sq.m;
 - 3.5.3 Smartparc SEGRO Derby: Comprising 2m sq.m. of manufacturing and distribution specifically designed for food manufacturing and associated services with a central energy centre and private electric network; and
 - 3.5.4 Rugby Gateway: A 1.2m sq.m. logistics park, completed in 2017 at Junction 1 of the M6.
- 3.6 In May 2023, SEGRO PLC was announced as the strategic partner of the neighbouring West Midlands Combined Authority (WMCA), with a commitment to invest £2 billion over the coming decade to deliver next generation, net zero warehouse facilities in the West Midlands. As a strategic partner, SEGRO PLC aims to deliver 13.5 million sq.m. of sustainable warehouse space across the West Midlands by the end of 2033, focused on tech-enabled logistics facilities as well as purpose-built space for research and development and light manufacturing. The development programme is expected to

create up to 14,000 jobs covering a wide range of employment types and industry sectors and will contribute significantly to economic growth and levelling up the region, which are two core aims of the WMCA.

- 3.7 Further details about the DCO Applicant and SEGRO PLC can be found in the Funding Statement (**Document DCO 4.2**).
- 3.8 As a subsidiary of SEGRO, the DCO Applicant has the benefit of all of the above experience and resources necessary to deliver the EMG2 Project.

DCO Application

- 3.9 The DCO Application is for the EMG2 Works component and the Highway Works component.
- 3.10 The DCO Application is made pursuant to section 37 of Part 5 of the PA 2008 and:
- 3.10.1 In respect of the EMG2 Works comprising the EMG2 Main Site (Works Nos. 1 to 5) and the Community Park (Works No. 21), is made pursuant to a direction made by the Secretary of State (SoS) under section 35 of the PA 2008 and dated 21 February 2024 (Section 35 Direction) (**Document DCO 6.1B**) as described in paragraph 3.11 below;
- 3.10.2 In respect of that part of the Highway Works which comprise works to the strategic road network (Works Nos. 8 to 12), these works are a Nationally Significant Infrastructure Project (NSIP) in their own right and the application is made pursuant to section 22 of the PA 2008, as described in paragraphs 3.12 – 3.18 below; and
- 3.10.3 In respect of that part of the Highway Works which comprise works to local highways (Works Nos. 6, 7 and 13 to 19), these are associated development as defined in section 115(2) of PA 2008. Other associated works include an upgrade to the substation at EMG1 (Works No. 20) and are also associated development. See paragraph 3.19 below.

Section 35 Direction

- 3.11 In January 2024, SEGRO made an application to the SoS under section 35 of the PA 2008 for a direction to recognise the development of the EMG2 Main Site (Works No. 1 to 5) and what is now termed the Community Park (Works No. 21) as being a project of national significance for which a development consent application should be made. The SoS subsequently issued the Section 35 Direction confirming that the proposed development by itself is nationally significant because the proposal would:
- *be likely to have significant economic impact;*
 - *be important in driving growth in the economy;*
 - *have an impact on an area wider than a single local authority area;*
 - *be of a substantial physical size and scale;*
 - *contribute to delivering the outcomes of the Freeport; and*

- *benefit from the application being determined through a single, unified consenting process provided by the Planning Act 2008 which would remove the need to apply and the uncertainty of applying for separate powers and consents*

Highway NSIP

- 3.12 Consideration was given as to whether any of the Highway Works might constitute an NSIP in their own right. Whether they do depends on whether the works meet the criteria and thresholds relating to 'highway' NSIPs as set out in section 22 of the PA 2008.
- 3.13 There are three categories of works on highways which may qualify as NSIPs. These are the 'construction', 'alteration' and 'improvement' of such a highway.
- 3.14 No new highways are proposed to be constructed as part of the DCO Scheme for the purposes of section 22(2) of PA 2008.
- 3.15 As regards the 'alteration' and 'improvement' of highway, the criteria and thresholds are as follows:
- 3.15.1 Alteration (section 22(3) of PA 2008) – the works are an NSIP if:
- (a) The highway is wholly in England;
 - (b) The SoS or a strategic highways company is the highway authority for the highway; and
 - (c) The area of development relating to a motorway is greater than 15ha or if the area of development relating to an all-purpose trunk road with an expected speed limit greater than or equal to 50mph is greater than 12.5ha or if the area of development relating to other all-purpose trunk road is greater than 7.5ha.
- 3.15.2 Improvement (section 22(5) of PA 2008) – the works are an NSIP if:
- (a) The highway is wholly in England;
 - (b) The SoS or a strategic highways company is the highway authority for the highway; and
 - (c) The improvements are likely to have a significant effect on the environment.
- 3.16 Part of the Highway Works comprising Work Nos. 8 to 12 are to highway wholly in England, are to highway for which a strategic highways company is the highway authority and exceed the thresholds in section 22(3) of the PA 2008. As a result, and by virtue of section 22(1)(b), the identified Highway Works comprise an NSIP in their own right because they satisfy the requirements for an 'alteration' for the purposes of section 22(3) of the PA 2008. A note setting out how the criteria and thresholds have been met is at **Appendix 2**, a copy of which has been shared with National Highways Limited.
- 3.17 The remainder of the Highway Works are not being carried out on highways for which the Secretary of State or a strategic highways company is the highway authority and section 22 does not apply to them.

- 3.18 A plan providing an overview of the extent of the highway works on the strategic road network (SRN) and the local road network respectively is enclosed at **Appendix 3**. As the plan illustrates, the majority of the highway works are to be undertaken on the SRN.

Associated Development

- 3.19 The Highway Works comprising works to local highways (Works Nos. 6, 7 and 13 to 19) and the upgrade to the substation at EMG1 (Works No. 20) are associated development. Associated development is defined in section 115(2) of PA 2008 as development which is associated with the development for which development consent is required, does not consist of or include the construction or extension of dwellings and is located in England for the purposes of subsection 115(3).

4 Project Team

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

Topic	Entity
DCO Legal	Gowling WLG (UK) LLP
Planning, Environmental Statement Co-ordinators and Consultation	Delta Planning Oxalis 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 DCO Application comprises documents, plans and reports which have each been allocated a specific Document Number.
- 5.2 The documents comprising the DCO Application are listed in the table at **Appendix 4** to this document and their contents are explained in more detail in paragraphs 5.5 to 5.9 below.
- 5.3 It should be noted that because the EMG2 Project encompasses the DCO Application and the MCO 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**);
 - 5.3.2 Pre-Application Programme Document (**Document DCO 1.5/MCO 1.4**);
 - 5.3.3 Components Plan (**Document DCO 2.7/MCO 2.7**);
 - 5.3.4 Consultation Report (**Document DCO 5.1/MCO 5.1**);
 - 5.3.5 Consents and Licences Required under other Legislation (**Document DCO 5.2**);
 - 5.3.6 Design Approach Document (**Document DCO 5.3/MCO 5.3**);
 - 5.3.7 Planning Statement (**Document DCO 5.4/MCO 5.4**);
 - 5.3.8 Industrial and Logistics Need Assessment (**Document DCO 5.5/MCO 5.5**);
 - 5.3.9 Statutory Nuisance Statement (**Document DCO 5.6/MCO 5.6**);
 - 5.3.10 Potential Main Issues for Examination (**Document DCO 5.7/MCO 5.7**); and
 - 5.3.11 Environmental Statement (**Document DCO 6.1 - 6.23/MCO 6.1 - 6.23**).
- 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 a MCO number. Care has also been taken within the documents 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 DCO documentation

- 5.5 Application form and related information
 - 5.5.1 **Application Form (Document DCO 1.1)** – This is the standard form obtained directly from the Planning Inspectorate.
 - 5.5.2 **Application Cover Letter (Document DCO 1.2)** – The letter sets out the background to the DCO Application and considers procedural matters regarding submission.

- 5.5.3 **Guide to the Applications (Document DCO 1.3)** - 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.
- 5.5.4 **Copies of Newspaper Notices (Document DCO 1.4)** – These notices provide confirmation that the DCO Applicant has met the statutory requirements for pre-application consultation prior to submission. They are identified in the Application Form and further detail on the consultation activities that have been completed is provided in the Consultation Report at **Document DCO 5.1** referenced below.
- 5.5.5 **Pre-Application Programme Document (Document DCO 1.5)** – A Programme was prepared in conformity with the pre-application prospectus published by the Planning Inspectorate². 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 DCO Applicant.
- 5.5.6 **Section 55 Checklist (Document DCO 1.6)** - A section 55 checklist has been provided to assist PINS' review of the application together with the required Electronic Index. The latter is not submitted as a formal application document and therefore does not have an allocated document number.

5.6 Plans/Drawings/Sections

- 5.6.1 Various plans and drawings are provided pursuant to Regulation 5(2) of the 2009 Regulations³. These are explained below.
- 5.6.2 **Location Plan (Order Limits) (Document DCO 2.1)** – This plan shows the Order Limits edged red and is provided pursuant to Regulation 5(2)(i)(i).
- 5.6.3 **Land Plans (Document series DCO 2.2)** – These plans are provided pursuant to Regulation 5(2)(i) and identify land required for the proposed development, land over which it is proposed to exercise powers of compulsory acquisition and right to use land and land to be used temporarily.
- 5.6.4 **Works Plans (Document series DCO 2.3)** – These plans detail, in accordance with Regulation 5(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 Plans are the areas to which the works described in Schedule 1 of the draft DCO (**Document DCO 3.1**) relate. The Works Plans also identify limits of deviation.
- 5.6.5 **Access and Rights of Way Plans (Document series DCO 2.4)** – These plans identify new and altered means of access, stopping up of streets and roads, diversions, extinguishments and creation of rights of way, as required by Regulation 5(2)(k).
- 5.6.6 **Parameters Plan (Document DCO 2.5)** – This plan identifies the parameters with which the proposed development of the EMG2 Main Site and Community Park are required to comply applying a 'Rochdale Envelope' approach in

² Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus, Planning Inspectorate, May 2024 (updated 30 June 2025).

³ The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).

accordance with PINS Advice Note 9 (July 2018). It is the basis for the environmental assessment of the EMG2 Main Site and Community Park and is provided pursuant to Regulation 5(2)(o). The plan identifies in respect of each zone identified, the maximum and minimum number of units, the maximum development floorspace and the minimum finished floor level and the maximum building height. The number and precise location of the proposed buildings, and their 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 DCO. Such details will need to be agreed with the local authority. However, key characteristics and details regarding the proposed buildings are fixed as part of the DCO application process, in addition to the location of the structural landscaping and earthworks. The plan also identifies the proposed Community Park, internal road layout, areas of landscaping, the HGV park and the bus interchange.

- 5.6.7 **Illustrative Landscape Masterplan (Document DCO 2.6)** - This plan is provided pursuant to Regulation 5(2)(o) to assist in demonstrating a form of development of the EMG2 Main Site and Community Park which would comply with the parameters which have been assessed (as shown on the Parameters Plan (**Document DCO 2.5**)). It is not the basis for the assessment reflected in the Environmental Statement which is based on the Parameters Plan since it identifies simply one way in which a development may come forward in conformity with the Parameters Plan.
- 5.6.8 **Components Plan (Document DCO 2.7)** – This shows the different elements of the EMG2 Project all on one plan for ease of reference and is provided pursuant to Regulation 5(2)(o).
- 5.6.9 **Highway Plans General Arrangement (Document DCO 2.8)** – These plans comprise general arrangement plans of all the highway works proposed. They are the plans with which the highway works will need to comply, with additional details to be agreed pursuant to the Protective Provisions relating to the highway authorities (Draft DCO Schedule 13, Parts 1 and 2 (**Document DCO 3.1**)). The key plan for the series is also intended to provide a useful overview of the entirety of the development and highway mitigation. These plans are provided pursuant to Regulation 6(2).
- 5.6.10 **Highway Works Cross-Sections (Document DCO 2.9)** – These plans show the cross-sections through the proposed Highway Works and are provided pursuant to Regulation 6(2).
- 5.6.11 **Highway Works Long Sections (Document DCO 2.10)** – These plans show long sections of the proposed Highway Works and are provided pursuant to Regulation 6(2).
- 5.6.12 **Highway Works Bridges Plan (Document DCO 2.11)** – This plan provides more detail about the proposed bridge over the A453 and is provided pursuant to Regulation 6(2).
- 5.6.13 **Highway Classification Plan (Document DCO 2.12)** – This plan identifies the classification of new highways following their completion and are referred to in Article 15 and Schedule 7 of the Draft DCO (**Document DCO 3.1**). The plan is provided pursuant to Regulation 5(2)(o).

- 5.6.14 **Traffic Regulation Plan (Document DCO 2.13)** – This plan identifies the classification of new highways following their completion and are referred to in Article 17 and Schedule 9 of the Draft DCO (**Document DCO 3.1**). The plan is provided pursuant to Regulation 5(2)(o).
- 5.6.15 **Speed Limit Plan (Document DCO 2.14)** – This plan identifies the speed limits which will applying to altered lengths of highway and new highways following the completion of the relevant works and are referred to in Article 16 and Schedule 8 of the Draft DCO (**Document DCO 3.1**). The plan is provided pursuant to Regulation 5(2)(o).
- 5.6.16 **Special Category Land Plan (Document DCO 2.15)** – This plan shows the special category land and is required by Regulation 5(2)(i)(iv). The special category land comprises open space land. More detail about the land and the implications of it being special category land is set out in the Statement of Reasons (**Document DCO 4.1**) accompanying the DCO Application.
- 5.6.17 **Community Park Plan (Document DCO 2.16)** – This plan shows the layout and landscaping of the proposed Community Park adjacent to the EMG2 Main Site, including the routes of public rights of way through it. The plan is provided pursuant to Regulation 5(2)(o).

5.7 Draft DCO

- 5.7.1 **Draft Development Consent Order (Document DCO 3.1)** - contains the powers sought by the DCO Applicant to carry out, operate and maintain the development which is described in Schedule 1 of the draft DCO. It also includes requirements governing the proposed development (in Schedule 2) and Protective Provisions for the protection of various stakeholders (in Schedule 13). It is required to be submitted under Regulation 5(2)(b) of the 2009 Regulations. The position with regard to the protective provisions included in the submitted draft DCO is as follows:
- (a) National Highways – The draft is based on the standard protective provisions proposed by National Highways but includes those amendments sought by the DCO Applicant. Discussions with National Highways are ongoing and the draft protective provisions are not yet in an agreed form.
 - (b) The local highway authority, Leicestershire County Council (LCC) – The draft protective provisions have been proposed by the DCO Applicant and were included in the draft DCO which was the subject of statutory consultation in February/March 2025. The DCO Applicant has met with LCC to discuss the draft DCO and LCC's comments on the protective provisions have been sought. The DCO Applicant understands that the draft protective provisions are not acceptable to LCC but a detailed response to the same has not yet been received from Leicestershire County Council.
 - (c) National Grid – The draft protective provisions are based on protective provisions which have appeared in other made DCOs. The DCO Applicant is seeking approval to the same from National Grid.

- (d) Severn Trent Water Limited – The draft protective provisions are based on protective provisions which have appeared in other made DCOs. The DCO Applicant is seeking approval to the same from Severn Trent.
- (e) Electronic communications code networks – The draft protective provisions are based on protective provisions which have appeared in other made DCOs.
- (f) The operator of East Midlands Airport – These provisions have been proposed by the DCO Applicant and are substantially the same as those included in the EMG1 DCO. The principle of the wording was included in the draft DCO (**Document DCO 3.1**) which was the subject of statutory consultation in February/March 2025, and a copy of the wording was sent to the Airport's representative for comment. No substantive response has been received to date.
- (g) UK Power Distribution – The draft protective provisions are based on protective provisions which have appeared in other made DCOs. The DCO Applicant is seeking approval to the same from UK Power Distribution.
- (h) Cadent Gas – The draft protective provisions are based on protective provisions which have appeared in other made DCOs. The DCO Applicant is seeking approval to the same from Cadent Gas.

5.7.2 **Explanatory Memorandum (Document DCO 3.2)** – This document explains the provisions in the DCO setting out their effect and reasoning behind their inclusion. It is required to be submitted under Regulation 5(2)(c).

5.7.3 **DCO Validation Report (Document DCO 3.3)** – This report shows that the form of DCO has been drafted in accordance with the statutory instrument drafting template.

5.8 Compulsory Acquisition Documents

5.8.1 **Statement of Reasons (Document DCO 4.1)** - The Applicant is seeking various powers of compulsory acquisition and rights to use land and this document contains details of these powers and the justification for the application of them. This document is required to be submitted under Regulation 5(2)(h) of the 2009 Regulations.

5.8.2 **Funding Statement (Document DCO 4.2)** – This document explains how it is anticipated the development, and specifically any compensation due because of the exercise of compulsory acquisition powers, will be funded. This document is also required to be submitted under Regulation 5(2)(h) of the 2009 Regulations.

5.8.3 **Book of Reference (Document DCO 4.3)** - This document identifies the parties who have an interest in the in the Order Limits as well as those who may be entitled to make a “relevant claim” as defined in Section 57 of the Planning Act 2008. This document is required to be submitted under Regulation 5(2)(d) of the 2009 Regulations. The Book of Reference has been divided into five parts, as required by Regulation 7 of the 2009 Regulations:

- (a) Part 1: This part contains the names and addresses for service of each person within Categories 1 and 2 (as set out in section 57 of the PA 2008) in respect of any land which it is proposed shall be subject to:
 - powers of compulsory acquisition;
 - rights to use land; or
 - rights to carry out protective works to buildings.
- (b) Part 2: This part contains the names and addresses for service of each person within Category 3 (set out in section 57 of the PA 2008). A person is within Category 3 if the applicant thinks that, if the order as sought by the application were to be made and fully implemented, the person would or might be entitled:
 - as a result of the implementing the order;
 - as a result of the order having been implemented; or
 - as a result of the use of the land once the order has been implemented

to make a relevant claim.
- (c) Part 3: This part sets out the names of all those persons entitled to enjoy easements or other private rights over the land which it is proposed shall be extinguished, suspended or interfered with.
- (d) Part 4: This part must specify the owner of any Crown interest in the land which is proposed to be used for the purposes of the order for which the application is being made. There is no such land within the Order Limits and therefore there are no entries in this Part.
- (e) Part 5: This part specifies land, the acquisition of which is subject to special parliamentary procedure, which is special category land, or which is replacement land. Further details about this land is set out in section 6 of the Statement of Reasons (**Document DCO 4.1**).

5.9 Other Reports, Documents and Statements

5.9.1 **Environmental Statement (ES) and its Appendices (Document series DCO 6.1 – 6.23)** – The ES reports the DCO Applicant's findings and conclusions from the environmental impact assessment undertaken. The ES is submitted as required by Regulation 5(2)(a) and includes the Flood Risk Assessment required to be submitted under 5(2)(e), the report identifying European Sites required by Regulation 5(2)(g), the heritage information required under Regulation 5(2)(m) and the nature conservation information under Regulation 5(2)(l). 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

5.9.2 **Consultation Report (Document series DCO 5.1)** – This document is required to be submitted under section 37 of the PA 2008. It details the consultation undertaken by the DCO Applicant before submitting the DCO Application, both formal and informal, including the statutory consultation undertaken pursuant to the PA 2008. It summarises responses received and explains how the DCO 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;
- 5.9.3 **Consents and Licences Required under other Legislation (Document DCO 5.2)** – This document sets out the consents and licences required to deliver the DCO Scheme and how they will be secured.
- 5.9.4 **Design Approach Document (Document series DCO 5.3)** – This document sets out the approach to the design of the DCO 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 DCO Scheme.
- 5.9.5 **Planning Statement (Document DCO 5.4)** – This statement explains the rationale for the development and includes a detailed explanation of how the development complies with relevant policy, including the National Networks National Policy Statement. It also includes a policy compliance statement.
- 5.9.6 **Industrial and Logistics Need Assessment (Document DCO 5.5)** – 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 DCO Scheme can meet that need including the benefits which will be delivered by it.

- 5.9.7 **Statutory Nuisance Statement (Document DCO 5.6)** - In compliance with Regulation 5(2)(f), the DCO 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.
- 5.9.8 **Potential Main Issues for Examination (Document DCO 5.7)** – This document is provided as an application document in accordance with the Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus.
- 5.9.9 **Commitments Tracker (Document DCO 5.8)** – 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 Plans (**Document DCO 2.3**) and expressed in Article 4 of the draft DCO (**Document DCO 3.1**)), the Parameters Plan (**Document DCO 2.5**), the requirements in Schedule 2 of the draft DCO (**Document DCO 3.1**). A document hierarchy is attached at **Appendix 5** of this document which shows how these documents fit together to secure the necessary commitments to make the proposed development acceptable.

DCO Document Hierarchy

- 5.10 A document hierarchy is provided at **Appendix 5** to explain the order of importance between the application documentation. The information is presented in a box diagram and shows the interaction between the secondary legislation to be prescribed by the DCO, controls that operate within the application documents submitted in support of the DCO Application and the documents to be approved once the DCO 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.
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

HIGHWAYS NSIP

Project	East Midlands Gateway 2 (EMG2)		
Document Number	EMG2-BWB-GEN-XX-RP-CH-0014	BWB Ref	220500
Author	Simon Hilditch	Status	S3
Checked	Morag Thomson	Revision	P02
Approved	Simon Hilditch	Date	19.06.2025

1 INTRODUCTION

1.1 The highway works for EMG2 include the following works on the strategic road network (SRN).

- M1 J24 Improvements comprising:
 - M1 northbound to A50 westbound link – providing a new free-flow link road from the M1 northbound at J24 to provide a direct link to the A50 westbound, which will cross the A453, and will include the A50 westbound merge alterations;
 - M1 southbound and A50 eastbound link to J24 widening – providing widening of the A50 eastbound link at J24 and other related works and traffic management measures in this location;
 - Works to the west side of the M1 Junction 24 roundabout and A453 northbound approach;
 - Works to the east side of the M1 Junction 24 roundabout and A453 southbound approach;
 - M1 northbound alterations – providing the new M1 northbound exit and associated gantry/signage improvements on the M1.
- A453 EMG1 Access Improvements – providing widening at the EMG1 roundabout to increase junction capacity and improved pedestrian crossings;
- Finger Farm (A453/A42) roundabout – directional signing works
- Active Travel works comprising an Active Travel Link – providing a dedicated cycle track alongside the A453 between EMG1 and the EMG2 Main Site, this is partly within the SRN.

1.2 The above works are shown diagrammatically on **Figure 1** below.

1.3 In addition there are localised signage works on the M1 Northbound on the approach to J23A.

1.4 Section 22 of the Planning Act 2008 (as amended) contains criteria which, if met, will mean that the works on the SRN fall under the consenting regime found at section 14 of the Act and would thus be a nationally significant infrastructure project (NSIP). If the criteria are met the works can only be authorised by a Development Consent Order (DCO).

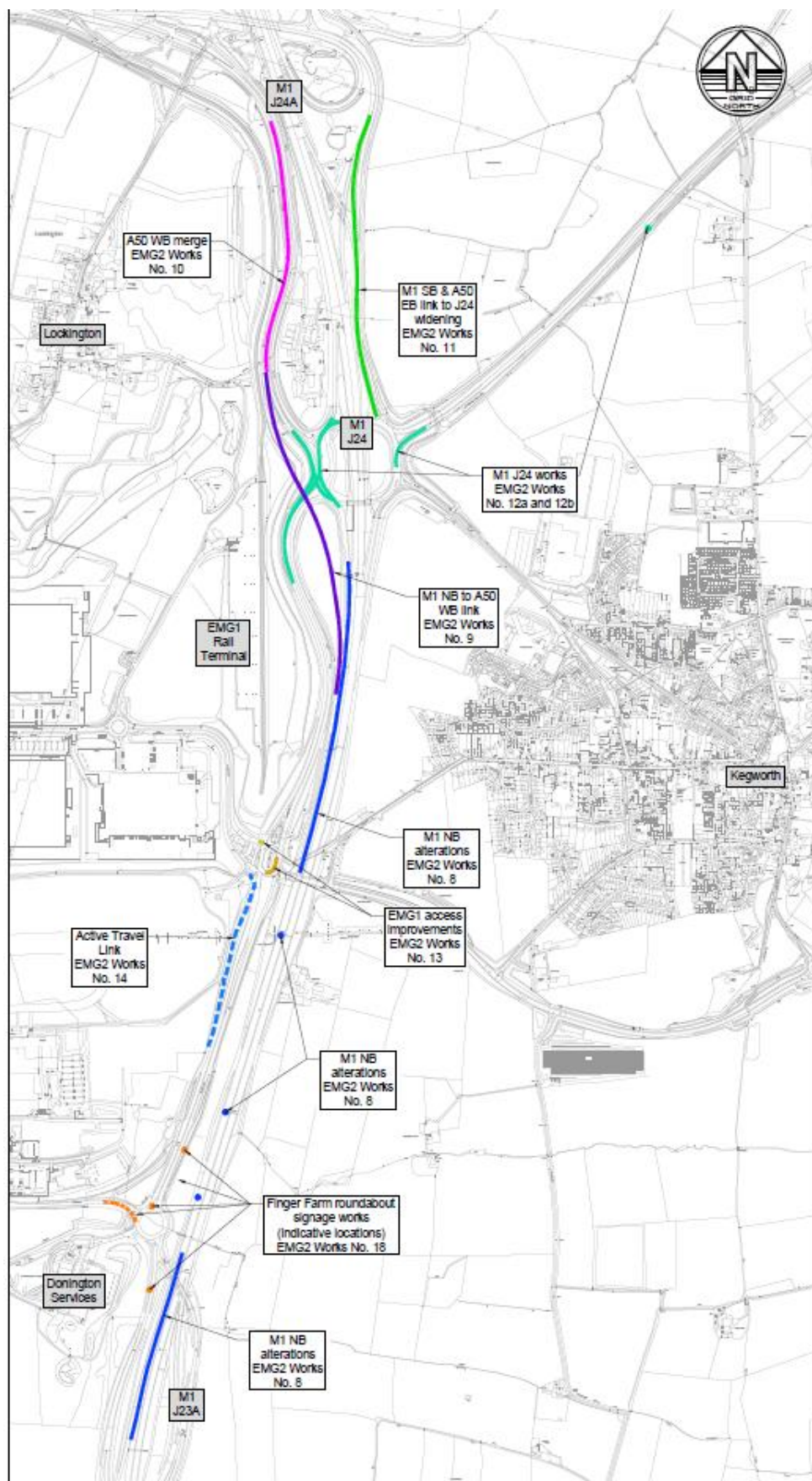


Figure 1: Overview of EMG2 highway works on the SRN

2 A453 EMG1 ACCESS, FINGER FARM AND ACTIVE TRAVEL WORKS

- 2.1 The works on the A453 south of M1 J24 at the EMG1 access, Finger Farm roundabout and active travel works are independent of the works at M1 J24 and these are all within the existing highway and are considered to be improvements which do not have a significant effect on the environment. As such they do not meet the threshold under section 22(5) to be an NSIP and are not considered further. The same applies for the M1 Northbound signage on the approach to M1 J23A.

3 M1 JUNCTION 24

- 3.1 Clearly the works to M1 Junction 24 constitute a significant item of work and, in the case of the new M1 northbound to A50 westbound link, go beyond the existing highway boundary and as such cannot be considered as an improvement under section 22. Whilst the new M1 northbound to A50 westbound link would be an element of new construction, it is within the context of improving and altering the existing junction and our view is the overall works to M1 Junction 24 are an alteration.
- 3.2 Section 22(3) defines the criteria for an alteration to be an NSIP. Of these it is clear the alteration is wholly within England and that the secretary of state is the highway authority for the M1, A50 and A453 at M1 Junction 24. The question is therefore whether the area of development is greater than the relevant limit set out in subsection (4).
- 3.3 Section 22(4) defines the area thresholds for three different types of highway as follows:

Type of highway	Threshold (ha)
Motorway	15
A highway, other than a motorway, where the speed limit for any class of vehicle is expected to be 50 miles per hour or greater	12.5
Any other highway	7.5

- 3.4 Section 22 does not give any judgement on how to apply the thresholds where the alteration has a combination of different types of highway within the same scheme.
- 3.5 The works at M1 Junction 24 are located on a combination of motorway (the M1 and its associated link roads / slip roads) and all-purpose highway which has a speed limit of 50mph or greater.
- 3.6 The works to the existing all-purpose road network of the A50, A453 and the J24 roundabout, would be all within existing highway and are considered to fall within the definition of improvement under section 22(5) were they to be considered in isolation.
- 3.7 The works to the motorway are for the reasons set out above considered to be an alteration were they to be considered in isolation.
- 3.8 There are two potential ways to make an assessment of the alteration to the motorway as follows:
- Assume the alteration is in effect an alteration to a motorway and assess the entire scheme area against the 15ha threshold;
 - Assess the area of motorway alteration within the works against the threshold in isolation.
- 3.9 The areas of the overall J24 improvements, and area of motorway when assessed in isolation, are shown on the drawing found in **Appendix A**. Using the calculated areas the thresholds are assessed for each scenario as follows:

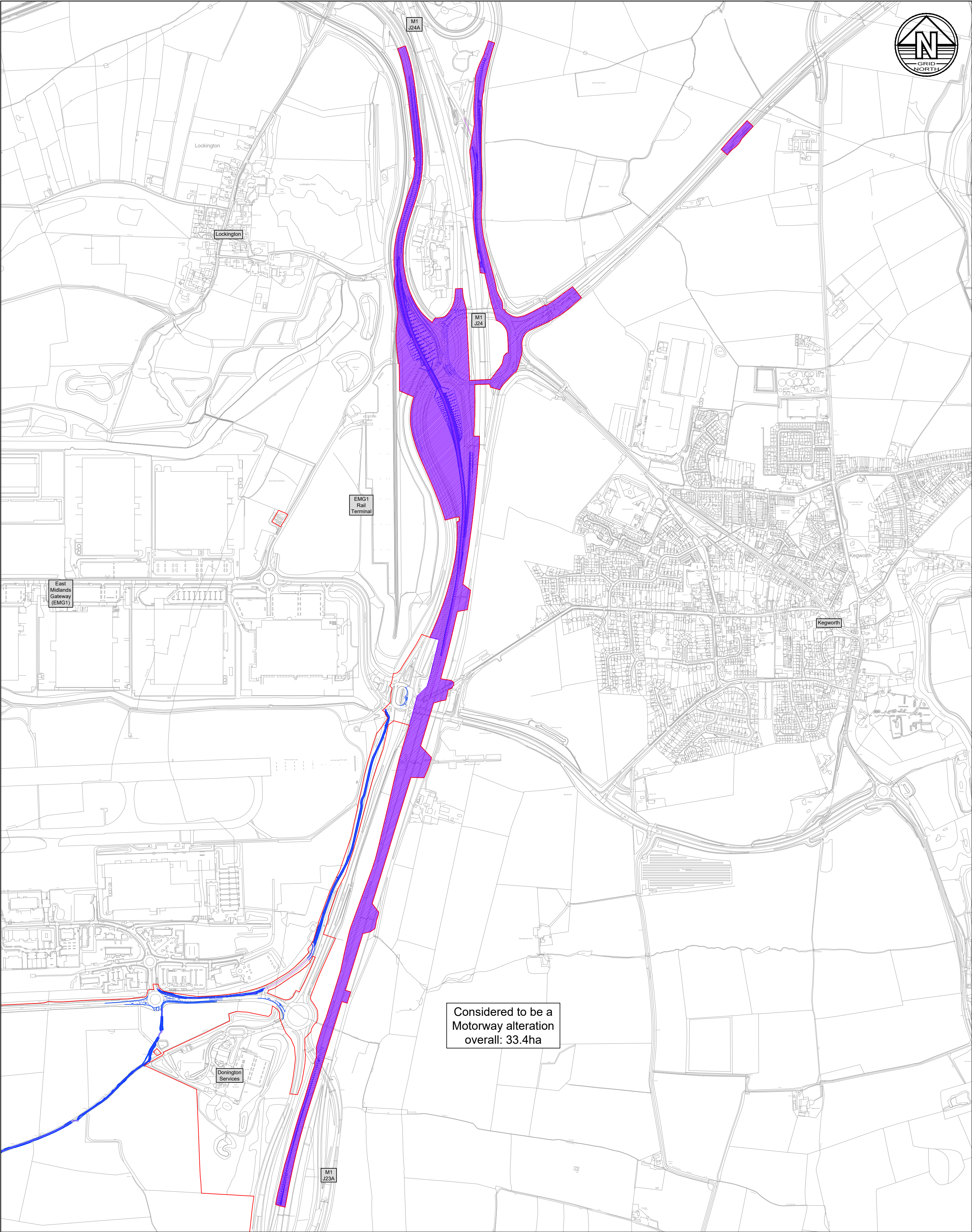
Scenario	Threshold (ha)	Area*	Is it an NSIP?
Considered to be a Motorway alteration overall	15	33.4	Yes
Motorway considered in isolation	15	19.2	Yes

* The area of development is assessed based on the definition set out in section 22(9).

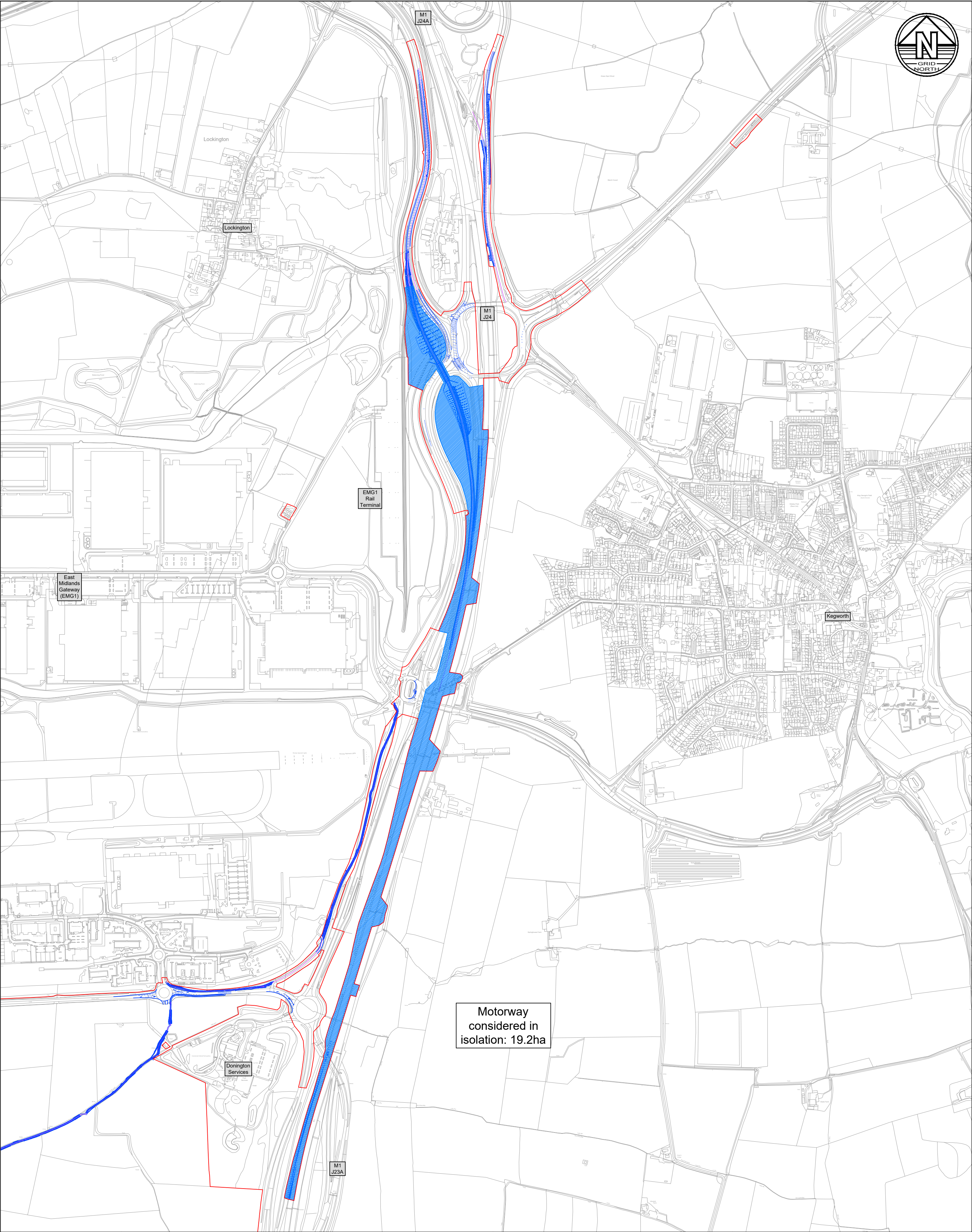
- 3.10 As can be seen the area of development is above the relevant threshold in both scenarios and there is an alteration NSIP under section 22.
- 3.11 Given the J24 improvements qualifies as an NSIP then it is logical (irrespective of the method of calculation) that all of the J24 improvements proposed as part of the EMG2 scheme are considered to be an alteration NSIP.

APPENDIX A

Drawing EMG2-BWB-GEN-XX-SK-CH-SK029_M1 J24 improvements NSIP area assessment



Considered to be a Motorway alteration overall: 33.4ha



Motorway considered in isolation: 19.2ha

Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

ISSUES & REVISIONS					
Rev	Date	Details of issue / revision	Drw	Rev	
P01	15.01.25	Issued for comment	SRH	SRH	
P02	19.06.25	Updated to latest scheme proposal	SRH	SRH	



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Client

Drawn: S. Hilditch
BWB Ref: 220500

Reviewed: S.Hilditch
Date: 15.01.25

Scale@A1: NTS

Project Title

EAST MIDLANDS GATEWAY 2 (EMG2)

Drawing Status

FOR INFORMATION

Drawing Title

M1 J24 IMPROVEMENTS NSIP AREA ASSESSMENT

Project - Originator - Zone - Level - Type - Role - Number

EMG2-BWB-GEN-XX-SK-CH-SK029

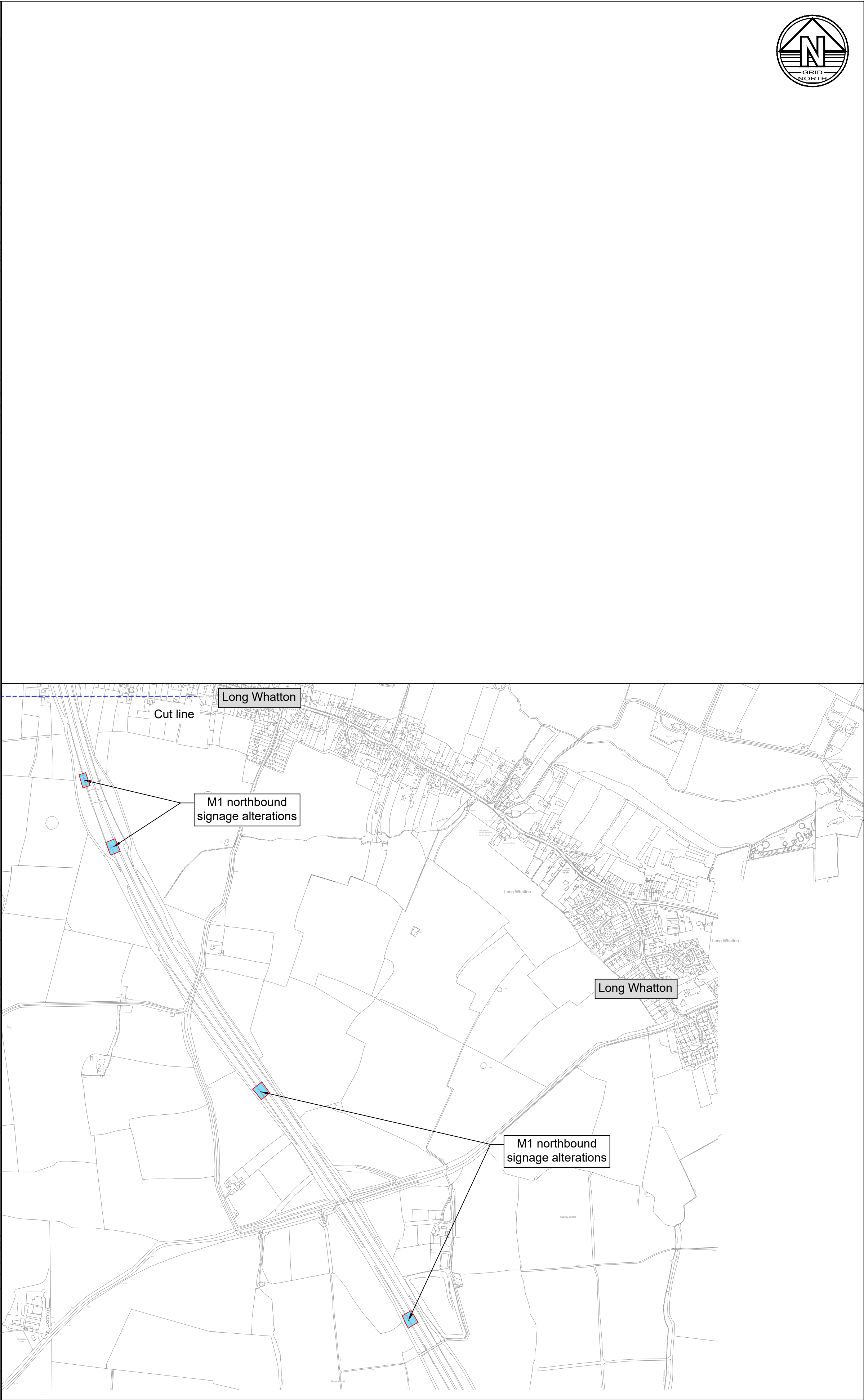
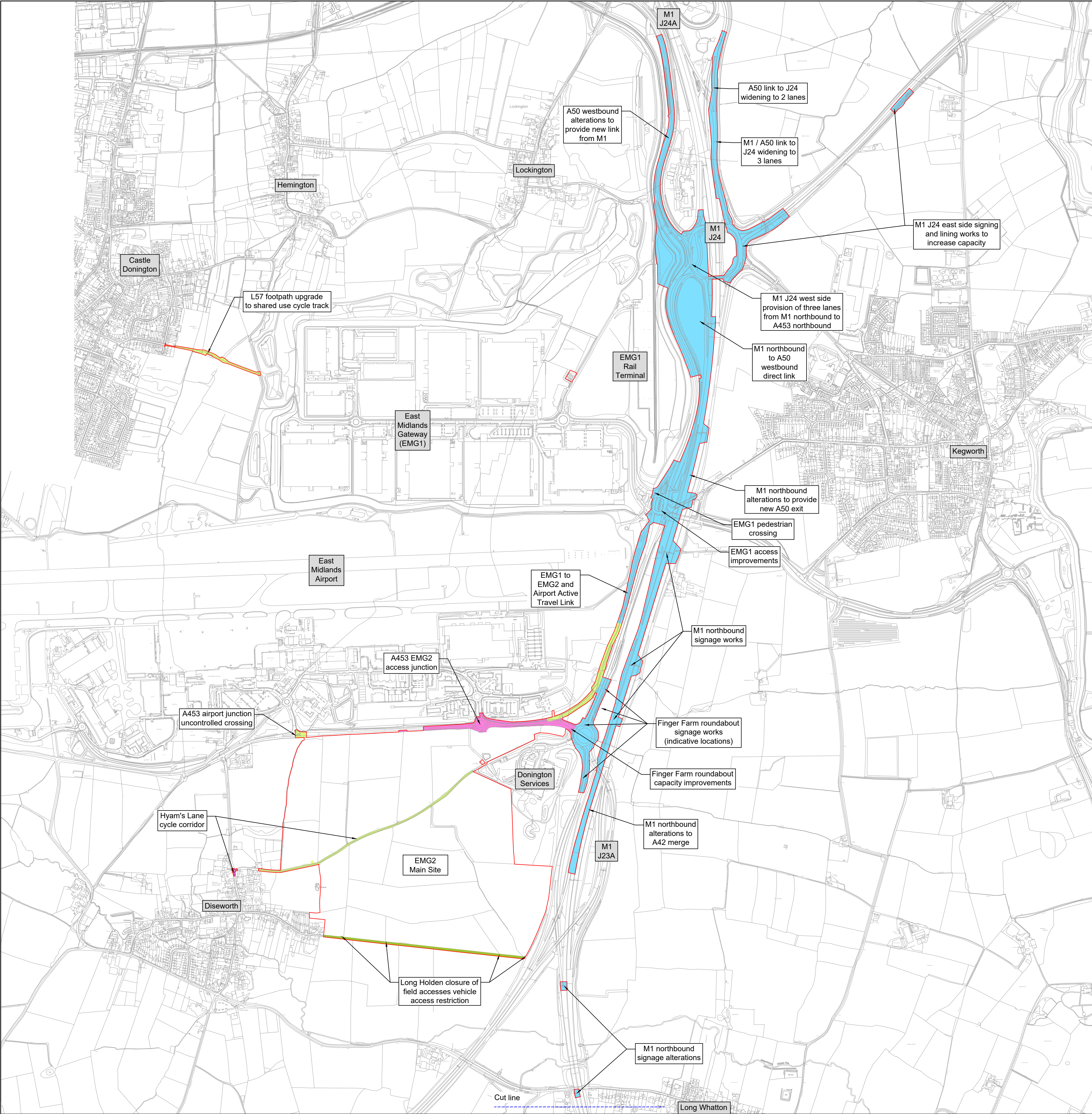
Status

S2

Rev

P02

APPENDIX 3
HIGHWAYS PLAN – SRN AND LRN



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.

2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

DRAFT order limits EMG2 DCO

Works related to the strategic road network

Highway capacity and access works related to the local road network

Active travel works

ISSUES & REVISIONS

Rev	Date	Details of issue / revision	Drw	Rev
P01	30.05.25	Issued for information	SRH	SRH
P02	30.05.25	Active travel works shown	SRH	SRH
P03	11.06.25	M1 J24 works amended	SRH	SRH
P04	11.07.25	EMG2 access updated	SRH	SRH
P05	28.07.25	EMG2 access updated	SRH	SRH

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Client

SEGRO

Drawn: S. Hilditch

Reviewed: S. Hilditch

BWB Ref: 220500

Date: 30.05.25

Scale@A1: 1:10,000

Project Title

EAST MIDLANDS GATEWAY 2 (EMG2)

Drawing Status

FOR INFORMATION

Drawing Title

OVERVIEW OF WORKS ON THE STRATEGIC AND LOCAL ROAD NETWORKS

Project - Originator - Zone - Level - Type - Role - Number

EMG2-BWB-GEN-XX-SK-CH-SK045

Status

S2

Rev

P05

APPENDIX 4
DCO DOCUMENTS LIST

APPENDIX 2

DCO DOCUMENTS LIST

Document Reference	Name of Document	Drawing Number	Revision	Submission Date	Document to be Certified
Application forms					
DCO 1.1	Application Form			28.08.25	
DCO 1.2	Covering letter			28.08.25	
DCO 1.3	Guide to the Application			28.08.25	
DCO 1.4	Copies of newspaper notices			28.08.25	
DCO 1.5	Pre-Application Programme Document			28.08.25	
DCO 1.6	Section 55 Checklist			28.08.25	
Plans, drawings and sections					
DCO 2.1	Location Plan (Order Limits)	EMG2-BWB-LSI-01-DR-C-0140	P06	28.08.25	Yes
DCO 2.1	Location Plan (Order Limits) Low Resolution	EMG2-BWB-LSI-01-DR-C-0140	P06	28.08.25	Yes
DCO 2.2	Land Plan Kep Plan Sheet 1 of 1	EMG2-237	P3	28.08.25	Yes
DCO 2.2A	Land Plan Sheet 1 of 4	EMG2-237	P3	28.08.25	Yes
DCO 2.2B	Land Plan Sheet 2 of 4	EMG2-237	P3	28.08.25	Yes
DCO 2.2C	Land Plan Sheet 3 of 4	EMG2-237	P3	28.08.25	Yes
DCO 2.2D	Land Plan Sheet 4 of 4	EMG2-237	P3	28.08.25	Yes
DCO 2.3	Works Plans Key Plan	EMG2-BWB-LSI-XX-DR-C-00160	P06	28.08.25	Yes
DCO 2.3A	Works Plans Sheet 1 of 4	EMG2-BWB-LSI-01-DR-C-00161	P08	28.08.25	Yes
DCO 2.3B	Works Plans Sheet 2 of 4	EMG2-BWB-LSI-02-DR-C-00162	P06	28.08.25	Yes
DCO 2.3C	Works Plans Sheet 3 of 4	EMG2-BWB-LSI-03-DR-C-00163	P06	28.08.25	Yes

DCO 2.3D	Works Plans Sheet 4 of 4	EMG2-BWB-LSI-04-DR-C-00164	P02	28.08.25	Yes
DCO 2.4	Access and Rights of Way Plans Key Plan	EMG2-BWB-LSI-XX-DR-C-00170	P02	28.08.25	Yes
DCO 2.4A	Access and Rights of Way Plans Sheet 1 of 2	EMG2-BWB-LSI-01-DR-C-00171	P04	28.08.25	Yes
DCO 2.4B	Access and Rights of Way Plans Sheet 2 of 2	EMG2-BWB-LSI-02-DR-C-00172	P03	28.08.25	Yes
DCO 2.5	Parameters Plan	EMG2-UMC-SI-01-DR-A-0088	P18	28.08.25	Yes
DCO 2.6	Illustrative Landscape Masterplan – EMG2 Works	EMG1-10666-FPCR-XX-XX-DR-L-0001	P10	28.08.25	
DCO 2.7	Components Plan	EMG2-BWB-GEN-XX-SK-CH-SK023	P18	28.08.25	
DCO 2.8	Highways Plans General Arrangement Key Plan	EMG2-BWB-HGN-XX-DR-H-0100	P02	28.08.25	
DCO 2.8A	Highways Plans General Arrangement Sheet 1 of 4	EMG2-BWB-HGN-XX-DR-H-0101	P07	28.08.25	Yes
DCO 2.8B	Highways Plans General Arrangement Sheet 2 of 4	EMG2-BWB-HGN-XX-DR-H-0102	P07	28.08.25	Yes
DCO 2.8C	Highways Plans General Arrangement Sheet 3 of 4	EMG2-BWB-HGN-XX-DR-H-0103	P07	28.08.25	Yes
DCO 2.8D	Highways Plans General Arrangement Sheet 4 of 4	EMG2-BWB-HGN-XX-DR-H-0104	P02	28.08.25	Yes
DCO 2.9A	Highway Works Cross-Sections Sheet 1 of 3	EMG2-BWB-HGN-XX-DR-H-0131	P02	28.08.25	Yes
DCO 2.9B	Highway Works Cross-Sections Sheet 1 of 3	EMG2-BWB-HGN-XX-DR-H-0132	P02	28.08.25	Yes
DCO 2.9C	Highway Works Cross-Sections Sheet 1 of 3	EMG2-BWB-HGN-XX-DR-H-0133	P02	28.08.25	Yes
DCO 2.10A	Highway Works Long Sections Sheet 1 M1 NB to A50 WB Interchange Link	EMG2-BWB-HGT-M1NBS-DR-H-0651	P02	28.08.25	Yes
DCO 2.10B	Highway Works Long Sections Sheet 2 A50 EB to M1 J24 Interchange Link	EMG2-BWB-HGT-A50EB-DR-H-0651	P03	28.08.25	Yes
DCO 2.10C	Highway Works Long Sections Sheet 3 Active Travel Link L57 Footpath Upgrade and EMG2 Access	EMG2-BWB-HGT-A453-DR-H-0651	P03	28.08.25	Yes

DCO 2.10D	Highway Works Long Sections Sheet 4 Hyams Lane	EMG2-BWB-HGT-HYAM-DR-H-0651	P03		
DCO 2.11	A453 Bridge Plan	EMG2-CH-SBR-BR-DR-CB-00024	P2	28.08.25	Yes
DCO 2.12	Highway Classification Plan	EMG2-BWB-LSI-01-DR-C-0180	P03	28.08.25	Yes
DCO 2.13	Traffic Regulation Plan	EMG2-BWB-LSI-01-DR-C-0150	P03	28.08.25	Yes
DCO 2.14	Speed Limit Plan	EMG2-BWB-LSI-01-DR-C-0190	P03	28.08.25	Yes
DCO 2.15	Special Category Land Plan Sheet 1 of 1			28.08.25	Yes
DCO 2.16	Community Park Plan	EMG2-BCA-ELS-XX-DR-L-2313-23-17-S5	P12	28.08.25	Yes
Draft DCO					
DCO 3.1	Draft DCO			28.08.25	
DCO 3.2	Draft Explanatory Memorandum relating to DCO			28.08.25	
DCO 3.3	DCO Validation Report			28.08.25	
Compulsory acquisition information					
DCO 4.1	Statement of Reasons			28.08.25	
DCO 4.2	Funding Statement			28.08.25	
DCO 4.3	Book of Reference			28.08.25	Yes
DCO 4.4	Pre-application Land and Rights Negotiations Tracker			28.08.25	
Reports and statements					
DCO 5.1	Consultation Report			28.08.25	
DCO 5.1A	Consultation Report Appendices 1 to 17			28.08.25	
DCO 5.1B	Consultation Report Appendix 18 Part 1 of 4			28.08.25	
DCO 5.1B	Consultation Report Appendix 18 Part 2 of 4			28.08.25	
DCO 5.1B	Consultation Report Appendix 18 Part 3 of 4			28.08.25	
DCO 5.1B	Consultation Report Appendix 18 Part 4 of 4			28.08.25	
DCO 5.1C	Consultation Report Appendix 19 Part 1 of 4			28.08.25	
DCO 5.1C	Consultation Report Appendix 19 Part 2 of 4			28.08.25	

DCO 5.1C	Consultation Report Appendix 19 Part 3 of 4			28.08.25	
DCO 5.1C	Consultation Report Appendix 19 Part 4 of 4			28.08.25	
DCO 5.1D	Consultation Report Appendix 20 to 31			28.08.25	
DCO 5.2	Consents and Licences Required under other legislation			28.08.25	
DCO 5.3	Design Approach Document			28.08.25	
DCO 5.3A	Appendix 1 – Highway Design Approach			28.08.25	
DCO 5.4	Planning Statement			28.08.25	
DCO 5.5	Industrial and Logistics Need Assessment			28.08.25	
DCO 5.6	Statutory Nuisance Statement			28.08.25	
DCO 5.7	Potential Main Issues for Examination			28.08.25	
DCO 5.8	Commitment Register			28.08.25	
Environmental statement chapters					
DCO 6.1	Chapter 1 – Introduction			28.08.25	Yes
DCO 6.2	Chapter 2 – Site and Surroundings			28.08.25	Yes
DCO 6.3	Chapter 3 – Proposed Development			28.08.25	Yes
DCO 6.4	Chapter 4 – Alternatives			28.08.25	Yes
DCO 6.5	Chapter 5 – Socio-economic			28.08.25	Yes
DCO 6.6	Chapter 6 – Traffic and Transport			28.08.25	Yes
DCO 6.7	Chapter 7 – Noise and Vibration			28.08.25	Yes
DCO 6.8	Chapter 8 – Air Quality			28.08.25	Yes
DCO 6.9	Chapter 9 – Ecology and Biodiversity			28.08.25	Yes
DCO 6.10	Chapter 10 – Landscape and Visual			28.08.25	Yes
DCO 6.11	Chapter 11 – Lighting			28.08.25	Yes
DCO 6.12	Chapter 12 – Cultural Heritage			28.08.25	Yes
DCO 6.13	Chapter 13 – Flood Risk and Drainage			28.08.25	Yes
DCO 6.14	Chapter 14 – Ground Conditions			28.08.25	Yes
DCO 6.15	Chapter 15 – Agriculture and Soils			28.08.25	Yes
DCO 6.16	Chapter 16 – Utilities			28.08.25	Yes
DCO 6.17	Chapter 17 – Population and Human Health			28.08.25	Yes
DCO 6.18	Chapter 18 – Materials and Waste			28.08.25	Yes
DCO 6.19	Chapter 19 – Climate Change			28.08.25	Yes
DCO 6.20	Chapter 20 – Major Accidents and Disasters			28.08.25	Yes
DCO 6.21	Chapter 21 – Cumulative Impacts			28.08.25	Yes

DCO 6.22	Chapter 22 – Summary and Conclusions			28.08.25	Yes
DCO 6.23	Non-Technical Summary			28.08.25	Yes
Environmental statement appendices					
DCO 6.1A	Appendix 1A – Glossary			28.08.25	Yes
DCO 6.1B	Appendix 1B – Section 35 Direction			28.08.25	Yes
DCO 6.1C	Appendix 1C – Applicant's Scoping Report			28.08.25	Yes
DCO 6.1D	Appendix 1D – PINS Scoping Opinion			28.08.25	Yes
DCO 6.1E	Appendix 1E – Project Team			28.08.25	Yes
DCO 6.3A	Appendix 3A – CEMP (DCO only)			28.08.25	Yes
DCO 6.4A	Appendix 4A – Location of Alternative Sites			28.08.25	Yes
DCO 6.5A	Appendix 5A – Industrial and Logistics Need Assessment			28.08.25	Yes
DCO 6.6A	Appendix 6A – Transport Assessment Part 1 of 4			28.08.25	Yes
DCO 6.6A	Appendix 6A – Transport Assessment Part 2 of 4			28.08.25	Yes
DCO 6.6A	Appendix 6A – Transport Assessment Part 3 of 4			28.08.25	Yes
DCO 6.6A	Appendix 6A – Transport Assessment Part 4 of 4			28.08.25	Yes
DCO 6.6B	Appendix 6B – Sustainable Transport Strategy			28.08.25	Yes
DCO 6.6C	Appendix 6C – Framework Travel Plan			28.08.25	Yes
DCO 6.6D	Appendix 6D – ES Chapter Study Area Figure core assessment			28.08.25	Yes
DCO 6.6E	Appendix 6E – 2028 PRTM vc ratio plot figures (core assessment)			28.08.25	Yes
DCO 6.6F	Appendix 6F - 2028 PRTM vc ratio plot figures (residual assessment)			28.08.25	Yes
DCO 6.7A	Appendix 7A – Thematic Glossary			28.08.25	Yes
DCO 6.7B	Appendix 7B – Construction Data			28.08.25	Yes
DCO 6.7C	Appendix 7C – Operational Data			28.08.25	Yes
DCO 6.7D	Appendix 7D – Receptor Plans			28.08.25	Yes
DCO 6.7E	Appendix 7E – Monitoring Plans			28.08.25	Yes
DCO 6.7F	Appendix 7F – Monitoring Equipment			28.08.25	Yes
DCO 6.7G	Appendix 7G – Monitoring Results and Weather Data			28.08.25	Yes
DCO 6.8A	Appendix 8A – Model Verification			28.08.25	Yes
DCO 6.8B	Appendix 8B – Dust Risk Assessment Methodology			28.08.25	Yes

DCO 6.8C	Appendix 8C – Modelled Human Receptor Locations			28.08.25	Yes
DCO 6.8D	Appendix 8D – Modelled Ecological Receptor Locations			28.08.25	Yes
DCO 6.8E	Appendix 8E – Diffusion Tube Monitoring Programme			28.08.25	Yes
DCO 6.8F	Appendix 8F – Traffic Data			28.08.25	Yes
DCO 6.8G	Appendix 8G – Human Receptor Concentrations and Impacts			28.08.25	Yes
DCO 6.8H	Appendix 8H – Ecological Receptor Impacts			28.08.25	Yes
DCO 6.8I	Appendix 8I – Mitigation			28.08.25	Yes
DCO 6.9A	Appendix 9A – Preliminary Ecological Appraisal			28.08.25	Yes
DCO 6.9B	Appendix 9B – Confidential Badger Report			28.08.25	Yes
DCO 6.9C	Appendix 9C - Bat Report			28.08.25	Yes
DCO 6.9D	Appendix 9D – Bird Report			28.08.25	Yes
DCO 6.9E	Appendix 9E - Invertebrate Report			28.08.25	Yes
DCO 6.9F	Appendix 9F – Otter and Water Vole Report			28.08.25	Yes
DCO 6.9G	Appendix 9G - Reptile Report			28.08.25	Yes
DCO 6.9H	Appendix 9H - Shadow Habitats Regulation Assessment			28.08.25	Yes
DCO 6.9I	Appendix 9I – Biodiversity Net Gain Report			28.08.25	Yes
DCO 6.9J	Appendix 9J – LEMP			28.08.25	Yes
DCO 6.9K	Appendix 9K – Bird Strike Hazard Management Plan			28.08.25	Yes
DCO 6.10A	Appendix 10A – LVIA Criteria; inc. Visualisations and ZTV Methodologies			28.08.25	Yes
DCO 6.10B	Appendix 10B – LVIA Figures			28.08.25	Yes
DCO 6.10C	Appendix 10C – Arboricultural Assessment			28.08.25	Yes
DCO 6.10D	Appendix 10D – Illustrative Landscape Masterplan and Cross Sections			28.08.25	Yes
DCO 6.10E	Appendix 10E – Landscape Effects Table			28.08.25	Yes
DCO 6.10F	Appendix 10F – Visual Effects Table			28.08.25	Yes
DCO 6.11A	Appendix 11A – Lighting Strategy			28.08.25	Yes
DCO 6.11B	Appendix 11B – Lighting Baseline Assessment			28.08.25	Yes
DCO 6.11C	Appendix 11C – Lighting Receptor Locations			28.08.25	Yes

DCO 6.11D	Appendix 11D – Obtrusive Light Calculation			28.08.25	Yes
DCO 6.11E	Appendix 11E – Highways Lighting Strategy			28.08.25	Yes
DCO 6.12A	Appendix 12A – Built Heritage Statement			28.08.25	Yes
DCO 6.12B	Appendix 12B – Archaeological Desk-Based Assessment			28.08.25	Yes
DCO 6.12C	Appendix 12C – Geophysical Survey Report EMG2 Main Site			28.08.25	Yes
DCO 6.12D	Appendix 12D – Geoarchaeological Report EMG2 Main Site			28.08.25	Yes
DCO 6.12E	Appendix 12E – Fieldwalking Report			28.08.25	Yes
DCO 6.12F	Appendix 12F – Trial Trenching Report			28.08.25	Yes
DCO 6.12G	Appendix 12G – Heritage Receptors			28.08.25	Yes
DCO 6.13A	Appendix 13A – Flood Risk and Drainage Study Area Figure			28.08.25	Yes
DCO 6.13B	Appendix 13B – Surface Water Bodies Figure			28.08.25	Yes
DCO 6.13C	Appendix 13C – EA Flood Zones Figure			28.08.25	Yes
DCO 6.13D	Appendix 13D – EA Risk of Flooding from Surface Water Mapping Figure			28.08.25	Yes
DCO 6.13E	Appendix 13E – Lockington Brook Flood Assets			28.08.25	Yes
DCO 6.13F	Appendix 13F – Water Framework Directive (WFD) Screening			28.08.25	Yes
DCO 6.13G	Appendix 13G – Flood Risk Assessment – EMG2 Main Site			28.08.25	Yes
DCO 6.13H	Appendix 13H – Flood Risk Screening – Highway Works			28.08.25	Yes
DCO 6.13I	Appendix 13I – Flood Risk Assessment – EMG1 Works			28.08.25	Yes
DCO 6.13J	Appendix 13J – Sustainable Drainage Statement – EMG2 Main Site			28.08.25	Yes
DCO 6.13K	Appendix 13K – Sustainable Drainage Statement – Highway Works			28.08.25	Yes
DCO 6.13L	Appendix 13L – Sustainable Drainage Statement – EMG1 Works			28.08.25	Yes
DCO 6.14A	Appendix 14A – Geotechnical Preliminary Risk Assessment (EMG2) Part 1 of 2			28.08.25	Yes

DCO 6.14A	Appendix 14A – Geotechnical Preliminary Risk Assessment (EMG2) Part 2 of 2			28.08.25	Yes
DCO 6.14B	Appendix 14B – Fairhurst Ground Investigation Report (EMG2)			28.08.25	Yes
DCO 6.14C	Appendix 14C – Fairhurst Minerals Safeguarding Assessment (EMG2)			28.08.25	Yes
DCO 6.14D	Appendix 14D – EMG2 Technical Note: Surface Water Sampling			28.08.25	Yes
DCO 6.14E	Appendix 14E – EMG2 Preliminary Sources Study Affecting LCC Part 1 of 3			28.08.25	Yes
DCO 6.14E	Appendix 14E – EMG2 Preliminary Sources Study Affecting LCC Part 2 of 3			28.08.25	Yes
DCO 6.14E	Appendix 14E – EMG2 Preliminary Sources Study Affecting LCC Part 3 of 3			28.08.25	Yes
DCO 6.14F	Appendix 14F – EMG2 Preliminary Sources Study Affecting National Highways Part 1 of 6			28.08.25	Yes
DCO 6.14F	Appendix 14F – EMG2 Preliminary Sources Study Affecting National Highways Part 2 of 6			28.08.25	Yes
DCO 6.14F	Appendix 14F – EMG2 Preliminary Sources Study Affecting National Highways Part 3 of 6			28.08.25	Yes
DCO 6.14F	Appendix 14F – EMG2 Preliminary Sources Study Affecting National Highways Part 4 of 6			28.08.25	Yes
DCO 6.14F	Appendix 14F – EMG2 Preliminary Sources Study Affecting National Highways Part 5 of 6			28.08.25	Yes
DCO 6.14F	Appendix 14F – EMG2 Preliminary Sources Study Affecting National Highways Part 6 of 6			28.08.25	Yes
DCO 6.14G	Appendix 14G – Geotechnical Statement of Intent for Works Affecting National Highways			28.08.25	Yes
DCO 6.14H	Appendix 14H – Addendum Minerals Safeguarding Assessment			28.08.25	Yes
DCO 6.14I	Appendix 14I – EMG1 Factual Ground Investigation Report			28.08.25	Yes
DCO 6.14J	Appendix 14J – EMG1 Factual Preliminary Ground Investigation Interpretative Report			28.08.25	Yes

DCO 6.14K	Appendix 14K – Minerals Scope Out Correspondence			28.08.25	Yes
DCO 6.14L	Appendix 14L - Mining Remediation Authority email correspondence			28.08.25	Yes
DCO 6.14M	Appendix 14M – Figures			28.08.25	Yes
DCO 6.15A	Appendix 15A – Soils and Agricultural Land Quality Report			28.08.25	Yes
DCO 6.15B	Appendix 15B - EMG2 Main Site Land Ownership Plan			28.08.25	Yes
DCO 6.15C	Appendix 15C – Soil Management Plan			28.08.25	Yes
DCO 6.16A	Appendix 16A – Utilities Assessment Report			28.08.25	Yes
DCO 6.17A	Appendix 17A – Informal Scoping Exercise with LCC			28.08.25	Yes
DCO 6.17B	Appendix 17B – Population and Human Health Baseline			28.08.25	Yes
DCO 6.17C	Appendix 17C – Equality Statement			28.08.25	Yes
DCO 6.17D	Appendix 17D – Baseline Study Area			28.08.25	Yes
DCO 6.18A	Appendix 18A – Leicestershire County Council Contact Log			28.08.25	Yes
DCO 6.18B	Appendix 18B - Technical Note Justifying the Expanded Study Area in Consultation with LCC			28.08.25	Yes
DCO 6.18C	Appendix 18C - Updated Technical Note in Consultation with LCC			28.08.25	Yes
DCO 6.18D	Appendix 18D – Expanded Study Area Plan			28.08.25	Yes
DCO 6.18E	Appendix 18E – Site Waste Management and Materials Plan			28.08.25	Yes
DCO 6.19A	Appendix 19A – Climate Change Policy Review			28.08.25	Yes
DCO 6.19B	Appendix 19B – Greenhouse Gas Assessment			28.08.25	Yes
DCO 6.19C	Appendix 19C – Climate Change Risk Assessment			28.08.25	Yes
DCO 6.19D	Appendix 19D – Energy Report			28.08.25	Yes
DCO 6.19E	Appendix 19E - Carbon Management Plan			28.08.25	Yes
DCO 6.20A	Appendix 20A – Major Accidents and Disasters Long List			28.08.25	Yes
DCO 6.20B	Appendix 20B – ES Risk Record			28.08.25	Yes
DCO 6.20C	Appendix 20C – Management Strategy for Safeguarding of East Midlands Airport DCO only			28.08.25	Yes
DCO 6.21A	Appendix 21A – Identification of other development			28.08.25	Yes
DCO 6.21B	Appendix 21B – Assessment Matrix			28.08.25	Yes

APPENDIX 5

DOCUMENT HIERARCHY



= Existing controls in application documents



= To be approved under provisions of the DCO once in force

