East Midlands Gateway
Phase 2 (EMG2)

Document DCO 5.7 / MCO 5.7

Potential Main Issues for Examination (PMIE)

OCTOBER 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 Potential Main Issues for Examination (PMIE) document accompanies the applications made by SEGRO Properties Limited (DCO Applicant) and SEGRO (EMG) Limited (MCO Applicant) (together referred to as 'SEGRO' or 'the Applicants') relating to a second phase at East Midlands Gateway Logistics Park (EMG1) located to the north of East Midlands Airport.

1.2 EMG1 is a nationally significant infrastructure development being a Strategic Rail Freight Interchange 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.

1.3 The proposed second phase to EMG1 is referred to as 'East Midlands Gateway 2', 'EMG2', the 'EMG2 Project' or the 'Proposed Development'.

1.4 This PMIE has been prepared and submitted in compliance with the Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus[1] (the Prospectus) and Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ('the APFP Regulations') which states: "*The application must be accompanied by… any other documents considered necessary to support the application*".

1.5 The purpose of this PMIE is to provide the Examining Authority (ExA) with a summary of the issues the Applicants consider are likely to be raised by key stakeholders and interested parties. It has been informed by the responses received by the Applicants to both the statutory consultation and additional non-statutory consultation completed prior to submission of the applications for the EMG2 Project. Greater detail regarding the consultation activities completed and the responses received is provided in the separate Consultation Report (**Document DCO5.1/MCO 5.1**).

[1] Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus dated 16 May 2024 and updated on 30 June 2025.

2 Potential Main Issues for Examination

2.1 In accordance with the Prospectus, this PMIE is a short document, and the potential main issues are presented in a table at Appendix 1, which has been prepared using the template issued by the Planning Inspectorate.

2.2 The issues set out in Appendix 1 do not constitute a definitive list of matters raised during consultation nor do they represent a definitive list of issues. Rather the table identifies the main issues likely to be raised during the Examination period. The absence of an issue from that list does not preclude stakeholders or interested parties from raising further concerns during the examination process.

2.3 The table includes headings to differentiate between joint issues that apply to the DCO and MCO Application and those that apply to each application individually. The issues identified are also given a 'RAG', red, amber or green status to reflect the Applicants' view on how likely the issue is to be resolved before the end of the Examination.

2.4 It is anticipated that a number of the issues outlined in this PMIE may be resolved in the period between the submission of the DCO and MCO Applications and the Examination. Issues may be resolved once stakeholders have had an opportunity to review the relevant application material or through the development of statements of common ground. Resolution may also occur through the evolution of application documents, including the negotiation of ‘protective provisions’, where necessary. It is the Applicants' intention to continue to work with stakeholders after submission and throughout the Examination period to resolve issues wherever possible.

APPENDIX 1

PMIE TABLE

Ref	Description of issue	Affected stakeholder(s)	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during the Examination
DCO and MCO Issues					
Concurrent Applications					
DCO & MCO 1	The EMG2 Project comprises three elements including: 1. EMG2 Works Logistics and advanced manufacturing development pursuant to the section 35 Direction issued by the Secretary of State for Levelling Up, Housing and Communities; 2. Highways works a significant part of which comprise an NSIP under section 22 PA 2008; and 3. EMG1 Works to improve the handling efficiency and functionality of the existing EMG1 rail freight terminal and an additional warehouse at EMG1. The Applicants have taken advice on the best consenting approach and submitted two applications simultaneously for a Development Consent Order (DCO) for items 1 and 2 and a Material Change Order (MCO) for item 3 to amend the existing The East Midlands Gateway Rail Freight Interchange and Highway Order 2016 (SI 2016/17) (EMG1 DCO). The Applicants have liaised with the Planning Inspectorate (PINS) and the Secretaries of State for Transport and Housing Communities and Local Government prior to submission of both applications.	PINS, Key Stakeholders and Interested Parties	Consultation Report (**Document DCO 5.1/MCO 5.1**)		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 for both applications has been conducted simultaneously and additional details regarding the interaction between the Applicants and PINS, 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**). The Secretary of State for Transport has indicated an intention to act as the lead in determining both concurrent DCO and MCO applications. The Secretary of State is open to using the powers available to align the DCO and MCO examination, reporting and determination periods.
DCO Issues					
Principle of Development					
PD1	Local residents and a local community group, Protect Diseworth, has raised objections to the principle of the development.	Local residents, Long Whatton & Diseworth Parish Council and Protect Diseworth	Planning Statement (**Document DCO 5.4**) Industrial and Logistics Need Assessment (**Document DCO 5.5**) Details of consultation responses received in respect of the DCO are provided in the Consultation Report (**Document DCO 5.1**)		SEGRO has successfully delivered the first phase of the development at EMG1 and market demand in accessing the rail terminal and securing additional floorspace remains significant. The DCO Applicant identifies the supporting national policy position in the Planning Statement (**Document DCO 5.4**) and assesses the continuing need for industrial and logistics accommodation in the Industrial and Logistics Needs Assessment (**Document DCO 5.5**). The DCO Applicant considers the evidence provided is robust and persuasive but has marked this item amber in the circumstances where the position of local residents and the objection group is likely to be maintained.

Ref	Description of issue	Affected stakeholder(s)	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during the Examination
Compulsory Acquisition					
CP1	The DCO Applicant controls more than half of the EMG2 Main Site. Other land required for the DCO Scheme is within the public highway. The remaining land is in third party ownership. The DCO Applicant is in active discussions with the owners of those interests needed to deliver EMG2 that it does not control. This includes the Universities Superannuation Scheme (USS) in partnership with CVC Capital Partners (CVC) who own Moto Service Stations (Moto), The Manchester Airport Group ('MAG' - owners of East Midlands Airport) and Prologis Developments Limited, who is MAG's development partner and who control land to the north of Hyam's Lane.	Third party landowners including Moto, MAG and Prologis	Draft DCO (**Document DCO 3.1**) Statement of Reasons (**Document DCO 4.1**) Pre-Application Land and Rights Negotiations Tracker (**Document DCO 4.4**)		The DCO Applicant will continue to engage with landowners with a view to acquiring their interests. Evidence of that engagement is provided in the Pre-Application Land and Rights Negotiations Tracker (**Document DCO 4.4**). There is a significant risk that it will not be possible to secure all land interests required to deliver EMG2 in a timely manner or at all, and compulsory acquisition will be necessary. The DCO Application will demonstrate the benefits of EMG2 and sets out the Statement of Reasons provided in support of including compulsory acquisition powers within the DCO. Whilst desirable to resolve landownership issues before examination and determination, this matter is under active management and compulsory purchase powers are included in the submitted draft DCO (**Document DCO 3.1**).
Scale of development, visual impact and landscaping					
SVL1	Concerns were expressed in response to consultation about the visual impact of the development on the EMG2 Main Site on Diseworth and the lack of a sufficient buffer. A number of respondents were of the view that it is the wrong place/site in landscape/visual terms for this type of commercial development. Some acknowledged and welcomed the consideration that had gone into the design of the mounding and landscape buffering to Diseworth, and that this had improved by moving development further away during the design process to date, but others still felt it needed to move further to the east and away from Diseworth if it is to happen at all.	North West Leicestershire District Council, Long Whatton & Diseworth Parish Council, Protect Diseworth and local residents	ES Chapter 10 and supporting appendices (**Document DCO 6.10**) Details of consultation responses received in respect of the DCO are provided in the Consultation Report (**Document DCO 5.1**)		Since the inception of the proposed development, the DCO Applicant has, in response to comments received, adjusted the design of the mounding and landscape buffering to Diseworth by moving development further away and using the additional space created to deliver a community park, increasing the height of the bunding in certain locations and removing it in others to preserve openness. The landscape and visual impacts are fully assessed within the Environmental Statement Chapter 10 (**Document DCO 6.10**).
Drainage and flood risk					
DFR1	Concerns were raised during consultation as follows: • Whether EMG2 will make reports of flooding in the area worse; • Whether above ground drainage basins would be large enough or frequent enough to reduce flood risk; • EMG1 drainage basins have overtopped; • Existing surface water run off to properties on Clements Gate, Langley Close and Long Holden;	Local residents Long Whatton & Diseworth Flood Working Group	ES Chapter 13 and supporting appendices (**Document DCO 6.13**) Details of consultation responses received in respect of the DCO are provided in the Consultation Report (**Document DCO 5.1**)		The DCO Applicant has worked closely with the Environment Agency and lead local flood authority to develop its drainage strategy. The impact of the proposed development on flooding and drainage is fully assessed within the flood risk and drainage chapter in the Environmental Statement.

Ref	Description of issue	Affected stakeholder(s)	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during the Examination
	• Perception that very high groundwater, and other drainage basins, in the catchment area have led to increased ground water flooding to properties due to changes in local infiltration; • Existing problems with surface water flooding in storm events along the A453 EMG2 Main Site frontage.				
Highways and Transport					
HT1	Concerns were raised during consultation as follows: • Traffic modelling; • Cumulative impacts; and • Scope and scale of mitigation.	Transport Working Group (TWG) including National Highways and Leicestershire County Council Representative bodies including Long Whatton & Diseworth Parish Council, Protect Diseworth and Local Residents	ES Chapter 6 and supporting appendices (**Document DCO 6.6**) Appendix A Transport Assessment (**Document DCO 6.6A**) Draft Protective Provisions in Schedule 13 of the draft DCO (**Document DCO 3.1**) Details of consultation responses received in respect of the DCO are provided in the Consultation Report (**Document DCO 5.1**)		The DCO Applicant has worked with the TWG throughout the development of the scheme and has prepared its assessments using the modelled outcomes. The DCO Applicant has also reviewed the results of the modelling with the TWG's appointed external advisors. The approach to the use of the model and outputs is regularly discussed at meetings of the TWG. The traffic mitigation proposals have been verified by the modelling data prior to submission and are in the DCO Applicant's view appropriate to mitigate the impact of the DCO Scheme. The mitigation has not yet received full approval by the members of the TWG.
HT2	Local residents and Protect Diseworth have raised concerns about parking (including by HGV traffic from EMG2) exacerbating existing parking issues in Diseworth.	Protect Diseworth and Local Residents	Details of consultation responses received in respect of the DCO are provided in the Consultation Report (**Document DCO 5.1**) Requirement 29 of the Draft DCO (**Document DCO 3.1**)		The proposals for EMG2 will include adequate on-site parking for employees and a dedicated HGV lorry parking area for use by EMG2 HGVs. In response to the concerns raised, the proposals have been amended to limit vehicle access and parking at Hyam's Lane and Long Holden to minimise and dissuade indiscriminate parking.
MCO Issues					
PD1	Local residents have raised objections to the principle of the development of Plot 16.	Local residents and Kegworth Parish Council	Planning Statement (**Document MCO 5.4**) Industrial and Logistics Need Assessment (**Document MCO 5.5**) Environmental Statement Chapters 5, 10 and 13 (**Documents MCO 6.5, MCO 6.10 and MCO 6.13**) Details of consultation responses received in respect of the DCO are provided in the Consultation Report (**Document MCO 5.1**)		The MCO Applicant has successfully delivered the first phase of the development at EMG1 and market demand in accessing the rail terminal and securing additional floorspace remains significant. The MCO Applicant identifies the supporting national policy position in the Planning Statement and assesses the continuing need for industrial and logistics accommodation in the Industrial and Logistics Needs Assessment. The MCO Applicant considers the evidence provided is robust and persuasive but has marked this item amber in the circumstances where the position of local residents is likely to be maintained.

Ref	Description of issue	Affected stakeholder(s)	Signposting (to application evidence)	RAG	Likelihood of the issue being resolved during the Examination
Scale of development, visual impact and landscaping					
SVL1	Local residents have raised objections to the visual impacts of the development including: • The visual impact of Plot 16 and the scope and scale of bunding mitigation; • The increased height of the gantry cranes; • The reduction of “green areas” within EMG1; and • The impact on drainage.	Local residents	ES Chapter 10 and supporting appendices (**Document MCO 6.10**) Details of consultation responses received in respect of the DCO are provided in the Consultation Report (**Document MCO 5.1**)		The landscape and visual impacts are fully assessed within the Environmental Statement Chapter 10 (**Document MCO 6.10**).