

Document DCO 5.4 and MCO 5.4

Planning Statement

July 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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July 2025

1. Introduction

- 1.1. This Statement has been prepared to accompany applications made by SEGRO Properties Ltd and SEGRO (EMG) Ltd. (referred to here as ‘SEGRO’ or the ‘Applicant’), relating to a second phase of its East Midlands Gateway Logistics Park (‘EMG1’). This proposed second phase to EMG1 is known as East Midlands Gateway 2 (referred to as ‘EMG2’). The terms in this statement are based on the glossary contained in Appendix 1A of the Environmental Statement (Document DCO 6.1A/MCO 6.1A)
- 1.2. 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). Later sections of this Statement provide further detail about the physical and policy context for the proposals, but in brief EMG1 forms one of several strategic elements which specifically explain the origins and justification for the EMG2 Project. EMG1 is now substantially complete, with the terminal fully operational, and all development plots either operational or subject to ongoing final construction. Market demand and interest in both accessing the rail terminal, but also in securing additional floorspace, remains significant. National policies seek to increase the shift of freight from road to rail, and to support the further growth of the logistics and distribution sector as part of efficient, high-quality supply chains which benefit the UK economy.
- 1.3. The area in which EMG1 and the EMG2 Main Site are located is at a nexus of national infrastructure networks and of strategically significant economic activity, with more sites committed or planned, and regional and local policies and strategies recognise the strength of the opportunity for more growth in this area. Parts of EMG1 and the entire EMG2 Main Site are located within the East Midlands Freeport which was designated specifically to drive forward further growth and development in support of national and regional economic trade and development. The EMG2 proposals would directly respond to this strategic policy context, as set out in later sections of this Planning Statement.
- 1.4. The EMG2 Project in brief comprises three main components, and these are being made under two concurrent applications (as required by the relevant regulations) – this is set out in the Table below:

Main Component	Details	Works Nos.
DCO Application/DCO Scheme ¹		

¹ The Applicant for the DCO Application is ‘SEGRO Properties Ltd’.

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. 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. DCO Works Nos. 20 and 21 as described in the draft DCO.
Highway Works	Works to the highway network: the A453 EMG2 access junction works; significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements) and works to the wider highway network including active travel works.	DCO Works Nos. 6 to 19 as described in the draft DCO.
MCO Application/MCO Scheme²		
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 access works.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO.

- 1.5. The three components above are collectively referred to in this Statement as ‘the proposed development’. Section 3 of this Planning Statement provides a more detailed description of these components.
- 1.6. As set out by the structure of the above Table, the two concurrent applications for the different component parts of the proposed development comprise of:
- an application for a **Development Consent Order** (referred to as **the DCO Application**) for the EMG2 Works and the Highways Works. Of note, some of the Highway Works qualify as a Nationally Significant Infrastructure Project (NSIP) in their own right, and
 - an application for a **material change** to the existing EMG1 DCO (referred to as the Material Change, or **MCO Application**) for the EMG1 Works.
- 1.7. In addition to this Planning Statement, the DCO application is supported by a suite of supporting information as set out within the submitted Document List (Doc DCO1.4/MCO 1.4). The core documents are:
- Application form;

² The Applicant for the MCO Application is ‘SEGRO (EMG) Ltd’

- Development Consent Order (and Explanatory Memorandum);
- Application drawing package prepared by UMC, FPCR, BWB and TerraQuest;
- Design Approach Document (DAD), which includes a Design Code;
- Environmental Statement (ES), including associated Technical Appendices and Non-Technical Summary. This covers an extensive range of technical assessments relating to: socio-economic, transport, noise and vibration, air quality, ecology, landscape and visual, lighting, cultural heritage, flood risk and drainage, ground conditions, agriculture and soils, utilities, population and human health, materials and waste, energy and climate change, and major accidents and disasters; and
- Consultation Report.

1.8. The Material Change Application is supported by the following documents that are only relevant to that application:

- Application letter;
- A Statement identifying which elements of the original EMG1 application remains correct and relevant (Doc MCO 1.7).
- Material Change Order (and Explanatory Memorandum);
- Application drawing package prepared by UMC, FPCR, BWB and TerraQuest;

1.9. Notwithstanding this differentiation in terms of applications under the required consenting regimes, given the integrated nature of the proposed development, a number of the supporting documents cover both the DCO application and the MCO application, including:

- Design Approach Document
- Environmental Statement

1.10. In addition, a Consultation Report will be formally submitted as required for the DCO, and as consultation was undertaken on all aspects the report in fact deals with consultation on both applications.

1.11. This Planning Statement describes the land and surroundings for the proposed development at Section 2, and the proposed development itself at Section 3. Section 4 then provides a summary of the relevant policy and other material considerations. This is accompanied by a policy compliance statement provided at Appendix 1 which will form part of the final Planning Statement. Section 5 then considers the principle of the proposed development against

relevant policies and other material considerations including with reference to the technical assessment work undertaken. Finally, Section 6 provides a summary and sets out the conclusions of the planning assessment and the planning balance.

Glossary

- 1.12. Some of the key terms used throughout this Statement (and other parts of the applications) are set out below, including cross-reference to other submitted plans and documents where relevant):

Term	Meaning
Community Park	The community park as shown cross hatched green on the Components Plan (Document DCO 2.7 and MCO 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.
DCO Application	The application for the DCO Scheme.
DCO Scheme	The development to be permitted by the DCO Application comprising the EMG2 Works and the Highway Works.
draft DCO	The draft development consent order (DCO) submitted with the DCO Application.
draft MCO	The draft material change order submitted with the MCO Application.
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 and other works and more particularly described as Work Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO.

EMG2 Works	The main site at EMG2 as shown hatched red on the Components Plan (Document DCO 2.7) comprising logistics and advanced manufacturing development more particularly described as Work Nos. 1 to 5 in Schedule 1 of the draft DCO, together with the Community Park (identified as Works No. 21 in Schedule 1 of the draft DCO) and an upgrade to the EMG1 substation (identified as Works No. 20 in Schedule 1 of 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 more particularly described as Work Nos. 1 to 5 in Schedule 1 of the draft DCO.
East Midlands Gateway 2 or EMG2 or EMG2 Project	Together the DCO Scheme and the MCO Scheme.
Highways Works	The highway works required to enable development of the EMG2 Works including the J24 Improvements, the EMG2 Access Works, the EMG1 Access Improvements, the Hyam's Lane Works and the Active Travel Link as more particularly described in Works Nos. 6 to 19 in Schedule 1 of the draft DCO.
MCO	A material change order (MCO).
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.
NSIP	Nationally Significant Infrastructure Project, as introduced and defined by the Planning Act 2008.
Plot 16	That part of the EMG1 Works comprising warehousing development to be provided as part of the EMG1 Works as described in Works No. 3A of the draft MCO.

2. Description of Site and Surroundings

- 2.1. The proposed development is located in the district of North West Leicestershire on land close to (East Midlands Airport (EMA) and the M1 motorway (junctions 23A ('J23A') and 24 ('J24')). As referred to briefly in Section 1 of this Statement, there are three components which form the proposed development, which include the **EMG2 Main Site** and Community Park situated south of the airport together with land required for associated **Highway Works** to the east and north of EMA along the M1 corridor. It also includes land to the north of EMA within EMG1 to accommodate **the EMG1 Works**. The boundary of these areas is identified on the Location Plans (Order Limits) (Documents DCO 2.1 and MCO 2.1).
- 2.2. The component parts of the proposed development are identified on the Components of the Proposed Development plan (Document DCO 2.7 and MCO 2.7) and are described in further detail below.

The EMG2 Main Site and Community Park

- 2.3. The EMG2 Main Site comprises land immediately south of EMA and to the east of the village of Diseworth. It is located immediately west/north-west of J23A of the M1 motorway and approximately 3km south of J24. This part of the site falls within the 'East Midlands Airport and Gateway Industrial Cluster' (EMAGIC) site, which forms part of the East Midlands Freeport designated by the Government in 2022.
- 2.4. The EMG2 Main Site and Community Park extend to approximately 101.9ha in total and currently comprise undeveloped, predominantly arable, land with hedgerows and trees dividing the various field parcels. The topography is generally sloping towards the south and overall has a significant fall of approximately 35m from its north eastern boundary to its south eastern boundary. An unclassified single-track road with an unbound gravel surface, known as Hyam's Lane, dissects the Main Site from south-west to north-east. It is bound by hedgerows to both sides. A public right of way (footpath references L45/L46) generally follows the route of Hyam's Lane. There are overhead power cables crossing the western fields in a north to south direction and there is also a drain to the south-east.
- 2.5. The EMG2 Main Site is bound to the north by Ashby Road (A453) with EMA beyond. Donington Park motorway services and a small copse of trees is located immediately adjacent to the north-east. Wooded areas and an area of mixed scrub surround the services and boundary to the east. To the south-east lies the A42 and the M1, parts of the strategic road network. To the south is Long Holden, another unclassified road which stops at the A42 boundary to the east. To the south-west is the village of Diseworth. The historic core of

Diseworth is designated as a conservation area and includes individually listed buildings.

- 2.6. The surrounding context to the EMG2 Main Site and Community Park is heavily influenced to the north and east by the existing commercial development including the Airport and associated infrastructure, the motorway services and Pegasus Business Park. To the south and east the context is more rural except for the urbanising influence of the A42 to the south-east.

Land for the Highways Works

- 2.7. The principal areas of land required for the Highways Works are:
- along a section of the M1 motorway northbound between J23a and J24, alongside the northbound off-slip to J24 and alongside the A50 where it joins with J24. This section of the M1 comprises a dual four lane carriageway with hard shoulders and a central reservation with crash barriers, and adjoining areas of existing landscaping.
 - widening the A50 eastbound link to J24, to the east of the M1 southbound, from two lanes to three lanes.
- 2.8. Other areas of land required for the **Highway Works** are areas of existing highway along the A453. This includes areas of land at the entrance to EMA, areas where the proposed access to the EMG2 Main Site will be formed, land at Finger Farm roundabout, land alongside the A453 between the EMG2 Main Site and EMG1, and land at the existing entrance to EMG1.
- 2.9. Further areas of land for works relating to rights of way and other access routes include the route of Long Holden to the south of the EMG2 Main Site, sections of Hyam's Lane, together with the route of Footpath L57 to the east of EMG1.

Land for the EMG1 Works

- 2.10. As described above, the proposed development includes land within parts of the original EMG1 site. Specifically it includes:
- Operational land within the rail freight terminal where higher gantry cranes are proposed than those already permitted (but yet to be constructed) under the EMG1 DCO;
 - An area of open ground adjoining the rail freight terminal which was utilised during the construction of EMG1 for temporary surface water storage ponds whilst drainage works were completed. These became redundant once the drainage works were completed and have been removed. This area of land extends to 6.08 ha and is currently unused. It is referred to as **Plot 16**;

- Operational land and small areas of landscaping within and adjacent to the existing public transport interchange and site management building at the **EMG1** site entrance; and
- Existing highway land where the access to EMG1 will be improved.
- Operational land and small areas of landscaping within and adjacent to the existing public transport interchange and site management building at the EMG1 site entrance, together with a small strip of amenity grass along the internal access road to Plot 16.

2.11. As described in Section 3, the DCO Application includes a small pocket of land (with an area of 1,576 sq.m) within the existing EMG1 site which is presently occupied by an electricity sub-station compound and adjoining amenity grassland.

3. Development Proposals

- 3.1. This section sets out the development proposals in further detail. The description of the proposed development set out in this section should be read alongside the submitted Parameters Plans (Documents DCO 2.5 and MCO 2.5).

Description of the Proposed Development

- 3.2. SEGRO is proposing EMG2 as a second phase of its East Midlands Gateway Logistics Park (EMG1) which is a Strategic Rail Freight Interchange (SRFI) located to the north of East Midlands Airport.
- 3.3. As summarised in the introduction to this Planning Statement, the EMG2 Project comprises the following components:

Main Component	Details	Works Nos.
DCO Application/DCO Scheme³		
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.	DCO Works Nos. 1 to 5 as described in the draft DCO.
	Together with an upgrade to the EMG1 electricity substation and provision of a community park.	DCO Works Nos. 20 and 21 as described in the draft DCO.
Highway Works	Works to the highway network: the A453 EMG2 access junction works; significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements) and works to the wider highway network including active travel works.	DCO Works Nos. 6 to 19 as described in the draft DCO.
MCO Application/MCO Scheme⁴		
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 access works.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO.

³ The Applicant for the DCO Application is 'SEGRO Properties Ltd'.

⁴ The Applicant for the MCO Application is 'SEGRO (EMG) Ltd'

- 3.4. The following sections describe these various components in further detail.

EMG2 Works and Highway Works (Applied for via the DCO Application)

EMG2 Works

- 3.5. The EMG2 Works comprise the proposed employment development within the EMG2 Main Site to deliver a multi-unit logistics and advanced manufacturing development with supporting and collocated office and other ancillary functions⁵.
- 3.6. As a strategic site located in a Freeport, the expectation is that the development will deliver a range of buildings in these uses, potentially including large-scale buildings. However, in order to respond to occupier demand and the evolving requirements of the industrial and logistic sector, it is essential that flexibility is built into the proposals. Accordingly, the principles of the 'Rochdale Envelope' approach have been followed. Put simply, using the 'Rochdale Envelope' means defining the parameters within which the construction and operation of the proposed development would be undertaken, as opposed to a detailed design. This then ensures a balance between clarity and certainty for the local community, other interested parties, the decision-makers, and a clear focus for the Environmental Impact Assessment process. However, crucially it also ensures flexibility to accommodate a range of occupier requirements, once confirmed, regarding individual building footprints and plot layouts.
- 3.7. The Parameters Plan EMG2 Main Site and Community Park (Document DCO 2.5) establishes the following key parameters and development uses within the EMG2 Main Site – where relevant, reference is made to the DCO 'Works' references for various discrete components of the DCO application:
- A maximum of 300,000 sq.m. of floorspace (GIA) overall, with an additional allowance of 200,000 sq.m. in the form of internal mezzanines across the site (to be used only for purposes relating to the building's primary use). The development will primarily comprise logistics buildings with up to 20% of the floorspace capable of being used for advanced manufacturing, with an intended occupier being Maersk (referred to further below) (DCO, Works No. 1);
 - A series of Development Zones to the north and south of Hyam's Lane where new buildings are proposed to be located together with supporting infrastructure (DCO, Works No. 1);

⁵ With regard to standard planning uses classes this equates to distribution warehousing (Use Class B8), and up to 20% of the proposed floorspace as advanced manufacturing development (Use Class B2). The Transport Assessment has been undertaken on this basis.

- A fixed, maximum amount of floorspace for each Development Zone and a min. and max. range of units which can be erected within each zone (see **Table 3.1**) (DCO, Works No. 1);
 - Maximum external building heights for each Development Zone to ensure the overall height of the development is fixed (see **Table 3.1**) (DCO, Works No. 1);
 - Vehicular access from the A453 via a new arm off the Hunter Road roundabout with a possible alternative principal access (new roundabout) further to the west along the A453 (DCO, Works No. 6);
 - A bus interchange terminal at the site entrance which replicates and builds upon the successful sustainable travel strategy for the EMG1 site and enables high-quality bus services to connect EMG1 and EMG2 (DCO, Works No. 3);
 - A secure, dedicated, HGV parking area (of approximately 95 spaces) to meet the needs of HGVs visiting the EMG2 Main Site or EMG1 (DCO, Works No. 4);
 - Structural landscaping areas and buffers including new and retained landscaped features. This includes a significant landscaped earthwork mound on the western and southern part of the site. The landscape areas would include SuDS features (DCO, Works No. 5) – the overall landscaping includes a new Community Park located to the west of the EMG2 Main Site (DCO, Works No. 21).
 - Provision of a new estate road serving the Development Zones. ‘Limits of deviation’ are identified on the Parameters Plan providing a degree of flexibility for the eventual detailed layout and alignment of this road, whilst still providing an appropriate level of certainty regarding its positioning. A zone is also identified where the estate road will cross Hyam’s Lane (DCO, Works No. 6);
 - Retention of Hyam’s Lane with its surface upgraded to provide enhanced pedestrian/cycle connectivity through the EMG2 Main Site (DCO, Works No. 7); and
- 3.8. In addition to the above, the EMG2 Works include an upgrade to an existing EMG1 substation on the current EMG1 site (i.e. remote from the EMG2 Main Site itself). The various elements and components described above are captured within various discrete ‘DCO Works’ defined within the DCO (Document DCO 3.1), and summarised in Chapter 3 of the ES.
- 3.9. The schedule of development for the EMG2 Main Site is further explained in Table 3.1 below.

Table 3.1 Main Site Development Parameters

Zon e	Range of Units	Max Floorspace (GIA sq.m.)	Finished Floor Level (m AOD) - allowable deviation +/- 1.5m	Max Ridge Height (metres above ordnance Datum)
1	1 to 2	75,000	67.25	91.25
2	1 to 4	20,000	70.60	88.60
3	1 to 4	60,000	79.40	103.40
4	1 to 2	45,000	76.05	94.05
5	1 to 4	75,000	84.20	102.20
6	1 to 4	40,000	88.00	106.00
7	1 to 4	5,000	89.50	96.50
Maximum Total Floorspace*		300,000		
<p>*This total floor space is the maximum floor space (excluding mezzanine space) that will be developed across Zones 1-7 notwithstanding that the maximum floor space stated for each Zone combined would exceed this figure i.e. it is the overall floor space cap for Zones 1-7 excluding mezzanine floor space. In addition to this total floor space figure, up to 200,000 sq.m. of floor space can be provided in the form of internal mezzanine floor space to units within the development.</p>				
<p>Notes: Maximum Buildings heights exclude any associated fire escape stairwells or key clamp roof top handrails etc and are fixed by the maximum ridge height in metres above ordnance datum compared to the finished floor levels. The finished floor levels shown in the table above can vary 1.5m up or down. For example, if the finished floor levels are constructed at the level shown in the table without variation the maximum building heights in Zones 2, 4, 5 and 6 would be 18m and in zones 1 and 3 would be 24m being the difference between the maximum ridge height specified in the fifth column of the table and the finished floor level in the fourth column of the table.</p>				
<p>In addition to the limits set out in the schedule above the following units and floor space are permitted:</p> <ul style="list-style-type: none"> - Bus terminal and office within Zone 6: 1-2 buildings up to 500 sq.m - HGV parking and amenity building within Zone 7: 1-2 buildings up to 500 sq.m 				

- 3.10. In relation to building heights, the parameters indicate maximum buildings heights of 24m within Zones 1 and 3 (furthest away from Diseworth) and 18m building heights within Development Zones 2, and 4-6. These may change in circumstances where finished floor levels are lowered but overall the highest points of any buildings (the actual Ordnance Datum) would not exceed the parameters identified in Table 3.1.

Design Approach

- 3.11. Whilst the application does not seek approval for a layout or design detail, an Illustrative Masterplan for the EMG2 Main Site is submitted as part of the application (Document DCO 2.6). This illustrates how the EMG2 Main Site could be developed in accordance with the Parameters Plan to appropriately respond to the site conditions and requirements of future occupiers, and is submitted to

aid the understanding of interested parties and the community.

- 3.12. A Design Approach Document (Document DCO 5.3) has also been prepared as part of the application. It describes the evolution of the proposals in response to the site's characteristics and constraints, and some of the key considerations and issues which have shaped the emerging proposals and parameters. It also sets out the key design principles that will guide detailed proposals for individual buildings when they come forward for subsequent approval, and will ensure consistency in approach in the design and appearance of buildings and site infrastructure.
- 3.13. One of SEGRO's strategic priorities, as part of its Responsible SEGRO framework, is "*Championing Low Carbon Growth*". Emissions associated with the construction phase of both the proposed buildings and infrastructure will be reduced where practicable through low carbon procurement (i.e. using lower embodied carbon materials such as recycled steel, and cement substitutes) and encouraging low carbon construction practices.
- 3.14. Buildings will also be designed such that they have the ability for occupiers to be net zero in operation. This will be achieved through wide ranging energy efficiency initiatives including targeting an Energy Performance Certificate (EPC) rating of Band 'A' and a minimum of BREEAM 'Outstanding' as part of SEGRO base build specification and on-site installation of solar PV generating renewable energy for occupiers.
- 3.15. Part of the EMG2 Main Site is intended to accommodate a new HQ operation for Maersk. This is described in more detail later on in this Chapter.

Strategic Landscaping and Community Park

- 3.16. As referred to in the overview of the EMG2 Works above (paragraph 3.7), the proposals for the EMG2 Main Site include provision of significant areas of landscaping and tree planting to supplement existing retained boundary trees and hedges as part of the mitigation of visual and landscape effects. The landscape strategy is fully integrated into the earthworks strategy which will create substantial landscape bunds, particularly around the western edge of the site, and along the A453 and Long Holden. These bunds form a significant component of the visual mitigation measures proposed to limit outside views into the EMG2 Main Site, and would be planted with trees and other vegetation as part of a comprehensive landscaping strategy (aligned with the strategy to deliver biodiversity net gain). This strategy will ensure the establishment of a strong and cohesive landscape and open space framework around the EMG2 Main Site.
- 3.17. An integral part of this strategy is the proposal that the 4 field parcels closest to Diseworth (which extend to approximately 14.3ha) will remain open and reserved for informal public access as a Community Park area incorporating biodiversity

enhancements and surface water drainage attenuation as shown on the Community Park Plan (Document DCO 2.16).

- 3.18. A key principle of the design of all landscaped areas will be habitat biodiversity which will contribute towards an overall Scheme post-development habitat gain of 10% against the pre-development baseline position.

Strategic Drainage Proposals

- 3.19. A surface water drainage strategy for the EMG2 Main Site and Community Park has been developed to ensure that surface water run-off generated by the proposed development is dealt with in a sustainable manner in accordance with local and national standards. The drainage strategy has been designed to intercept and store rainwater before discharging it to the local watercourse in the south east corner of the site at a runoff rate that will be agreed with the drainage authorities. This will require the installation of a series of attenuation basins and swales along the western and southern boundaries to store and treat surface water run-off from the development.
- 3.20. This strategic drainage infrastructure will be installed as the earthworks progress. Additional treatment facilities, such as on-plot attenuation basins, will be provided as each development zone is brought forward and will connect into the strategic drainage infrastructure. Full details of the drainage strategy is provided in the submitted Flood Risk Assessment and Drainage Strategy provided as part of the ES. This identifies that in larger storm events the proposals will represent a reduction in runoff, thereby providing a reduction (a betterment) in downstream flood risk.

Bus Terminal

- 3.21. A purpose-built bus terminal within Zone 6 in the north-east of the EMG2 Main Site, close to the proposed site access as indicated on the Parameters Plan (DCO, Work No. 3). The location of the interchange has emerged following discussions with the key local bus operators and the EMG2 Transport Working Group and allows for the interception of existing bus services travelling both along the A453 and via Pegasus Park.

HGV parking

- 3.22. As shown on the Parameters Plan, the proposals include the provision of an HGV parking area within Zone 7 (of approximately 95 spaces) of the EMG2 Main Site which will also include the construction of an amenity building for HGV drivers (DCO, Work No. 4). This is provided to ensure the development meet the needs of HGVs visiting the EMG2 Main Site.

Substation Upgrade

- 3.23. An existing sub-station located within EMG1 is proposed to be upgraded (DCO, Works No. 20) to accommodate a 3rd circuit and increase capacity of the sub-station to 33kV in order to meet the power requirements at the EMG2 Main Site. This will require a new switch room and switchgear which will be housed within an extended substation compound.

The Highway Works

- 3.24. A package of highways works is proposed including new site access to the EMG2 Main Site, substantial improvements around J24 of the M1 as well as more minor works on the local highways network and pedestrian/cycle route enhancements. Some elements of the proposed Highways Works are considered to meet the definition of an NSIP in their own right and the full extent of the highway works are shown on the Highways Plans (Document DCO 2.8) and the Components Plan (Document DCO 2.7).
- 3.25. The Highway Works comprises numerous elements, as follows (including reference to the specific DCO Works as included in the application):
- The proposed improvement works at M1 junction 24 (Works No. 8-12 and 16 as described in Schedule 1 of the draft DCO) comprise the following elements:
 - Construction of a new free-flow link road from the M1 northbound at J24 to provide a direct link to the A50 westbound, which will cross over the A453, and will include the A50 westbound merge alterations;
 - Widening of the A50 eastbound link at J24 and other related works and traffic management measures in this location;
 - Signing and lining amendments on the J24 roundabout itself and the A453 northbound approach;
 - Provision of new M1 northbound exit to the A50 and associated gantry/signage improvements on the M1; and
 - Proposed changes to the signage on the M1 northbound to sign the A50 via the new M1 J24 link road rather than via J23A as at present.
 - The EMG1 access improvements (Works No. 13 as described in Schedule 1 of the draft DCO) comprise widening at the EMG1 roundabout to increase junction capacity.
 - A range of measures are proposed to maximise sustainable transport opportunities as further set out in the Sustainable Travel Strategy and Framework Travel Plan (Document DCO 6.6E/MCO6.6E). This includes

the following works (Works No. 14-15 and 19 as described in Schedule 1 of the draft DCO) :

- A new toucan crossing point for pedestrians and cyclists to safely cross the A453 from the EMG2 Main Site, unlocking connections to EMG1, Kegworth and beyond;
- A new shared use cycle track (the Active Travel Link) to the north of the new toucan crossing alongside the A453 up to EMG1 connecting EMG1 and EMG2 Main Site for pedestrians and cyclists and providing an improved route for cyclists in the wider area such as between Kegworth and East Midlands Airport;
- A new shared use cycle track from the EMG2 Main Site bus interchange to the proposed A453 toucan crossing;
- Provision of signage at the junction of Hyam's Lane with Grimes Gate and resurfacing works along Hyam's Lane to provide a shared use cycle track;
- A new uncontrolled crossing of the A453 at the East Midland Airport signalised access junction to facilitate improved pedestrian access;
- A footpath connection between the A453 and the EMG2 Main Site;
- Improvements to EMG1 access junction to incorporate a signalised crossing for access from EMG1 to the bus interchange;
- Improvement works to PROW L57 to the west of EMG1 between Diseworth Lane and the edge of Castle Donington at Eastway to upgrade this route to cycle track standards.
- Works to connect Long Holden to the new public rights of way constructed within the main site, control access and remove redundant field accesses (Works No. 17). Further information on the proposed changes to the rights of way is provided below.
- Works to A42/A453 Finger Farm roundabout (Works No. 18) comprise widening to the A453 westbound exit and the provision of new and replacement signage.

3.26. 'Limits of deviation' are identified for some elements of the highway works to provide some flexibility within the Order Limits to vary the precise alignment of the highway works at the time of detailed working drawings being approved post consent.

3.27. The EMG2 package of strategic highways improvements form an integral part of an emerging strategic highways solution to existing challenges and problems around junction 24 of the M1. The process to devise and assess a wider package of strategic highways improvements is the product of collaborative working between the private and public sectors to remove the recognised restricted

capacity at junction 24 which would otherwise inhibit proposals to deliver major economic, housing and energy development across the region. SEGRO has worked collectively with the promoters of other nearby strategic developments to deliver the East Midlands Growth Point in response to this widely acknowledged constraint. The proposed emerging strategic highways solution is potentially transformative in terms of unlocking housing and employment growth for the East Midlands. In summary, the EMG2 specific highways scheme and mitigation is entirely supportive of, and consistent with the emerging draft wider proposals around junction 24 but is not reliant upon those coming forward. The approach utilises complementary works packages capable of being delivered by individual promoters of nearby development sites. The proposed Highways Works which form part of EMG2 form one of these complementary packages which alone would mitigate the impact of the EMG2 scheme on the highway network, but would deliver further benefits to enable and support additional development whilst minimising disruption to future road users.

Public Rights of Way

- 3.28. In addition to the Active Travel works listed above, the proposals incorporate significant extended public access routes and improved pedestrian and cycle connectivity from the EMG2 Main Site to the surrounding areas, particularly to and from Diseworth, to the Airport and EMG1. Full details are provided in the submitted Sustainable Transport Strategy (Appended to the Transport Assessment (Document DCO 6.6A/MCO 6.6A)) and shown on the Access and Rights of Way Plan (Document DCO 2.4).
- 3.29. In summary the rights of way works are:
- The existing Public Right of Way (PROW L45/L46) that follows the southern boundary of Hyam's Lane will become integrated into the upgraded Hyam's Lane (see Highway Works above);
 - A new footpath from the western end of Hyam's Lane and PROW L45/L46 northwards through the proposed community park connecting to the A453 Ashby Road by the Airport entrance junction via the western edge of the EMG2 Main Site. This will link to the A453/EMA junction uncontrolled crossing. Currently there is no off road pedestrian access for this route;
 - A new bridleway from the western end of Hyam's Lane and PROW L45 southwards through the proposed Community Park connecting to Long Holden and PROW L48. Connecting these two PROWs will create a valuable new publicly accessible route all the way from PROW L48 to the airport and will create a loop for use by equestrians;
 - A new footpath from the eastern end of Hyam's Lane, and PROW L45 southwards connecting to Long Holden via the eastern edge of the EMG2

Main Site, creating a further valuable new publicly accessible route and a circular walk around the southern part of the EMG2 Main Site, and

- Restricting access to Long Holden by changing its status from an all-purpose highway to a bridleway which more accurately reflects its character and will allow access to be controlled.

The EMG1 Works (The MCO Application)

- 3.30. EMG1 Works (Applied for via the MCO Application) comprises changes within EMG1 including the construction of additional warehousing, works to the existing rail-freight terminal and improvements to the public transport interchange and site management building. The proposed development is defined in the draft MCO (**Document MCO3.1**) and is shown on the MCO Works Plan (**Document MCO 2.3**).
- 3.31. It is proposed to direct surface water runoff from the EMG1 Works to the Lockington Brook, via the existing EMG1 surface water drainage infrastructure.
- 3.32. The EMG1 Works include the elements set out in the paragraphs below.

'Plot 16'

- 3.33. The EMG1 Works include provision of a maximum of 26,500 sq.m. (approximately 285,000 sq.ft.) (GIA) of additional warehousing on Plot 16 which lies adjacent to the rail freight terminal, with an additional 3,500 sq.m. allowance in the form of internal mezzanine space. The plot would be accessed from the existing road which serves the EMG1 rail terminal.
- 3.34. The proposals for Plot 16 assume the construction of 1 or 2 buildings with a maximum building height of 18m to ridge. This assumes the maximum finished floor level will be 53m AOD and a maximum building height of 71m AOD. As with the EMG2 Main Site, actual building heights might be higher than 18m should finished floor levels reduce in height.

Alterations to existing rail-freight terminal

- 3.35. The works would increase the maximum permitted height of gantry cranes at the rail freight interchange by 4m, to 24m overall. At present the terminal uses mobile reach stacker cranes but the EMG1 DCO permitted installation of gantry cranes up to 20m. These however would not be sufficient to stack containers at the heights (15m) that have since been permitted and implemented at the terminal through subsequent approvals⁶. Therefore approval is sought to install gantry cranes up to 24m which would provide additional operational efficiency to the

⁶ Granted under the Town and Country Planning Act (NWLDC App Ref: 18/01527/FULM)

terminal.

Expansion of Management Suite

- 3.36. The proposals include an extension to the existing EMG1 Management Suite to cater for the additional demand on these facilities resulting from the Scheme. This would include additional break-out space and meeting rooms. The proposed extension will be up to 500 sq.m. in floorspace and will be accommodated in a building up to 7m high (to ridge). Additional car parking spaces will be provided within the car park that currently serves the management suite.

Enhancements to the EMG1 Public Transport Interchange

- 3.37. Improvements are proposed by way of the installation of EV charging infrastructure for buses and provision of a drop-off layby adjacent to the transport hub to enhance its ability to support sustainable travel initiatives.

EMG2 Project in Operation

- 3.38. SEGRO will operate the EMG2 Main Site as a fully integrated extension of EMG1 with shared operational management and ownership. SEGRO will own both sites and will manage them as a single entity as further explained in this section.
- 3.39. The existing SEGRO EMG1 Management Company will be expanded to fully incorporate the new operations at Plot 16 and on the EMG2 Main Site. SEGRO will therefore be responsible for the maintenance of the internal estate roads, landscape areas, footpaths/cycleways and community public open space proposed on the EMG2 Main Site and the Community Park which will all be integrated and managed as a single entity with the existing EMG1 common areas.
- 3.40. The EMG1 Rail Freight Terminal will serve both EMG1 occupiers and new occupiers on the EMG2 Main Site and Plot 16, as well as continuing to serve occupiers based nearby but outside of EMG1 or EMG2 in its function as an 'inland port'.
- 3.41. The existing EMG1 Sustainable Transport Working Group will be expanded to fully incorporate the new occupiers on Plot 16 and on the EMG2 Main Site. The highly successful transport strategy on EMG1 has delivered a nationally recognised exemplar scheme which has far exceeded all targets and is currently achieving single use employee car patronage to EMG1 as low as 56%.
- 3.42. A central part of the sustainable transport strategy for the EMG2 Main Site will be a Gateway Shuttle Bus service. This will be free for all site employees providing a highly sustainable and affordable alternative to single occupancy car travel, replicating a similar service operated at EMG1. It will operate by providing a 'last

mile' service for employees with links from their workplaces to existing local bus operator services through a dedicated on-site interchange at the site entrance. Using state of the art fully electric shuttle buses, patronage at EMG1 has to date far exceeded expectations, with some 4,800 trips per week achieved in 2023. The EMG2 shuttle service will be co-ordinated through an expanded Sustainable Transport Working Group already in operation at EMG1. This ensures that through close cooperation between all parties, bus services operate throughout the day to support the shift patterns of the businesses. Full details of the Sustainable Transport Strategy for EMG2 are provided in Appendix 6E of the ES (Document DCO 6.6E/MCO 6.6E).

- 3.43. As referred to above in the description of the EMG2 Works, those works incorporate a new Primary Sub Station physically located within the EMG1 site and this will facilitate power to the EMG2 Main Site.
- 3.44. Staff at many of the buildings are likely to work in shifts, and the facilities at the EMG2 Main Site (as at EMG1) will likely operate on a 24 hour/7 day week basis once fully operational. The assessments in the Environmental Statement assume this to be the case to ensure that a 'worst case' assessment of potential impacts is provided.
- 3.45. It is intended the EMG2 Main Site would be anchored by a new centralised UK operation for Maersk, one of the world's largest integrated shipping and logistics companies, which could potentially make up a third of the EMG2 Main Site.
- 3.46. Maersk's ambition is to bring together its UK operation to create a carbon neutral inland port with access to rail, road and air. At EMG1, Maersk already occupies an existing 65,000 sq.m. (700,000 sq.ft.) logistics operation within the Freeport area together with a bespoke rail-freight container handling facility on land adjacent to the rail freight terminal operated by Maritime Transport. The proposed additional Maersk facilities on the EMG2 Main Site would build upon the success of these facilities at EMG1 to create a national centre of operations. The facilities would comprise of both logistics warehousing and co-located head office functions.
- 3.47. Maersk's two key visions of integrating logistics and achieving Net Zero by 2040 are closely aligned with the East Midlands Freeport objective of being the UK's pre-eminent multimodal inland Freeport. The inter-port rail connectivity provides a key enabler for Maersk in integrating both Ocean and domestic supply chains whilst also meeting environmental objectives. Its new logistics facility at EMG1 has been constructed in accordance with the UKGBC Net Zero Carbon Standard and the ambition is for the new connected container yard to operate with net zero emissions. Maersk aim to link this with electric HGVs which will create further opportunities for supply chain decarbonisation by enabling last mile journeys from the Rail Terminal to Maersk's facilities at EMG1 and the EMG2 Main Site to be

undertaken by electric HGVs along with subsequent final mile deliveries.

- 3.48. As previously set out, across the wider development SEGRO is committed to delivering the Scheme in a way that enables occupiers to run net zero operations, and the development would be an industry leader in sustainability. SEGRO is committed to achieving net zero and one of its Strategic Priorities is “Championing Low Carbon Growth” which includes reducing operational carbon emissions (including occupier emissions) by 42% by 2030, measured against a 2020 baseline. This commitment to sustainability is led by SEGRO Sustainable Initiatives which covers wide ranging energy efficiency initiatives including targeting an Energy Performance Certificate (EPC) rating of Band ‘A’ and a minimum of BREEAM ‘Outstanding’ as part of SEGRO base build specification.

4. Relevant Legislation and Policy Context

- 4.1. This Planning Statement seeks to explain the extent to which the proposals align with, and are supported by, national and local planning policies. This section provides an overview of the legislative framework and the planning policy context against which the proposed development is to be considered. As referred to earlier in this Statement, the different components of the proposals require two related but separate applications to be made, one for amendments to the existing EMG1 DCO ('the MCO' application) for the EMG1 Works, and an application for a new DCO ('the DCO' application) for the EMG2 Works and Highways Works, both of which represent nationally significant projects in their own right.
- 4.2. Following these discrete consenting regimes results in different sources of national policy applying to different parts of the proposals. This section of the Planning Statement sets out the relevant legislation and policy context for the Scheme as a whole, and explains which are the primary sources of national policy for each component.
- 4.3. It first considers the strategic context provided by key themes and objectives of national transport and planning policies, including the National Policy Statement National Networks (NPSNN, 'the NPS'), and summarises the legislative context set by the Planning Act 2008 which are both directly relevant to **the MCO application**, and to the **Highways Works** (which include a highway NSIP). These documents are also material to the proposed EMG2 Works to the extent that this represents an expansion to an existing nationally significant SRFI. This section then also presents the detail of the relevant national policy documents including the National Planning Policy Framework (NPPF, updated December 2024) and National Planning Practice Guidance (NPPG) which are directly relevant to the **EMG2 Works** (part of the **DCO application**), and material but of lesser direct relevance to the EMG1 Works and Highway Works.
- 4.4. Following these strategic and national policies, this Section goes on to discuss the local development plan context, where relevant. This section then considers other relevant and material national, regional and local policy and strategy documents.

Strategic Policy Context overview

- 4.5. As a preamble to the overall policy assessment and appraisal it is useful to consider the high-level context set for the proposed development by the relevant national policies (referred to in outline above) and their objectives, relating both to planning in general, but also focused on enhancing economic growth and national infrastructure. There are important key themes which directly embed the proposals in national policy and which also underline the consistency and synergy between different sources of national policy.

- 4.6. Along with documents which form part of the application material, much of the analysis provided here relates to a fundamental question for any development proposal of ‘*why here?*’, and aids consideration, and balancing, of the relevant likely impacts and benefits of the proposals.
- 4.7. There are key themes within the suite of relevant strategic policies of direct relevance to the proposed development which include the Government’s commitment to maximising the role of rail in the UK freight distribution and logistics sector (expressed clearly through the NPS). The importance of strategic rail freight interchanges across the country is an explicit part of this national policy⁷ which not only seeks to help reduce the environmental impact of transport and distribution (relating to emissions and climate change), but also support economic growth and development associated with national and international supply chains and distribution networks.
- 4.8. The NPPF also recognises the importance of providing for the operation or expansion of strategic facilities including rail freight interchanges which make a contribution to the wider economy⁸. This forms part of the explicit recognition in the NPPF of the importance of the ‘freight and logistics’ sector, ensuring suitable strategic sites and locations are identified through plans, but also that policies are flexible enough to accommodate changing needs or economic circumstances.
- 4.9. In addition, the NPPF attaches “*significant weight*” to delivering sustainable economic development, and the need to take account of local business needs and wider opportunities for economic development. The NPPF is clear on the need to plan for, and respond to, market signals regarding the needs of the economy.
- 4.10. Although the proposed development itself does not represent a new nationally significant strategic rail freight interchange, it would directly deliver improvements to the existing EMG1 rail freight interchange and directly enable further use of that interchange through enhancements to the operational efficiency of the terminal (part of the ‘EMG1 Works’) as well as through delivery of significant new strategic distribution warehousing in very close proximity to it at the EMG2 Main Site and Plot 16 on EMG1. With common ownership, management, and integrated transport connectivity, EMG2 would operate as an extension to EMG1.
- 4.11. As described in Section 2, the EMG2 Main Site is in a highly strategic location, at the nexus not only of national rail and road networks, but also of regionally significant operational employment sites, and other consented or planned development sites and opportunities. These include not only EMG1 referred to above, but also East Midlands Airport, and key sites nearby such as the former Ratcliffe on Soar power station site. For these reasons, the broader area in which

⁷ NPS paragraph 3.103

⁸ NPPF paragraph 111 (e), and associated footnote 46.

EMG2 sits has been identified as a major focus for growth locally (for example in the Leicester and Leicestershire Economic Growth Strategy), but also through the national Freeports programme.

- 4.12. The East Midlands Freeport includes the 'East Midlands Airport and Gateway Industrial Cluster' (EMAGIC) which includes the EMG2 Main Site as described earlier in this Statement. Uniper's Ratcliffe-on-Soar site is also part of the Freeport along with other strategic sites around the M1/A50 corridor. Given the focus of the Freeport programme on trade and development, and on attracting new employment and investment, the inclusion of the EMG2 Main Site (as well as parts of EMG1) within the Freeport further emphasises their role as effective 'inland ports' which enable and support the strategic environmental and economic objectives described above, and expanded upon in later sections of this statement.
- 4.13. In summary, in national policy terms there are a range of compelling answers to the question of 'why here?'. An arguably unique set of locational strengths and characteristics mean the proposals would directly support delivery of economic and environmental objectives at both strategic (national and regional) levels, as well as at the local and sub-regional level. The opportunities for additional economic development in this area is already a feature of local economic strategies, but as set out, the proposals find clear and significant support from the NPS and NPPF, and would directly help deliver the objectives of the national Freeports programme.
- 4.14. Later sections of this section of the Planning Statement expand further on the detail of the NPPF, Freeport, and other relevant material considerations.

Legislative Context – Planning Act 2008

- 4.15. The Planning Act 2008 (PA 2008) establishes the legal framework for applying for, examining, and determining applications for National Significant Infrastructure Projects (NSIPs).
- 4.16. In January 2024, SEGRO made an application to the Secretary of State under s.35 of the PA 2008 for a direction to recognise the EMG2 Main Site development as being a project of national significance for which a development consent application should be made. The Secretary of State (SoS) issued a direction dated 21 February 2024 (the 's.35 Direction') confirming that the proposed EMG2 Main Site 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.”*

4.17. As a result, the EMG2 Main Site (and Community Park) is being progressed via an application for a DCO (as part of the ‘EMG 2 Works’), as opposed to via an application for planning permission.

National Policy Context

- 4.18. Following the overview provided above regarding the ‘strategic context’, this section identifies relevant elements of national policy.
- 4.19. The two main sources of relevant national policy are the National Policy Statement for National Networks (‘the NPS’), and the National Planning Policy Framework (NPPF), both of which are discussed further below. Section 5 of this statement will provide detailed analysis of how the proposals align with these and other relevant policies.

National Policy Statement for National Networks (‘the NPS’)

- 4.20. The NPS is the “*primary basis for making decisions on development consent applications on the national road and rail networks in England*” (NPS, paragraph 1.3). Therefore, this is the key source of policy for the MCO application (to amend the existing EMG1 DCO), and to those Highways Works which include an NSIP.
- 4.21. The NPS was updated in March 2024 and sets out the need for, and government’s policies to deliver, development of NSIPs on the national road and rail networks in England. This includes national road, rail and strategic rail freight interchanges.
- 4.22. Whilst the Scheme itself would not deliver a new Strategic Rail Freight Interchange (SRFI), it includes a material change to an existing SRFI (EMG1) together with the delivery of an intrinsically linked, second phase extension of this SRFI facility. In that regard, the proposed development – the EMG1 Works and the EMG2 Main Site - would directly support objectives of the NPS by enabling improvements to the existing SRFI, and locating additional strategic warehousing in very close proximity to it in a way which is integrated with the SRFI site operationally and in terms of ownership and management.
- 4.23. At paragraph 4.2 the NPS confirms:

“There is a presumption in favour of granting development consent for national networks NSIPs that fall within the need for infrastructure established in this NPS and which comply with the policies in this NPS.”

- 4.24. The NPS provides policy and guidance on a range of matters relating to such issue as design, decarbonisation, the avoidance and mitigation of environmental effects, and other ‘planning’ related issues, and so in that regard explicitly shares a focus with the NPPF (discussed below) on helping achieve sustainable development (as confirmed at paragraph 1.11 of the NPS). The NPS notes that national networks *“provide critical long-distance links between places.... which in turn supports and stimulates economic growth”* (NPS paragraph 2.1). This explicit relationship with economic growth and productivity is recognised with reference to improved labour market connectivity and accessibility, providing individuals better access to jobs and education, and businesses better access to skills.
- 4.25. Section 2 of the NPS provides a context and overview of the various elements of the ‘national networks’ – road and rail networks -, including reference to their role in the movement of freight and its contribution to the national economy and UK competitiveness and resilience. This includes an emphasis on the need to improve infrastructure to deliver *“multi-modal impacts”* (at paragraph 2.3), and includes recognition of the need to improve the supply and quality of lorry parking and lorry parks to meet the needs of hauliers (NPS paragraph 2.4).
- 4.26. The specific role and importance of SRFIs as part of the national networks is identified throughout the NPS, including their role in *“maximising the long-haul primary trunk journey by rail and minimising some elements of the secondary distribution (final delivery) leg by road”* (NPS paragraph 2.15). This forms part of a wider objective of the NPS to ensure national networks overall are *“putting sustainability at the forefront”* and seeking to reduce environmental impacts. In that context and with reference to reducing carbon emissions, the role of rail, including rail freight, is explicitly supported by the NPS which identifies the significant (76% per tonne per km travelled) carbon emission reductions of rail as compared to road freight⁹.
- 4.27. In Section 3 the NPS identifies a range of drivers of ‘need’ for development of the national networks. This includes recognition of the ‘costs’, including economic costs, associated with poor road network performance due to congestion or other unexpected delays undermining reliability¹⁰. Transport infrastructure is identified as a catalyst and key driver of growth that can deliver sustainable growth and support local and regional development plans and the growth aspirations of local authority areas. In that context, and with reference to the Government’s wider ‘net zero’ and other environmental consideration, the NPS identifies a

⁹ NPS paragraph 2.29

¹⁰ NPS paragraph 3.4

“compelling need for development of the strategic road and strategic rail networks, and strategic rail freight interchanges (SRFIs) – both as individual networks and as a fully integrated system.” (NPS paragraph 3.22, our emphasis).

- 4.28. Notwithstanding the clear emphasis in the NPS on the goal to enable modal shift from road to rail, especially for freight, the critical role of the road network in ‘connectivity and economic growth’ is recognised, with an understanding that the road network delivers and unlocks economic activity. The economic growth enabled through connectivity delivered by roads are referred to in the international and national contexts, including through international freight and supply chain routes, but also at the regional or local levels where enhancement of the road network *“may unlock land for development, the creation of new employment centres, opportunities for large-scale logistics”* (NPS paragraph 3.33).
- 4.29. In this context, the NPS confirms that part of Government policy is to ensure user and other needs are met through *“improvements and enhancements to the existing SRN [Strategic Road Network]”,* and these will include ***“new and improved junctions and slip roads”*** (NPS paragraph 3.46, our emphasis)
- 4.30. Government is committed to supporting the ongoing growth of rail freight due to the environmental and economic benefits of the sector (referred to above). With regard to the need for SRFIs, Section 3 of the NPS is clear about their importance in reducing costs, and reducing road mileage, while facilitating important trade links and international connectivity. This is contextualised with reference to the wider importance of the logistics industry to the UK economy and its role in delivering warehousing and distribution networks for UK manufacturers, importers and retailers¹¹. The network of distribution and warehousing sites across the UK are described as:

“vital hubs supporting efficient aggregation, disaggregation, and distribution of goods. SRFIs are a key part of this infrastructure, providing both storage processing facilities and onward connectivity to support the cross modal transfer of goods in order to deliver the full range of benefits rail freight can provide.” (NPS paragraph 3.86, our emphasis)

- 4.31. The NPS recognises that recently consented SRFIs are expected to create significant jobs on site and additional roles created in the wider economy through indirect and supply chain links at a range of skills levels. Crucially with regard to the proposed EMG2 scheme it also recognises that ***“Expansion at existing SRFI sites is also expected to create numerous new roles, supporting local economies and levelling up.”*** (NPS, paragraph 3.90. our emphasis). This is

¹¹ NPS paragraph 3.85

directly relevant given the integration of the proposals with the existing, successful and now fully occupied EMG1 SRFI, and is explored further in Section 5 of this Planning Statement.

4.32. Further specific elements of national policy with regard to SRFIs, and which clearly have some relevance to the proposed development to enhance and expand an existing SRFI, include:

- SRFIs in the right locations “*will be a critical element of realising the full range of environmental benefits that rail freight can offer*” (NPS paragraph 3.94);
- Government is clear on the need to encourage modal shift from road to rail (NPS paragraph 3.96), and “*SRFIs are crucial to rail freight growth*” (NPS paragraph 3.99)
- “*SRFI capacity needs to be provided at a wide range of locations, both in regions where they are currently located and, more broadly, to provide the flexibility needed to match the changing demands of the market*” (NPS paragraph 3.103)

4.33. In summary, NPS paragraph 3.98 sets out a high-level vision:

*“The government’s vision for transport not only sets a path to net zero emissions, but it is also a vision for a sustainable transport system fundamentally better in every way, improving journeys, decarbonising the network, **meeting the needs of freight and logistics at all links in the supply chain, driving growth and opportunity**, and boosting the health of the nation. The government, therefore, believes it is **important to facilitate the development of the rail freight industry including supporting growth areas such as intermodal where there is a high opportunity for modal shift. The transfer of freight from road to rail has an important part to play in a low carbon economy and in helping to meet net zero targets.**”* (our emphasis)

4.34. As referred to above, the NPS provides policy and guidance on a range of matters, much of which is geared around ensuring development of the national networks achieve sustainable development. This element of the NPS is set out in Section 4, although with regard to SRFIs Section 3 also provides some guidance – although clearly focused on new SRFIs, this is considered to have some relevance to proposals which would see expansion of existing:

“SRFI developments will need to be sensitive to, respond to, and contribute to their environmental context. For developments such as SRFIs, it is likely that there will be local impacts in terms of land use and increased road and rail movements. It is important for the environmental impacts to be taken

into account when planning a development, by avoiding harm wherever possible, where adverse impacts are unavoidable adequately mitigating or as a last resort, compensating as well as delivering environmental enhancements” (NPS para 3.97)

4.35. The extent to which the proposed development satisfies this and other relevant elements of the NPS will be explored in Section 5 of this Planning Statement.

4.36. Although there is a clear presumption in favour of granting consent for national networks NSIPs that fall within the need established, and comply with the NPS policies, the NPS also contains a comprehensive list of the ‘*Generic Impacts*’ likely to be relevant in considering national infrastructure proposals. These are set out in Chapter 5 of the NPS as are other ‘*general considerations*’, and provide applicants with a clear indication of the range of issues which will be taken into account in decision-making. Much of this relates to linear infrastructure specifically – and so is relevant to the proposed Highway Works - with other issues to be considered for all NSIP schemes. Some elements or issues are also specifically relevant to the EMG1 Works (which relates to an existing SRFI as opposed to a new piece of national infrastructure). Section 5 of this Statement, and Appendix 1, consider how the proposals accord and comply with the guidance provided in the NPS. The key generic impacts of relevance include:

- *Air Quality*
- *Carbon Emissions*
- *Biodiversity and ecological conservation*
- *Waste management*
- *Dust, odour, artificial light*
- *Flood risk*
- *Land instability*
- *The historic environment*
- *Landscape and visual impacts*
- *Noise and vibration*
- *Impacts on transport networks*
- *Water quality and resources*

4.37. In setting out the generic impacts to be considered and assessed, the NPS refers to other regulatory requirements such as ***Environmental Impact Assessment*** (EIA), and Habitats Regulations Assessment (HRA), including providing a

“proportionate” consideration and description of the alternatives studied or considered by the Applicant, and the reasons for the choices made.

- 4.38. ‘General considerations’ include an expectation of early engagement between the applicant and key stakeholders, as well as other more technical requirements such as road projects being supported by use of a **local transport model**¹².

Summary concluding comments re: NPS

- 4.39. The NPS is an extensive document. Section 5 of this Planning Statement will provide an assessment of the extent to which the relevant components of the Proposed Development – the Highways Works, and the EMG1 Works – comply with the NPS, supported by detail to be provided by the Policy Compliance Tracker included as Appendix 1 in the final Planning Statement.
- 4.40. However, it is the Applicants view that the Scheme is wholly supported by the NPS and it should carry significant weight in favour of the proposals.

National Planning Policy Framework (NPPF) 2024

- 4.41. The relationship between the NPS and more general national planning policy as contained in the NPPF is explained in the NPS, with the two documents being broadly consistent, but having different roles to play. The NPS states that the NPPF “*may be an important and relevant consideration in decisions on nationally significant infrastructure projects, but only to the extent relevant to that project*” (NPS, paragraph 1.10), but goes on to state that the NPPF “*does not contain specific policies for NSIPs*”.
- 4.42. The latest NPPF was published in December 2024. Paragraph 5 notes that although it does not contain specific policies for NSIPs, it may be one of the relevant considerations against which NSIPs are determined.
- 4.43. In the context of the proposed development, the NPPF is the primary source of national policy for the EMG2 Works (which form part of the DCO Application). As explained earlier in this Planning Statement, the EMG2 Works have been determined to be a project of national significance following a Ministerial Direction under Section 35, but it is the NPPF as opposed to the NPS which has precedence because there is no National Policy Statement which applies to the EMG2 Works.
- 4.44. Both the NPS and NPPF, and associated Ministerial statements, clearly articulate the government’s commitment to ensuring that barriers to sustainable economic growth are removed. An integral part of the planning system is a “*presumption in*

¹² NPS paragraph 4.9)

favour of sustainable development” which is clearly expressed through the NPPF.

4.45. A key thrust of the NPPF is the need to achieve sustainable development. As defined in the NPPF there are three dimensions to sustainable development which are interdependent and need to be pursued in mutually supportive ways through the planning system which has:

- An **economic** role, ensuring sufficient land of the right type is available in the right place, at the right time, to support growth;
- A **social** role, supporting strong, vibrant and healthy communities;
- An **environmental** role, to enhance the natural and built environment.

4.46. The NPPF and the NPS are therefore consistent in many respects, including with regard to many environmental and other planning related issues. Similar to Section 5 of the NPS which helps guide Applicants regarding issues and requirements, the NPPF is structured around environmental and other policy issues. Section 5 of this Planning Statement uses the NPPF’s headings to structure the assessment and appraisal of the Proposed Development. The following summarises key, relevant elements of the NPPF, with further detail to be provided in the appended Policy Compliance Tracker.

4.47. Chapter 2 of the NPPF sets out a presumption in favour of **sustainable development**. , The presumption in favour of sustainable development means approving development proposals that accord with an up-to-date development plan without delay or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

4.48. With regard to **economic development**, the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 85 states that “**significant weight**” should be placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. The NPPF is explicit about the importance of planning to meet the needs of a modern economy, including through identifying suitable locations for uses including “*freight and logistics*”

(NPPF paragraph 86)

4.49. Paragraph 87 is clear that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for (our emphasis):

- “clusters or networks of knowledge and data-driven, creative or high technology industries”;
- “**storage and distribution operations** at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed **to support the supply chain, transport innovation and decarbonisation**; and
- “the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience”.

4.50. With regard to ‘**sustainable transport**’, the NPPF (Section 9) requires transport and accessibility to be integrated with design issues and to contribute to “making high-quality places”, and with an explicit link to avoiding or minimising environmental impacts and the importance of ensuring “a genuine choice of transport modes” as part of efforts to reduce congestion and other effects (NPPF paragraph 110). The NPPF requires the potential impacts on transport networks to be understood and addressed¹³.

4.51. Planning policies are required to make provision for “any large-scale transport facilities that need to be located in the area⁴⁶, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy.” (NPPF paragraph 111 e)). The footnote attached to that element of the NPPF (footnote 46) refers explicitly to SRFIs as an example of a large-scale facility.

4.52. The NPPF contains a clear direction that proposals should be refused where the effects on the road network are shown to be “severe”, or the effects on highway safety are “unacceptable”¹⁴. The NPPF (paragraph 118) requires developments likely to generate significant amounts of movement to provide travel plans, and to be supported by a transport assessment.

4.53. Design issues are prominent within the NPPF, and found throughout, including but not limited to the section on ‘achieving well-designed places’ (Section 12 of the NPPF). Good design is described by the NPPF as “a key aspect of sustainable development” (paragraph 131). The NPPF addresses good design both in functional as well as aesthetic terms, and refers both to built design as well as landscaping and the importance of trees to character and quality (and as

¹³ NPPF paragraph 109

¹⁴ NPPF paragraph 116

part of adaptation to climate change)¹⁵.

- 4.54. Other elements of the NPPF, including with regard to conserving and enhancing the natural environment (and transport, above) also refer to the importance of good design to avoid or mitigate adverse impacts, and create appropriate and sustainable places. These include in response to issues such as flood-risk, landscape and visual issues, and biodiversity gains on which the NPPF provides specific guidance, referred to in further detail in Section 5 of this Statement.

Summary concluding comments re: NPPF

- 4.55. It is the Applicant's view that the NPPF contains policies which provide a positive and supportive context for the proposed development when read as a whole. A detailed review of the proposals against the NPPF, and the weight attached to it, will be provided in Section 5 and in the Policy Compliance Tracker to be included at Appendix 1 to the final version of this Planning Statement.

National Planning Practice Guidance (NPPG)

- 4.56. The NPPF is supplemented by the Government's National Planning Practice Guidance (NPPG).
- 4.57. Paragraph 031 (Reference ID: 2a-031-20190722) states that the logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land).
- 4.58. Paragraph 032 (Reference ID: 2a-032-20190722) explains that when assessing what land and policy support may be needed for different employment uses, it will be important to understand whether there are specific requirements in the local market which affect the types of land or premises needed. Clustering of certain industries (such as some high tech, engineering, digital, creative and logistics activities) can play an important role in supporting collaboration, innovation, productivity, and sustainability, as well as in driving the economic prospects of the areas in which they locate. Strategic policy-making authorities will need to develop a clear understanding of such needs and how they might be addressed taking account of relevant evidence and policy within Local Industrial Strategies.
- 4.59. It is the Applicants view that the NPPG is directly relevant and material to the

¹⁵ NPPF paragraph 135 and 136

proposed. A review of the proposals against the NPPG will be provided by the Policy Compliance Tracker included as Appendix 1 to this Planning Statement.

Local Planning Policy Context – local development plan

- 4.60. The planning authority for the area is North West Leicestershire District Council (NWLDC). The current development plan for NWLDC is the North West Leicestershire Local Plan which was adopted in 2017, and sets out the strategy for delivering homes, jobs and infrastructure in the district between 2011 and 2031. The Local Plan was subject to a partial review adopted in March 2021, and as referred to below, a further review to prepare a Local Plan covering the period to 2040 is now underway.
- 4.61. Part of the adopted Local Plan's vision, as set out within paragraph 4.5 of the Local Plan, is to ensure that *"businesses will choose to locate and grow in this area, taking advantage of its excellent location in the centre of the country, close to major road and rail networks and a major international airport. The East Midlands Enterprise Gateway, focussed on East Midlands Airport, Donington Park and **the East Midlands Gateway Rail Freight Interchange, will be recognised as a key destination in its own right**". [Our emphasis]. Therefore the existing EMG1 SRFI is established as a key strategic element of the vision for the area as defined in the adopted development plan.*
- 4.62. Policy Ec1 'Employment provision: permissions' refers to the consent granted at EMG1, and states that should the consent lapse, the LPA would support its renewal *"subject to the policies of this Local Plan and any other material considerations including any evidence in respect of deliverability"*.
- 4.63. Of key importance to the consideration of the EMG2 Main Site is Local Plan Policy Ec2(2) entitled 'New Employment Sites'. This states that
- "Where evidence indicates an immediate need or demand for additional employment land (B1, B2 and B8) in North West Leicestershire that cannot be met from land allocated in this plan, the Council will consider favourably proposals that meet the identified need in appropriate locations subject to the proposal:*
- Being accessible or will be made accessible by a choice of means of transport, including sustainable transport modes, as a consequence of planning permission being granted for the development; and*
 - Having good access to the strategic highway network (M1, M42/A42 and A50) and an acceptable impact on the capacity of that network, including any junctions; and*

- *Not being detrimental to the amenities of any nearby residential properties or the wider environment”.*

4.64. It is the Applicants view that the EMG2 Main Site wholly complies with Policy Ec2(2), in that there is clear evidential need for additional employment land and that the evidence submitted with the proposal in the form of the ES demonstrates compliance with the three criteria required to be met under the policy. This is explored further in Section 5 of this Planning Statement, and through a comprehensive review of the proposals against this, and other Local Plan policies, will be provided by the Policy Compliance Tracker to be included as Appendix 1 to this Planning Statement.

4.65. Other local plan policies of relevance include those dealing with general planning issues regarding design and amenity (including Policies D1 and D2), and the provision of Infrastructure (including Policy IF1).

4.66. Policy D1 is directly relevant and provides high-level criteria and requirements regarding design quality and construction. Part 2 of the Policy includes a series of ‘place-making’ principles relating to non-residential developments which are:

- “a) A National Forest or locally inspired identity;*
- b) Streets and Spaces shaped by buildings;*
- c) A greener footprint;*
- d) Vibrant and Mixed communities;*
- e) Responsive to their context;*
- f) Connected places;*
- g) Easy to get around;*
- h) Well designed and well managed public spaces;*
- i) Architectural quality.”*

4.67. The relevant content and criteria of relevant policies is addressed in Section 5 of this Statement.

4.68. NWLDC is currently preparing the North West Leicestershire Local Plan which will replace the existing Local Plan and will provide strategic planning direction to 2040. It will set out strategic policies including the level and distribution of housing and employment growth and identify specific sites to meet growth requirements. The Local Plan Review has reached Regulation 18 stage, with a consultation on ‘Preferred Options’ having been undertaken in Spring 2024. NWLDC is currently working on its evidence base as it moves towards a Regulation 19 draft plan consultation in late 2025.

4.69. The Regulation 18 draft plan cross-refers to the Leicester and Leicestershire Strategic Growth Plan (2018) which identifies “*major employment opportunities such as the Airport and East Midlands Gateway*” (Reg 18 draft Plan, paragraph 7.6), and also cross refers to the NWLDC Economic Growth Plan (2022-2025) which identifies specific economic sectors and strengths in the local economy,

including “*logistics and distribution*” (Reg 18 draft Plan, paragraph 7.5.).

- 4.70. The consultation draft local plan also refers to other significant elements of the strategic context for economic growth and development in the District. These include the East Midlands Freeport announced in 2022, and the East Midlands Airport and Gateway Industrial Cluster (‘EMAGIC’) site which covers parcels of land within the airport boundary, the SEGRO logistics park to the north and undeveloped land (comprising the EMG2 Main Site and Community Park) - to the south of the Airport. These are relevant parts of the planning policy and economic development context and referred to further below. They are also material considerations to be weighed in the planning balance later in this Planning Statement.
- 4.71. Within this context and informed by initial work to identify employment land needs, the emerging draft plan includes the EMG2 Main Site (and Community Park) as a potential option to deliver the District’s economic growth – the site is identified in Section 6 of the Regulation 18 Consultation Local Plan document as site ‘EMP90(part)’ with the potential for strategic distribution development. The document identifies a number of criteria and issues (a - h) which will inform any final decision by NWLDC to allocate the site for development.
- 4.72. The emerging new Plan is proposed to include an updated version of Policy Ec2(2) to retain a flexible and responsive approach to employment requirements. There are other emerging new draft policies being progressed by NWLDC which will be set out in the final Planning Statement.

Other Considerations

- 4.73. In addition to the NPS and NPPF (referred to above), other national, regional and local strategies and evidence recognise and promote the importance of the ‘freight and distribution sector’. These are directly relevant and material to the proposed development.
- 4.74. The importance of logistics to the regional economy has been recognised by various regional economic strategies including the Midland Engine Strategy (March 2017), the Leicester and Leicestershire Strategic Growth Plan (September 2018) and the Leicester and Leicestershire Economic Growth Strategy (November 2021). Land in and around East Midlands Airport (EMA) and EMG1 has been specifically identified as a strategic growth location by these strategies as further outlined below. This strategic focus on this area has subsequently been further underlined by the identification of the EMAGIC area within the East Midlands Freeport.

Midland Engine Strategy (2017)

- 4.75. The Midlands Engine Strategy, which was published by Government in March 2017, sets out a collective ambition for economic growth and prosperity. It aligns with the national industrial strategy and highlights how the region can build upon existing business sectors and areas of opportunity.
- 4.76. The Midlands Engine Strategy specifically recognises the growth potential of major employment areas such as East Midlands Airport and East Midlands Gateway (EMG1).

Leicester and Leicestershire Strategic Growth Plan (2018)

- 4.77. The Strategic Growth Plan (SGP), a non-statutory plan which was published in 2018, sets out the long-term vision for growth in the wider Leicestershire area. It was prepared by ten partnership organisations, including the Leicestershire Local Enterprise Partnership (LLEP), Leicestershire County Council (LCC) and North West Leicestershire District Council (NWLDC).
- 4.78. The SGP recognises Leicestershire's locational advantages, specifically in relation to its connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. It identifies broad strategic locations where it is believed that economic growth should take place. The 'Leicestershire International Gateway', which is focussed in and around East Midlands Airport and East Midlands Gateway (EMG1), is identified as a key and important strategic growth location.

Leicester and Leicestershire Economic Growth Strategy (2021)

- 4.79. The Leicester and Leicestershire Economic Growth Strategy (EGS), published in November 2021, was prepared by the Leicester and Leicestershire Enterprise Partnership (LLEP) and sets out the economic growth strategy for the region over the period 2021-2030. This economic strategy incorporates previous and current research, strategies and action plans, and stakeholder aspirations and concerns. It also builds on the recommendations and priorities of the Leicester and Leicestershire Strategic Growth Plan.
- 4.80. The EGS states that Leicester and Leicestershire is the UK's central logistics hub, having gained significant jobs and investment due to the area's strategic location. It considers that the East Midlands Freeport and the continued development and build-up of world-class technology and business parks in that area, create the conditions for further growth. It specifically recognises the potential job creation and economic benefits of the Freeport including the benefits offered by the existing rail facility at East Midlands Gateway (EMG1).

Freeport Designation (2022)

- 4.81. In March 2022, the Government announced the designation of Freeport status to

an area including, and linked to, East Midlands Airport. East Midlands Freeport is the only inland Freeport in England and will create a globally connected, world-leading advanced manufacturing and logistics hub at the heart of the UK.

- 4.82. The spatial extent of the East Midlands Freeport covers three complementary locations, the East Midlands Airport and Gateway Industrial Cluster (EMAGIC), Uniper's Ratcliffe-on-Soar site, and the East Midlands Intermodal Park (EMIP). The EMG2 Main Site (and Community Park) and the EMG1 Works both fall within the EMAGIC area, and accordingly form part of the Freeport designation.
- 4.83. Freeports are special areas within the UK's borders where different economic regulations apply. Freeports in England are centred around one or more air, rail, or seaport, but can extend up to 45km beyond the port. With Freeport status comes a comprehensive package of measures, comprising tax reliefs, customs, business rates retention, planning, regeneration, innovation and trade and investment support and incentives.
- 4.84. The East Midlands Freeport offers unique opportunities for new high-value, low carbon investment. With Net Zero, skills and innovation at its core, the Freeport is forecast to create thousands of new jobs in the region over the next 30 years and deliver £8.4 billion net additional gross added value to the UK economy.

'Future of Freight: a long term plan' (DfT, 2022)

- 4.85. The 'Future of Freight – A Long Term Plan' Report by DfT is relevant and considered material, with synergy between that and the NPS which refers to it frequently. The Executive Summary states:

"Freight and logistics has a key role to play in the delivery of a number of public policy outcomes. The sector can make a significant contribution to levelling up and strengthening the union as a geographically distributed employer supporting economic activity across the UK. And the sector is the gateway for UK plc to imports, exports and global markets"

- 4.86. The report estimates that the freight and logistics sector contributes 10% of the UK non-financial business economy and £127 billion gross value added (GVA) through more than 200,000 enterprises¹⁶. It is clear on the importance of a strong sector to wider policy (economic and environmental) objectives, and recognises the role of rail in the complex supply chains within the logistics and distribution sector.

The Future of Freight identifies a range of proposed themes and actions at national and local levels, including in relation to such issues as planning, skills, and 'net zero'. It identifies a disconnect between the freight and logistics industry and planning

¹⁶ 'Future of Freight', DfT 2022, paragraph 1.4

processes, and a need to better communicate the needs of a changing and innovative sector, and identifies a goal of a planning system which “*fully recognises the needs of the freight and logistics sector now and in the future and empowers the relevant planning authority to plan for those needs.*” (*Future of Freight*, page 9).

Policy Conclusions

4.87. From the review above the key policy issues of relevance to the application can be summarised as follows:

- There is strong and explicit **national** policy support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth;
- The role of rail freight in aiding delivering of transport and environmental benefits (in terms of reduced road congestion and reduced carbon emissions from the transport of goods) is recognised through policies;
- The potential for expansion of existing SRFIs to deliver new jobs and support local economies is recognised;
- Strong **regional** support for additional logistics growth within Leicestershire in light of the area’s locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services;
- Regional and **local** policy recognises that land in and around the East Midlands Airport and EMG1 is recognised as a strategic location suitable for further employment growth, which is further strengthened by the area’s designation as part of the East Midlands Freeport;
- Local policy support exists for economic growth and productivity and employment sites to come forward, without allocation, where an immediate need or demand is demonstrated;
- Policies at all levels recognise that, notwithstanding the importance and need for economic development and investment in infrastructure, there are important social and environmental issues which must be taken into account and addressed with a view to maximising benefits and minimising harm and adverse impacts, and to ensure ‘sustainable development’ is delivered.

4.88. In light of these conclusions it is possible to view the EMG2 proposals as the consequence and outcome from a now established hierarchy of policy, strategy and evidence which has evolved to create a clear context from the national to the regional and local levels. The national policy context identifies a clear objective

to shift freight from road to rail, and establishes a need for a network of SRFIs to help deliver this as part of efficient national and international supply chain and freight routes.

- 4.89. At the regional level there is widespread recognition of the economic importance of the distribution sector, and of the role now performed by the EMG1 SRFI. There is a specific strategic focus on the additional growth opportunities in the area at the nexus of the M1, M42 and A50 (and East Midlands Airport) and of the rail freight network. The Freeport designation has further sought to accelerate this regional economic opportunity.
- 4.90. Locally, the potential of the EMG2 Main Site is recognised and actively being considered and explored, with the emerging new local plan considering the allocation of land at the EMG2 Main Site (and Community Park) to secure additional economic development in this location.

5. Appraisal of the Application – Structure of final Appraisal

- 5.1. This section of the Planning Statement will contain an appraisal of the suitability of the proposed development having regard to relevant policies and other material considerations.
- 5.2. In doing so, it will cross-refer to the explanation and description of the policy context and 'policy need' issues set out in Section 4 and also have regard to the wider context including the 'market need' issues identified in the Market Analysis/Need Report (Document Ref DCO 5.5/MCO5.5) when complete. It will also draw on, where relevant, the likely effects and impacts of the proposals assessed within the final Environmental Statement (ES) which will accompany the application, but which currently remains in draft and is not fully complete or finalised.
- 5.3. Without those final key evidence base documents available it would not be appropriate to pre-empt their final conclusions by providing an appraisal of the proposed development and reach final conclusions on the 'balance' of relevant issues. Therefore, for the consultation process the proposed structure of Section 5 is explained, but without a detailed Appraisal.
- 5.4. The Appraisal will also draw on and cross-refer to other elements of the applications, including the Design Approach Document (DAD) (DCO 5.3/MCO 5.3), a draft of which is currently also being consulted upon,
- 5.5. In the final Planning Statement, this section will be structured with reference to the two applications described in Section 3 of this Planning Statement – one for DCO, and one for MCO – with reference to the discrete but integrated components of the proposed development. In this way it will appraise the different elements of the EMG2 scheme against the relevant, specific policies of the NPS, NPPF and other relevant policy, before providing some overall conclusions about policy compliance. This analysis will then inform an appropriate judgement on the planning balance (which will be set out in Section 6 of the final Planning Statement).
- 5.6. As identified in Section 4, the NPS is the primary source of national policy guidance for NSIP projects such as new Strategic Rail Freight Interchanges. In the context of the proposed development, it is the primary national policy for the **EMG1 Works** (applied for under the MCO), and the **Highways Works** which form part of the DCO Application, and which are an NSIP.
- 5.7. For the **EMG2 Works** including the Community Park, the main policy considerations are the development plan comprising the North West Leicestershire Local Plan (adopted 2021), with key material policy considerations including the NPPF (2024) and to a lesser degree, the NPS (2024). Other

material considerations include the designation of the East Midlands Freeport which includes the EMG2 Main Site, regional growth strategies, and the emerging (Regulation 18) draft NWLDC Local Plan.

5.1 Application for Development Consent Order (DCO)

- 5.8. As set out in paragraph 1.4 of this Planning Statement the DCO application includes the following:

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. Together with an upgrade to the EMG1 substation and provision of a community park.
Highway Works	Works to the highway network: the A453 EMG2 access junction works; significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements) and works to the wider highway network including active travel works.

- 5.9. These two components of the proposed development will be appraised below.
- 5.10. The main national policies of relevance are found in the NPPF with regard to the EMG2 Works, and the NPS for National Networks ('the NPS') for the Highway Works. They also have a different relationship with local planning policies of 'the development plan' and so for these reasons, these two parts of the DCO application will be appraised separately below.

1. EMG2 Works

- 5.11. As described above, the main source of national guidance for the EMG2 Works is the NPPF.
- 5.12. The appraisal of this component of the DCO application will major on the local development plan and the NPPF, as well as other material considerations.
- 5.13. The appraisal will be structured using the broad chapter headings from the NPPF to consider all relevant issues and potential environmental impacts.

2. DCO Application Part 2 - Highway Works

- 5.14. The Highways Works represent the mitigation proposed to accommodate the

traffic forecast to be generated by the proposed development of the EMG2 Main Site, and the EMG1 Works. As a consequence of their scale and characteristics they meet the definition of an NSIP in their own right, and as such the primary national policy document for the Highways Works is the NPS.

5.15. Therefore in appraising the Highways proposals this section is proposed to be structured with reference to relevant broad headings from the NPS, with references to the relevant core policy documents and material considerations made under each of these headings, where appropriate:

- Need for the Works proposed
- NPS Policies including relevant 'General Considerations' and 'Generic Impacts'
- Wider policy and 'sustainability' objectives
- Overall Policy compliance

5.2 **MCO Application**

5.16. The MCO Application is defined and described earlier in this Planning Statement, and in summary it comprises:

MCO Application/MCO Scheme	
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 access works.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO.

5.17. Consistent with the appraisal of the Highways Works (where the NPS is also the primary source of national policy) in appraising the MCO Application proposals this section will be structured with reference to relevant broad headings from the NPS, with references to the relevant core policy documents and material considerations made under each of these headings, where appropriate:

- Need for the Works proposed
- Relevant 'General' NPS Policies and Considerations, and wider policy and 'sustainability' objectives
- Overall Policy compliance

6. Summary and Planning Balance Conclusions

- 6.1. A final, comprehensive set of overall conclusions and planning balance will be included in this section of the final Planning Statement, following from the assessment and judgements to be included in a completed Section 5.
- 6.2. This draft Planning Statement accompanies applications for a Development Consent Order under Section 37 of the Planning Act 2008 for a second phase of SEGRO's East Midlands Gateway Logistics Park (EMG), in addition to a material change application (MCO) to the existing EMG1 Logistics Park DCO.
- 6.3. The EMG2 Project is located within the district of North West Leicestershire on land close to East Midlands Airport (EMA). It includes the EMG2 Main Site situated south of the airport together with land required for associated Highway Works to the east and north of EMA along the M1 corridor. It also includes land to the north of EMA within the existing East Midlands Gateway Logistics Park to accommodate the EMG1 Works.
- 6.4. The EMG2 Project comprises of the following components:

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.	DCO Works Nos. 1 to 5 as described in the draft DCO.
	Together with an upgrade to the EMG1 substation and provision of a community park.	DCO Works Nos. 20 and 21 as described in the draft DCO.
Highway Works	Works to the highway network: the A453 EMG2 access junction works; significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements) and works to the wider highway network including active travel works.	DCO Works Nos. 6 to 19 as described in the draft DCO.
MCO Application/MCO Scheme¹⁷		
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 access works.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO.

- 6.5. A review of the relevant legislative and policy context has identified the following

¹⁷ The Applicant for the MCO Application is 'SEGRO (EMG) Ltd'

key considerations:

- Strong national support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth;
- National support for improvement to the 'national networks' of road and rail, including the provision of a network of SRFIs, particularly when supported by intermodal Rail Freight Interchanges, to aid the transfer of freight from road to rail. The proposed significant enhancements to the strategic road network are also consistent with this element of national policy;
- Regional support for additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services;
- At a regional and local level, land in and around the East Midlands Airport and EMG1 is recognised as a strategic location suitable for further employment growth, which is further strengthened by the area's designation as part of the East Midlands Freeport;
- Local policy support for economic growth and productivity and employment sites to come forward, without allocation, where an immediate need or demand is demonstrated.

6.6. As referred to above, a final, comprehensive set of overall conclusions and judgements about the 'planning balance' will be included in the final Planning Statement.

Appendix 1 - Policy Compliance Tracker

[to form part of the final Planning Statement]

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