East Midlands Gateway
Phase 2 (EMG2)

Document DCO 6.20B/MCO 6.20B

ENVIRONMENTAL STATEMENT

Technical Appendices

Appendix 20B

ES Risk Record

August 2025

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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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Appendix 20B: Table 1 Risk Record for Screening MAD Events

Risk Record Entry Number	MAD Category Risk	Event Type	Hazard Description Applicable Phases (Construction, Operation, Maintenance	Risk Description (and identifies whether the MA&D event is from an external or internal influencing factor)	Hazard sources and/or pathways	Documentation in which the event is/will be addressed	Reasonable worst consequence if event did occur and receptor(s)	Mitigation	Could this constitute a major accident or disaster?	Is this ALARP with existing mitigation?
1	Natural Meteorological	Extreme temperatures: Heatwaves, Low (sub-zero) temperatures and heavy snow	Vulnerability to extreme temperatures. Operational risk.	The EMG2 Project may be vulnerable to extreme temperatures. However, the EMG2 Project is not expected to increase or change risks associated with extreme weather.	Severe weather	Operational design standards	Damage to proposed EMG2 Project and loss of life	The following will be included within the management of the EMG2 Works and Highways Works through the requirements in the DCO to ensure a high quality environment is maintained throughout operation: • Ensure effective, essential winter maintenance; • Regularly reviewed and updated winter maintenance plans; • Regular maintenance of assets to detect deterioration and damage; • Use of construction materials with superior properties which offer increased tolerance to fluctuating temperatures; • Road user warning systems in place in areas exposed to high winds; • Regular maintenance and cleaning of drainage	Following this mitigation, the EMG2 Project is not considered as vulnerable severe weather or climate change. **Chapter 19: Energy and Climate Change** concludes that: • Negligible change in precipitation is predicted annually. However, seasonal precipitation trends are predicted to become more intense – decreased precipitation is predicted for the driest season (Spring), and increased precipitation is predicted for the wettest season (Autumn). Additionally, wetter winters and drier summers are projected for the proposed development. • Annual temperatures are anticipated to increase, both	Yes

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								systems. The EMG1 Works will be completed and managed under the existing site management protocols.	during the coldest and hottest seasons and months. Maximum and minimum temperatures across the year are also both anticipated to increase. • Humidity is anticipated to increase across the year, both during the winter and the summer. • No clear trend for change in wind speed during this time period is shown in the regional projections data. Probabilistic projections do not provide wind speed data. Therefore, the risk of potential significant effects is negligible.	
2	Technological or Manmade Aerodrome safeguarding	East Midlands Airport	The EMG2 Project is located adjacent to East Midlands Airport. Operational risk.	The EMG2 Project may be vulnerable to accidents at the East Midlands Airport.	Locality of accidents	Protective Provisions applicable to aerodrome safeguarding in favour of MAG are included in Part 6 of Schedule 13 of the draft DCO (Document DCO 3.1)	Damage to proposed EMG2 Project and loss of life	The East Midlands Airport operates under strict operational health and safety criteria. The strategy notes that all illumination levels will be set as low as practicable while complying with safety	The operational risk of accidents associated with the East Midlands Airport are considered to be ALARP.	Yes

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								and security recommendations and the design levels set out in BS EN 12464 'Light and lighting – Lighting of work places – Part 2: Outdoor work places' and BS 5489-1 'Design of road lighting-Lighting of roads and public amenity areas'. It confirms that an indicative external lighting design has been produced that minimises light pollution. Furthermore, lighting for the operational phase of the EMG2 Project will be typical of commercial uses and highways lighting. This lighting is not similar to that of an airport or runway. Additionally, the lighting for the operational phase will not use the same colours in the same arrangement as that for the East Midlands Airport Runway and will not produce enough upward light to result in glare to pilots or planes. These measures will prevent pilots from being distracted by the operational lighting, and it will remain clear where the runway for the East Midlands Airport is.		
3	Technological or Manmade	EMG1	The EMG2 Project includes elements of land within parts of the original EMG1 site	The EMG2 Project may be vulnerable to accidents at the rail	Locality of accidents	Operational design standards	Damage to proposed EMG2 Project	The EMG2 Project includes rail infrastructure which is connected to Network Rail	Following mitigation, the risk of rail freight accidents associated with the EMG2	Yes

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	Rail freight		including service areas for the rail freight terminal itself. EMG1 Works comprise 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. Operational risk.	freight.			and loss of life	assets which are under strict regulation to prevent accidents. The EMG1 Works will be completed and managed under the existing site management protocols.	Project is considered to be ALARP.	
4	Technological or Manmade Industrial and Urban Accidents	Major Accident Hazard sites	The EMG2 Project is located within the consultation zones for Major Hazard Site H4798; known as known as Gasrec Ltd, Zone B East Midlands Gateway, DE74 2DL. This site comes under planning hazardous substance consent. The EMG2 Works, Highway Works and EMG1 Works are all located within the consultation zone. Operational risk.	The EMG2 Project is vulnerable to accidents associated with the Major Hazard Site H4798. An accident at the site could result in a domino effect.	Management of hazardous substances.	Gasrec health and safety protocols. Hazardous substance consent for which HSE is a statutory consultee on applications. HSE advise the HSA on whether consent should be granted. HSE advice aims to mitigate the effects of a major accident.	Damage to nearby buildings and the EMG2 Project. Loss of life.	Gasrec has a Remote Monitoring Centre which allows real-time monitoring of Gasrec's refuelling stations and gas supply chain, identifying potential safety issues early. This proactive approach minimizes risks like gas leaks or equipment failures, ensuring higher safety standards across all sites. The Remote Monitoring Centre tracks refuelling station performance 24/7, identifying maintenance needs before they affect station performance. This predictive maintenance reduces unplanned disruptions and ensures refuelling stations are	Gasrec has appropriate monitoring in place and has statutory requirements under the approved hazardous substances consent. Therefore, the risk of major accidents is considered ALARP.	Yes

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								always operational.		
5	Technological or Manmade Industrial and Urban Accidents	East Midlands Freeport	As part of the cumulative assessment, three developments within the Freeport have been considered: • SEGRO's Logistics Park East Midlands Gateway (EMG1) • Redevelopment of the Ratcliffe-on-Soar Power Station site • East Midlands Intermodal Park (EMIP) near Derby. Operational risk.	Whilst the EMG2 Project is vulnerable to accidents associated with the projects an accident at either the project's or EMG2 Project could result in a domino effect. The EMG2 Works, Highway Works and EMG1 Works are all located within proximity of these facilities.	Third party developments	n/a	Damage to proposed EMG2 Project and loss of life	All committed developments nearby will be subject to health and safety requirements, to ensure that the risk of accidents is ALARP.	There are predicted to be no cumulative effects with other active or committed development with regards to MAD.	Yes
6	Technological or Manmade Transport accidents	Road accidents	HGV movements in construction	During construction there will be an increase in heavy construction plant and equipment on local road network which may increase the risk of accidents. It is not envisaged that the construction of the EMG2 Project would generate or attract any hazardous loads.	HGV	CTMP	Road traffic accidents resulting in loss of life.	The CTMP (contained within **Document DCO 3A)** sets out the arrangements and management practices that will be adopted to minimise the impact of traffic on the local road network. **Chapter 6: Traffic and Transportation** provides a full assessment on the strategic and local highway network within the vicinity of the EMG2 Main Site and the accessibility of the EMG2 Main Site for road-based movements. Although a CTMP will not	Following this mitigation, the risk of road accidents associated with the EMG2 Proje**ct** is considered to be ALARP.	Yes

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								be in place for the MCO Application, best practice will be applied to ensure the risk of road accidents is considered to be ALARP.		
7	Technological or Manmade Transport accidents	Road accidents	Operational HGV movements.	The EMG2 Project involves the operational use of HGVs throughout the Strategic Road Network. An increase of HGVs on the road network could lead to transport accidents on the local road network.	HGV	EMG2 Project design. Sustainable Transport Strategy	Road traffic accidents resulting in loss of life.	A secure, dedicated, HGV parking area (of approximately 95 spaces) to meet the needs of HGVs visiting the EMG2 Main Site. A central part of the Sustainable Transport Strategy for the EMG2 Main Site will be a Gateway Shuttle Bus service. This will be a free service for all site employees providing a highly sustainable and affordable alternative to single occupancy car travel. 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	Following this mitigation, the risk of road accidents associated with the EMG2 Project is considered to be ALARP	Yes

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								expanded 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 and Framework Travel Plan for EMG2 are provided in **Appendix 6B** and **Appendix 6C** (**Document DCO 6.6B** and **DCO 6.6C**).		