

**East Midlands Gateway  
Phase 2 (EMG2)**

**Document DCO 6.2/MCO 6.2**

ENVIRONMENTAL STATEMENT

**Volume 1 Main Statement**

Chapter 2

# Site and Surroundings

July 2025

# 02

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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## 2. Site and Surroundings

### 2.1. Introduction

- 2.1.1. This section of the ES describes the site and surrounding area for each component of the **EMG2 Project**. In broad terms, the **EMG2 Project** is located in the district of North West Leicestershire on land close to East Midlands Airport (EMA). It includes the **EMG2 Works**, the **Highway Works** and the **EMG1 Works** as set out in full in **Chapter 1: Introduction** to this ES (**Document DCO 6.1/MCO 6.1**). The boundary of the DCO Application and MCO Application is shown on the respective Location Plan (Order Limits) (**Documents DCO 2.1** and **Document MCO 2.1**).
- 2.1.2. The component parts of the **EMG2 Project** site are identified on the Components Plan (**Document DCO 2.7/MCO 2.7**) and are described in further detail below by reference to the DCO Application and the MCO Application.

### 2.2. DCO Application Site (EMG2 Works and Highway Works)

#### The EMG2 Works (DCO Works Nos. 1 to 5, 20 and 21)

- 2.2.1. The **EMG2 Works** has three sub component sites, comprising the EMG2 Main Site, the Community Park and land at EMG1 for the proposed substation upgrade.

#### EMG2 Main Site

- 2.2.2. 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 3 km south of J24.
- 2.2.3. The EMG2 Main Site extends to approximately 87.6ha and currently comprises undeveloped, predominantly arable, land with hedgerows and trees dividing the various fields. 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 EMG2 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.
- 2.2.4. The EMG2 Main Site is bound to the north by Ashby Road (A453) with EMA beyond. Donington Park Motorway Services Area 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.
- 2.2.5. The surrounding context to the EMG2 Main Site is heavily influenced to the north and east by the existing commercial development including EMA 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.

### **The Community Park**

- 2.2.6. The land for the Community Park extends to approximately 14.3ha and currently comprises undeveloped, predominantly arable, land with hedgerows and trees dividing the various fields. It is located immediately to the west of the EMG2 Main Site and east of Diseworth.

### **The Substation**

- 2.2.7. The DCO Application also includes a small pocket of land of 1,576 sq.m within the existing EMG1 site which is presently occupied by a substation compound and adjoining amenity grassland.

### **Highway Works (DCO Works Nos. 6 to 19)**

- 2.2.8. The principal areas of land required for the **Highway Works** are:
- Along a section of the M1 motorway northbound from before J23a to 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.
- 2.2.9. 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. Further areas of land 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.

## **2.3. MCO Application Site (EMG1 Works)**

### **Works to EMG1 (MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A)**

- 2.3.1. As set out within **Chapter 1: Introduction** of this ES (**Document DCO 6.2/MCO 6.2**), the **EMG2 Project** includes land within part of the EMG1 site which has the benefit of the EMG1 DCO. 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;

- Existing highway land where the access to EMG1 will be improved; and
- 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.

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