East Midlands Gateway
Phase 2 (EMG2)

Document DCO 5.4 / MCO 5.4

Planning Statement

OCTOBER 2025

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

SEGRO.COM/SLPEMG2

SEGRO

SEGRO Logistics Park
East Midlands Gateway
Phase 2 (EMG2)

DCO 5.4 and MCO 5.4

Planning Statement

October 2025

The East Midlands Gateway Phase 2 and Highways Development Consent Order 202X and The East Midlands Gateway Rail Freight and Highway (Amendment) Order 202X

SEGRO.COM/SLPEMG2

SEGRO

Contents

Appendices:

1. Policy Compliance Tracker
2. Maritime Letter of Support
3. Maersk Letter of Support
4. Context Analysis Plan
5. Flood Risk Sequential Test

Executive Summary

1. Introduction

SEGRO is bringing forward proposals for a nationally significant expansion of the East Midlands Gateway Strategic Rail Freight Interchange (EMG), known as 'East Midlands Gateway 2' ('EMG2'). The development will be delivered through two interlinked applications: a Development Consent Order (DCO) for 'the EMG2 Works' and associated Highway Works, and a Material Change Order (MCO) to the existing EMG1 DCO. Together these proposals represent the next phase of the East Midlands Gateway (EMG1) project, building on the success of EMG1 to create a larger, integrated logistics and advanced manufacturing cluster at the heart of the UK's transport network.

The EMG2 Works will deliver a multi-unit logistics and advanced manufacturing development, together with a new Community Park. The Highways Works include a package of significant improvements to M1 Junction 24, ensuring long-term resilience and improved capacity on one of the most important freight corridors and locations for growth in the country. The EMG1 Works will provide additional warehousing at Plot 16, increased operational efficiency at the rail terminal through taller gantry cranes, and upgrades to the public transport interchange and management suite.

2. Strategic Fit and Locational Advantages

The East Midlands is recognised as one of the UK's most connected logistics locations. The EMG area occupies a unique position at the nexus of national infrastructure and strategically significant economic activity. The area includes the Strategic Rail Freight Interchange at EMG1, which provides direct access to the national rail freight network; the M1 motorway corridor, together with the A42/A50, A453 and A6, which give unrivalled road connectivity and East Midlands Airport (EMA), which is the country's largest dedicated air freight hub. The area is also a focus of economic activity which will expand as a result of further committed and planned development. The combination of these assets in one location makes the EMG cluster nationally and internationally significant.

The EMG2 site has been deliberately planned as a direct extension of EMG1, ensuring that new floorspace is functionally linked to the established rail terminal. This integration will help to maximise the use of rail in the transfer of goods, reducing reliance on road haulage and strengthening supply chain resilience.

The EMG2 Main Site sits within the East Midlands Freeport, designated in 2022, as part of the East Midlands Airport and Gateway Industrial Cluster (EMAGIC). This designation is central to Government policy to promote trade, investment, and innovation while supporting the UK's net-zero transition. Locating EMG2 within the Freeport strengthens its strategic importance, directly contributing to national objectives to attract global businesses, foster advanced manufacturing, and accelerate low-carbon logistics.

3. Economic Case and Market Need

The economic case is underpinned by the comprehensive market need analysis prepared by Savills. Their assessment demonstrates a significant shortfall of industrial and logistics (I&L) floorspace across North West Leicestershire and the wider region. Existing allocations and consents are insufficient to meet projected demand, and there is a pressing requirement for new strategic sites. EMG2 is uniquely positioned to address this need, with its proven locational advantages and immediate deliverability.

Market demand for space at EMG1 has already outstripped supply, with the site now fully occupied. EMG2 directly responds to this demand, providing the flexibility to accommodate a diverse range of occupiers. Importantly, the scheme is expected to be anchored by Maersk, which intends to establish a UK headquarters and carbon-neutral inland logistics operation, fully integrating rail, road and air connections. This commitment demonstrates both immediate demand and long-term strategic confidence in the site.

Crucially, the co-location of EMG2 with the EMG1 rail terminal ensures that the additional floorspace directly supports greater rail freight capacity. This provides a competitive, low-carbon logistics offer that cannot be replicated elsewhere in the sub-region.

The timescale for bringing forward EMG2 is critical. The Freeport designation offers a unique opportunity for growth and reinvestment, but these benefits are dependent on early delivery of strategic sites. Ensuring EMG2 is operational by the end of the decade is necessary both to capture immediate occupier demand and to align with the Freeport programme.

The economic contribution of EMG2 will be substantial. Independent assessment confirms that the project will generate thousands of new jobs, both during construction and operation, and deliver significant economic value across the region. In headline terms the economic benefits will be in the order of:

- 5,720 operational jobs once complete.
- 435 construction jobs per year during the build-out period.
- £137 million GVA per annum in operation.
- £15.8 million GVA per annum during construction, supported by a £280 million capital investment.
- £11.4 million annual business rates, contributing to local reinvestment and the wider Freeport programme.

In addition to job creation and investment, SEGRO will establish an Employment and Skills Group to maximise opportunities for local people, alongside a Community Investment Plan focusing on training and upskilling. This builds on the successful EMG1 model, which has already created partnerships with colleges, Jobcentre Plus, and local authorities to support inclusive economic growth.

4. Policy Alignment

National Policy Statement for National Networks (NPSNN, 2024)

The NPSNN establishes a compelling national need for Strategic Rail Freight Interchanges and associated infrastructure. It sets a presumption in favour of granting consent for projects that fall within this established need, including both SRFIs and highway schemes. Importantly, the NPSNN recognises the critical role of expansion at existing SRFIs, confirming that such growth supports levelling up, creates significant employment, and strengthens supply chain resilience.

The EMG2 scheme directly complies with these objectives. It enhances the operational capacity of EMG1 through the MCO Works, provides significant new logistics floorspace adjacent to the existing SRFI, and delivers highways improvements at M1 Junction 24. The project therefore sits squarely within the scope of the NPSNN and is supported by its policy presumption in favour.

National Planning Policy Framework (NPPF, 2024)

The NPPF places significant weight on supporting sustainable economic growth and recognises the specific locational requirements of the freight and logistics sector. Paragraph 87 requires planning policies and decisions to provide for strategic logistics operations in suitably accessible locations, particularly where they contribute to decarbonisation and supply chain efficiency. EMG2 is precisely such a location: part of a nationally connected, policy-endorsed hub, supported by Freeport designation and integrated with existing infrastructure.

Local Policy Context

The Leicester and Leicestershire Strategic Growth Plan (2018) identifies the area around East Midlands Airport and EMG1 as the Leicestershire International Gateway, recognising it as a nationally significant hub for logistics and distribution and an area where strategic economic growth should be focussed. Having regard to the strategic policy context, the emerging evidence on need, the Freeport designation and recognising the strategic growth potential of the area, the EMG2 Main Site is identified as a potential allocation option for **strategic employment** within North West Leicestershire's emerging Local Plan.

Policy **Ec2(2)** of the adopted Local Plan supports new employment development where an immediate need can be demonstrated. EMG2 clearly meets this requirement: the existing EMG1 site is fully occupied, and the independent evidence prepared by **Savills** confirms a pressing shortfall of industrial and logistics floorspace in the district and across the FEMA.

The emerging allocation for the EMG2 site indicates the Council's recognition that this is an appropriate location for additional strategic logistics capacity. Furthermore, the proposals are consistent with wider Local Plan policies relating to design quality, highways capacity, landscape and biodiversity. These considerations are addressed through a **landscape-led masterplan**, significant highways upgrades, biodiversity net gain, and the delivery of sustainable transport infrastructure.

For these reasons, the EMG2 application is considered to **accord with the Local Plan overall**, both in terms of its economic objectives and in meeting environmental and design requirements.

5. Transport, Sustainability and Environmental Effects

The transport strategy for EMG2 has been developed comprehensively to ensure that the project integrates with the local and strategic network and takes account of other growth planned for the area. At its core is a major upgrade to M1 Junction 24, supported by a package of complementary improvements, which will increase the capacity of the strategic road network, reduce journey times and improve safety. Together these measures ensure that EMG2 not only accommodates its own traffic but also contributes to the delivery of a wider highways solution which could unlock residential as well as commercial growth in the area.

The NPPF and the Local Plan emphasise the importance of sustainable transport, requiring major developments to provide genuine alternatives to car use. EMG2 achieves this through its comprehensive Sustainable Transport Strategy, including a dedicated bus interchange, a free electric Gateway Shuttle service, extensive walking and cycling connections, and proven experience from EMG1, where sustainable commuting already accounts for nearly 40% of trips.

Equally, freight sustainability is advanced by the direct link between EMG2 and the EMG1 rail terminal, which ensures that occupiers can make greater use of rail freight, reducing HGV miles and associated emissions.

Sustainability and environmental performance are at the heart of the proposals. All buildings are designed to have the ability for occupiers to be net zero in operation, targeting EPC A and BREEAM Outstanding ratings. Roof structures will be capable of accommodating solar photovoltaic systems across their entirety, with at least 20% installed from the outset. The landscape strategy delivers biodiversity net gain through habitat creation, woodland planting and ecological enhancements, while an integrated SuDS network reduces peak discharge rates, improving downstream flood resilience along the Diseworth Brook floodplain.

The Environmental Statement (ES) confirms that there will be no significant adverse residual effects in relation to a number of environmental topics, including climate change, air quality, noise, water quality, ground conditions, or human health. The ES identifies a range of beneficial effects across many topics. The principal adverse environmental effects arise from landscape and visual change, associated change to the ‘setting’ of off-site heritage designations, and loss of agricultural land. As with any nationally significant development of this scale on a greenfield (currently agricultural) site, the project will result in some significant localised adverse impacts, particularly in the early years before planting matures. However, the proposals have been carefully designed to mitigate the landscape and visual effects (and impacts on heritage setting) through a landscape-led approach incorporating earth bunds, woodland blocks, and layered planting. Over time, as the landscape establishes, these visual effects will reduce, and the benefits of the Community Park and new green infrastructure will become more prominent.

6. Design and Comprehensive Development

The EMG2 scheme has been designed as a coherent, comprehensive extension of EMG1. This approach ensures that infrastructure, landscaping, highways improvements and building design are planned in an integrated way, avoiding the risks and inefficiencies of piecemeal development. This comprehensive approach allows the definition of parameters for the EMG2 Works which would see the tallest new buildings on the east of the EMG2 Main Site, with reduced maximum heights in the west closest to Diseworth village, ensuring a range of buildings to meet occupier requirements across the site as a whole while minimising local effects.

The design philosophy is landscape-led, using earthworks, planting and green infrastructure to shape the layout and reduce visual impacts. Buildings will adopt a consistent, high-quality design language with sustainable materials and energy-efficient specifications. The masterplan also integrates a network of green corridors, walking and cycling routes, and a 14.3 hectare Community Park, creating benefits for both occupiers and the wider community. This comprehensive approach ensures that EMG2 delivers not just employment floorspace but also a well-designed place, embedded within its landscape setting and with a design which responds to the local context.

7. Planning Balance and Conclusion

The EMG2 proposals represent a nationally significant opportunity to expand one of the UK's most successful SRFIs in the right place and at the right time. The scheme is aligned with national and local planning policy, carries the presumption in favour of development under both the NPSNN and NPPF, and is underpinned by robust evidence confirming the urgent need for new floorspace. Delivering EMG2 now is essential both to meet that need and to ensure the East Midlands Freeport realises its full potential.

The ability of EMG2 to unlock significant additional use of the EMG1 rail terminal is a decisive benefit, supporting national objectives for modal shift of freight from road to rail, and in terms of climate change action.

While there will be some residual landscape and visual harm, loss of agricultural land, and low to medium levels of 'less than substantial harm' to the setting of off-site designated heritage assets, these effects have been minimised and mitigated wherever possible and are outweighed by the compelling benefits of the scheme. These benefits include new jobs and economic investment, highways improvements, sustainable transport enhancements, improved flood resilience, biodiversity gains and enhancement, and the delivery of energy efficient buildings.

In the planning balance, the benefits are clear and decisive. EMG2 is a project of national importance that will secure jobs, investment, and trade, help support the transition to net zero, and strengthen the UK’s supply chains. It represents a unique opportunity to deliver lasting economic and environmental value at the heart of the East Midlands.

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 proposed development. EMG1 is now complete, with the terminal fully operational, and all development plots operational. 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 and 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 proposed development in brief comprises three main components, and, as explained in the Guide to Applications (Document s DCO 1.3 and MCO 1.3), authorisation of these is being applied for under two concurrent applications – this is set out in the Table below:

Main Component	**Summary of Component**	**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. The development includes HGV parking and a bus interchange.	DCO Works Nos. 1 to 5 including relevant Further Works as described in the draft DCO (Document DCO 3.1).
	Together with an upgrade (modification and extension) to the EMG1 substation and provision of a Community Park.	DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (Document DCO 3.1).
Highway Works	Works to the highway network: the A453 EMG2 access junction works (referred to as the EMG2 Access Works); significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements), works to the wider highway network including the Active Travel Link, Hyam's Lane Works, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.	DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (Document DCO 3.1).
MCO Application/MCO Scheme[2]		
EMG1 Works	Additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (Document MCO 3.1).

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

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

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 (**Document DCO1.4/MCO 1.4**). The core documents are:

- Application form;
- 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 (MCO) Application is supported by the following documents that are only relevant to that application:

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

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 is submitted as required for the DCO and MCO, 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 document provided at Appendix 1. 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 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, the EMG1 Pedestrian Crossing and other works and more particularly described as Work Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO.

EMG2 Works	The main site at EMG2 as shown hatched red on the Components Plan (Document DCO 2.7) comprising logistics and advanced manufacturing development, bus interchange and HGV parking more particularly described as Work Nos. 1 to 5 in Schedule 1 of the draft DCO, together with the Community Park (identified as 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 bus interchange and HGV parking 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 Main Site including the J24 Improvements, the EMG2 Access Works, the A6 Kegworth Bypass / A453 Junction Improvements , the Finger Farm Roundabout Improvements, the Hyam's Lane Works, the Active Travel Link and the L57 Footpath Upgrade and other works as more particularly described in Work Nos. 6 to 19 in Schedule 1 of the draft DCO.
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 (approximately 87.6ha) and Community Park (approximately 14.3ha) 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 (and Community Park site) are 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 M1 and A42 to the south-east.

Land for the Highways Works

2.7. The principal areas of land required for the Highways Works are:

- 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.
- A section of the A50 eastbound where it links to J24, to the east of the M1 southbound.

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. The submitted TA (and Appendices) provides detail of the proposed Highway Works and the extent of works on the Strategic Road Network and local road network.

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 in this ES as Plot 16;

- Existing highway land where a pedestrian crossing at the EMG1 access will be provided; 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.

2.11. As described in Section 3, the DCO Application includes a small pocket of land (approximate 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 proposed development comprises the following components:

Main Component	**Details**	**Works Nos.**
DCO Application made by the DCO Applicant for the DCO Scheme		
EMG2 Works	Logistics and advanced manufacturing development located on the EMG2 Main Site south of East Midlands Airport and the A453, and west of the M1 motorway. The development includes HGV parking and a bus interchange. Together with an upgrade (modification and extension) to the EMG1 substation and provision of a **Community Park.**	DCO Works Nos. 1 to 5 as described in the draft DCO **(Document DCO 3.1).** DCO Works Nos. 20 and 21 as described in the draft DCO **(Document DCO 3.1).**
Highway Works	Works to the highway network: the A453 EMG2 access junction works (referred to as the EMG2 Access Works); significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements), works to the wider highway network including the Active Travel Link, Hyam's Lane Works, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.	DCO Works Nos. 6 to 19 as described in the draft DCO (**Document DCO 3.1).**
MCO Application made by the MCO Applicant for the MCO Scheme		

EMG1 Works	Additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (**Document MCO 3.1**).

3.4. SEGRO has made two concurrent applications for the three component parts as described in Section 1, the Guides to the Applications (**Document s DCO 1.3 and MCO 1.3**) and in Chapter 3 of the ES.

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 functions[3]. The proposed Community Park is a key component of the EMG2 Works within the DCO Application.

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 'Rochdale Envelope' approach has been followed with regard to the EMG2 Works[4]. The Parameters Plan (**Document DCO 2.5**) establishes the following key parameters and development uses within the EMG2 Main Site – where

[3] 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.
[4] Table 3.5 of the Environmental Statement (ES) sets out the full parameters defined for the Proposed Development as a whole.

relevant, reference is made to various discrete components of the DCO 'Works':

- 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);
- 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** below) (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** below) (DCO, Works No. 1);
- Vehicular access from the A453 via a new arm off the Hunter Road roundabout (DCO, Works No. 6);
- A bus interchange terminal at the site entrance, together with an electric shuttle bus service, 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 (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);
- 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 Nos. 2 and 7); and
- Retention of Hyam's Lane with its surface upgraded to provide enhanced pedestrian/cycle connectivity through the EMG2 Main Site (DCO, Works No. 7).

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. physically remote from the EMG2 Main Site itself). It also includes creation of a Community Park (DCO Works No 21), referred to below.

3.9. 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. Specifically, Table 3.5 of the ES sets out the full parameters for the Proposed Development as a whole.

3.10. The schedule of development for the EMG2 Main Site is further explained in Table 3.1 below.

Table 3.1 EMG2 Works Development Parameters Schedule

Zone	Range of Units	Max Floorspace (GIA sq.m.)	Finished Floor Level (m AOD) - allowable deviation +/- 1.5m	Max Ridge Height (m AoD)
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		
In addition to the limits set out in the schedule above the following units and floorspace are permitted.				
Bus terminal and office within Zone 6		1-2	500	88.00
HGV parking and amenity building within Zone 7		1-2	500	89.50
Substation		1	75	64.00
*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.				

Zone	Range of Units	Max Floorspace (GIA sq.m.)	Finished Floor Level (m AOD) - allowable deviation +/- 1.5m	Max Ridge Height (m AoD)
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.				

3.11. 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 (AoD)) would not exceed the parameters identified in Table 3.1.

Design Approach

3.12. Whilst the application does not seek approval for a layout or design detail, an Illustrative Masterplan for the EMG2 Works is submitted as part of the application (**Document DCO 2.6**). This illustrates how the EMG2 Works 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.

3.13. A Design Approach Document ('DAD') (**Document DCO 5.3/MCO 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.

3.14. One of SEGRO's strategic priorities, as part of its '*Responsible SEGRO'* Framework, is '*championing low carbon growth'*. SEGRO is committed to constructing buildings in a low-carbon way and measures to achieve this are considered at Chapter 19: Climate Change (**Document DCO 6.19**) of the ES and referred to in the DAD. 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.

3.15. Buildings will also be designed such that they have the ability for occupiers to be low carbon 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 ‘Excellent’ as part of SEGRO base build specification.

3.16. The proposed buildings within the EMG2 Main Site will be designed to accommodate solar photovoltaic (PV) panels on their roofs. Initially, roof-mounted PVs will be installed to cover 20% of the roofs of buildings (with a generating capacity of 5.8MW). The electricity generated will supply the occupiers of the buildings. The buildings will, however, be designed to have the structural capacity to support 100% PV coverage of available roof space if required giving a potential electricity generation capacity of up to 29MW across the site. In this way the buildings will be ‘future-proofed’ and additional roof mounted PVs can be installed should there be additional demand for renewable energy on-site. For the avoidance of doubt, and as confirmed in the ES (Chapter 3), even if provided on 100% of available roof space, the capacity of the solar array installed would be significantly below the 50MW capacity set out in the Planning Act 2008 (as amended) as constituting an NSIP in its own right. The ES (Chapter 19, **Document DCO 6.19**) and associated appendices also includes detailed consideration of the role of PVs in addressing the climate change impacts of the EMG2 Project.

3.17. Part of the EMG2 Main Site is intended to accommodate a new HQ operation for Maersk. This is described in more detail later in this Statement.

Strategic Landscaping and Community Park

3.18. As referred to above, 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. This is shown on the Parameters Plan (**Document DCO 2.5**) and Illustrative Landscape Masterplan (**Document DCO 2.6**). The landscaping proposals form an integrated part of the design rationale for the EMG2 Main Site and will be secured through a DCO requirement.

3.19. A key element of the landscape strategy is the creation of a Community Park to the west of the EMG2 Main Site (DCO, Works No. 21). This comprises of the four field parcels closest to Diseworth (which extend to approximately 14.3ha), which will remain open and reserved for informal public access, biodiversity enhancements and surface water drainage attenuation. The proposed design of the Community Park is included as **Document DCO 2.16** and delivery of the Community Park in accordance with this design is secured by a requirement in the draft DCO (**Document DCO 3.1**).

3.20. The Community Park will be available and open for use by the public before occupation of any of the authorised buildings on the EMG2 Main Site and will be available in perpetuity. The Community Park will thereafter be managed and maintained by SEGRO in accordance with a management and maintenance scheme which will be submitted to and approved by the local planning authority pursuant to Requirement 28(2) of the draft DCO. By managing the Community Park as part of the wider EMG2 Main Site, SEGRO will be able to ensure that it is properly managed and used, and that appropriate security is provided as necessary to address local concerns around anti-social behaviour.

3.21. The landscape proposals are fully integrated into the earthworks strategy (see Section 3.3 below) and will involve the creation of substantial landscape bunds, principally around the western and southern edge of the EMG2 Main Site. The indicative location and proposed height (m AOD) of the bunds is shown on the Parameters Plan (**Document DCO 2.5**). The landscape bunds will rise up gradually from existing ground levels within the Community Park (by up to 13m) to the top of the bund before falling more sharply down to the proposed development plateaus which will sit at least 5m below the top of the bunds. The bunds will be planted and this will include new woodland, scrub and other planting as further explained at Chapter 10: Landscape and Visual of the ES (**Document DCO 6.10**). The bunds form a significant component of the visual mitigation measures to limit outside views into the EMG2 Main Site.

3.22. As set out in further detail in Chapter 3 of the ES, the earthworks required to deliver the proposed development on the EMG2 Main Site are informed by a 'cut and fill' assessment. Some parts of the site will be lowered from existing ground levels while in others it will be raised. This will result in the creation of three main development plateaus to the north of Hyam's Lane and a further four development plateaus to the south (with Hyam's Lane itself remaining in situ). The cut and fill exercise will be designed to enable a balance across the site to avoid the import or off-site removal of bulk earthworks materials, and the associated transport movements and other potential environmental effects. The Cut and Fill Plan included as Figure 14M.5 at **Appendix 14M** to the ES (**Document DCO 6.14M**).

3.23. A key principle of the design of all landscaped areas will be habitat biodiversity which will target an overall EMG2 Project post development habitat gain of 10% against the pre-development baseline position. Further details of this are set out in the Biodiversity Net Gain Report at ES Appendix 6.9I **(Document DCO 6.9I).**

Strategic Drainage Proposals

3.24. A surface water drainage strategy for the EMG2 Main Site establishes sustainable drainage principles ensuring that surface water run-off generated by the proposed development is dealt with in a sustainable manner. In accordance with best practise and local and national requirements, the drainage infrastructure has been designed with respect to the design storm (the 1 in 100-year+25% storm) as well as the resilience check storm (the 1 in 100-year+40%) event as set out in detail at Chapter 13: Flood Risk and Drainage of the ES **(Document DCO 6.13)** and the associated appendices. The drainage strategy for the EMG2 Works comprises the installation of a series of attenuation basins and swales within the Community Park and along the southern boundary of the EMG2 Main Site, supplemented with on-plot storage as necessary, to store and treat surface water run-off from the development, before discharging it to the local watercourse in the south-east corner of the EMG2 Main Site.

3.25. The strategic drainage infrastructure will be installed as part of the earthworks phase (the ES Chapter 3 provides further details). 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.

Bus Interchange

3.26. A purpose-built bus interchange within Zone 6 is proposed in the north-east of the EMG2 Main Site, close to the proposed site access as indicated on the Parameters Plan (**Document DCO 2.5**) (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. Private electric shuttle buses serving EMG2 will also utilise the bus interchange, interfacing with public bus services, to ensure that modal shift opportunities are delivered.

HGV parking

3.27. 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. The location is shown on the Parameters Plan (**Document DCO 2.5**).

Substation Upgrade

3.28. An existing substation located within EMG1 is proposed to be upgraded to accommodate a third circuit and increase capacity of the substation to 54 MVA in order to meet the power requirements at the EMG2 Main Site (DCO, Works No. 20). This will require modification and extension to deliver a new switch room and switchgear which will be housed within an extended substation compound. it is expected that the extended substation will sit on a base slab. New underground cables will be installed running from the upgraded substation within EMG1 to a new substation within EMG2 along the A453. The location of the substation is shown on the Components Plan (**Document DCO 2.7**). The Parameters Plan (**Document DCO 2.5**) defines the key parameters for the substation extension with detailed information on the proposed substation works provided by the Utilities Assessment Report included as **Appendix 16A** to the ES (**Document DCO 6.16A**).

The Highway Works

3.29. 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 meet the definition of an NSIP in their own right.

3.30. The Highway Works are defined in Schedule 1 of the draft DCO (**Document DCO 3.1**) and further detail is also provided in the ES description of development in Chapter 3, and in ES Chapter 6: Traffic and Transportation **(Document DCO 6.6**) and the associated appendices, in particular the Transport Assessment (**ES Appendix 6.6A**). However, they comprise the following schemes (DCO, Works No. 6-19):

a) Access to the EMG2 Main Site will be provided off the A453 (DCO, Works No. 6)

b) The proposed improvement works at M1 J24 (DCO, Works No. 8 - 12 and 16 comprise the following elements:

   i) 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;

   ii) Widening of the A50 eastbound link at J24 and other related works and traffic management measures in this location;

   iii) Alteration of the west side of the J24 roundabout to provide three lanes from the M1 northbound to A453 northbound through the junction, two lanes from the A453 northbound to the M1 northbound through the junction and remove the segregated left-turn lane from the A453 northbound to the A50 westbound;

   iv) Signing and lining amendments on the east side of the J24 roundabout and the A453 southbound approach;

   v) Provision of new M1 northbound exit to the A50 and associated improvements to gantries signage, signals and road markings on the M1; and

vi) Changes to the signage on the M1 northbound before J23A to sign the A50 via the new M1 J24 link road rather than via J23A as at present.

c) The A6 Kegworth Bypass / A453 Junction Improvements (DCO, Works No. 13) will provide increased junction capacity;

d) A range of measures are proposed to maximise sustainable transport opportunities as further set out in the Sustainable Transport Strategy (**Document DCO 6.6B**) and Framework Travel Plan provided as Appendix 6.6C to the ES (**Document DCO 6.6C**). This includes the following works (DCO, Works Nos. 7, 14, 15, 17 and 19):

   i) 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;

   ii) 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;

   iii) A new shared use cycle track from the EMG2 Main Site bus interchange to the proposed A453 toucan crossing;

   iv) 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;

   v) A new uncontrolled crossing of the A453 at the East Midlands Airport signalised access junction to facilitate pedestrian access to the Community Park;

   vi) Improvements to EMG1 access junction to incorporate a signalised crossing for access from EMG1 to the bus interchange; and

   vii) 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.

e) Works to connect Long Holden to the new public rights of way constructed within the EMG2 Main Site and to control vehicular access to Long Holden (DCO, Works No. 17). Further information on the proposed changes to the rights of way is provided below.

f) Works to A42/A453 Finger Farm roundabout (DCO, Works No. 18) comprise widening to the A453 westbound exit and the provision of new and replacement signage.

3.31. The Highway Works will be carried out in general accordance with the details shown on the Highways Plans, General Arrangement, Sheet 1-4 (**Documents DCO 2.8A-2.8D**), the Highways Plans, Long Sections, Sheet 1-4 (**Documents DCO 2.10A-2.10D**) and Access and Rights of Way Plans, Sheet 1-2 (**Documents DCO 2.4A and 2.4B**). '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. These are set out at Article 4 of the draft DCO (**Document DCO 3.1**) and listed at **Table 3.5** of the ES.

3.32. 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 promotors of other nearby strategic developments 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 highway mitigation for the proposed development 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 proposed development on the highway network, but would deliver further benefits to enable and support additional development.

3.33. In connection with the EMG2 Works and Highway Works described above, various associated 'Further Works' will be undertaken including the provision of ancillary buildings within the EMG2 Main Site such as gatehouses, weighbridges and barriers; the installation of drainage and utilities connections and infrastructure. A detailed list of 'Further Works' is included at Schedule 1, Part 3 of the draft DCO (**Document DCO 3.1**), and referred to in ES Chapter 3 with regard to their treatment as part of the EIA process.

Public Rights of Way

3.34. 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 ES (Document **DCO**

6.6B) and shown on the Access and Rights of Way Plan (**Document DCO 2.4, 2.4A and 2.4B).**

3.35. In summary the rights of way works comprise:

- 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;
- 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. 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;
- Restricting vehicular access to Hyam's Lane to preserve its character.

The EMG1 Works (The MCO Application)

3.36. 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**). The MCO Application seeks approval for the development parameters shown on the Parameters Plan (**Document MCO 2.5**) which are described below and in further detail in Section 3.3 of the ES Chapter 3.

3.37. In summary these works consist of:

a) Construction of a new rail-served warehouse building on land adjacent to the rail-freight terminal referred to as Plot 16 (MCO, Works No. 3A) together with associated access and drainage (MCO, Works No. 5A) and landscaping (MCO, Works No. 6A);

b) Alterations to the maximum permitted height of gantry cranes at the rail freight interchange by 4m, to 24m overall;

c) An expansion of the EMG1 Management Suite by the EMG1 site entrance to cater for the additional demand on management facilities resulting from EMG1 (MCO, Works No. 3B);

d) Enhancements to the Public Transport Interchange by way of the installation of EV charging infrastructure for buses and provision of a drop-off layby adjacent to the transport hub (MCO, Works No. 5B and 5C); and

e) Provision of a signalised pedestrian crossing over the EMG1 exit road approach to the access junction to EMG1 (MCO, Works No. 8A) connecting to the drop-off layby.

3.38. It is proposed to direct surface water runoff from the EMG1 Works to the Lockington Brook, via the existing EMG1 surface water drainage infrastructure.

3.39. As part of the process of this element of the proposals being properly tested for its environmental impacts, a Parameters Plan (**Document MCO 2.5**) has been prepared. The MCO Application is also accompanied by an Illustrative Landscape Masterplan (**Document MCO 2.6**).

3.40. The following paragraphs provide a further description of the EMG1 Works.

<u>'Plot 16'</u>

3.41. The Parameters Plan relating to the MCO Application (**Document MCO 2.5**) establishes the key principles for the proposed works at Plot 16 which include provision of a maximum of 26,500 sq.m. (approximately 285,000 sq.ft.) (GIA) of additional warehousing, 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.

3.42. 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.

3.43. The proposed building(s) at Plot 16 will be designed to accommodate solar photovoltaic (PV) panels on their roofs. Similarly to the DCO Scheme, roof-mounted PVs will initially be installed to cover 20% of the roofs (with a generating capacity of 0.55 MW), but the building(s) will be designed to have the structural capacity to support 100% PV coverage (up to 2.8 MW) of available roof space if required by the occupier(s). As required by the Article 5 of Schedule 16 of the EMG1 DCO, prior to the installation of any PVs, approval will be sought of the airport operator (acting as the statutory aerodrome safeguarding authority) and any request for such approval will be accompanied by a full solar glare assessment and detailed risk assessment.

3.44. Access and drainage to Plot 16 will be gained via the road which serves the EMG1 rail terminal. New landscaping will be provided to the south-west and north-east of Plot 16 and will include retained vegetation and new planting, mitigation mounding and sustainable drainage features.

Alterations to existing rail-freight terminal

3.45. 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 approvals[5].

3.46. Therefore approval is sought to install gantry cranes up to 24m which would provide additional operational efficiency to the terminal, but will not result in any changes to the capacity of the rail-freight terminal in terms of train movements.

Expansion of Management Suite

3.47. The proposals include an extension to the existing EMG1 Management Suite to cater for the additional demand on these facilities resulting from the proposed development. This would include additional break-out space and meeting rooms. The Parameters Plan accompanying the MCO Application (**Document MCO 2.5**) specifies that the extension will be up to 500 sq.m. in floorspace and will be accommodated in a building up to 7m high (to ridge).

3.48. Additional car parking spaces will be provided within the car park that currently serves the management suite.

Enhancements to the EMG1 Public Transport Interchange

3.49. Improvements are proposed by way of the installation of parking and EV charging infrastructure for SEGRO's internal electric bus fleet and the provision of a drop-of lay-by next to the existing transport hub.

EMG2 in Operation

3.50. 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, with

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

additional details provided in ES Chapter 3.

3.51. The existing SEGRO EMG1 Management Company will be expanded to fully incorporate the new operations at Plot 16 and on the EMG2 Main Site. The Management Company 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. A Landscape and Environmental Management Plan (LEMP) (**Document DCO 6.10/MCO6.10**) sets out the immediate as well as long-term objectives to manage and maintain the landscape to the benefit of both the environment and the local community.

3.52. Twenty-four-hour security, including security guards, CCTV, security vehicles and a site manager will operate from a purpose-built management suite / security gatehouse.

3.53. 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'.

Transport Management

3.54. 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%. This approach has been set out in the Sustainable Travel Strategy (STS) and Framework Travel Plan (FTP) which have been prepared for the EMG2 Main Site and are provided as ES Appendix 6B (**Document DCO 6.6B**) and ES Appendix 6C (**Document DCO 6.6C**) respectively.

3.55. 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 STS for EMG2 are provided in the ES (Document DCO 6.6E/B.

3.56. As regards Plot 16, the EMG1 DCO already contains provisions for a STS and FTP and this will apply to the occupiers of Plot 16.

Operational Hours of Use

3.57. 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. Specific mitigation measures are proposed within the individual assessment chapters in recognition of the fact that the site is likely to operate 24/7, including with regard to noise, and lighting.

Sustainable Operations

3.58. SEGRO is committed to delivering the proposed development in a way that enables occupiers to run net zero operations, and the development would be an industry leader in sustainability. In delivering one of its Strategic Priorities - "*Championing Low Carbon Growth*" – SEGRO is committed to reducing operational carbon emissions, including occupier emissions, by 42% of 2020 levels by 2030. Later parts of this Planning Statement refer to energy efficiency initiatives including targeting an Energy Performance Certificate (EPC) rating of Band 'A' and BREEAM 'Outstanding' as part of SEGRO base build specification. In addition, to achieve these wider objectives, SEGRO will engage with its future tenants to reduce unregulated building energy use and maximise the use of renewable energy. SEGRO will purchase certified renewable electricity for SEGRO's own use and for tenants for whom SEGRO will procure energy on their behalf. Where tenants procure their own energy, SEGRO will encourage tenants to procure certified renewable electricity and track uptake through 'green lease' clauses in tenancy agreements. Further information on SEGRO's approach to reducing operational emissions is provided by the Carbon Management Plan included as ES Appendix 19E (**Document DCO 6.19E**).

Employment and Skills Training, and Community Investment

3.59. Building on the success at EMG1, SEGRO is also committed to establishing an Employment and Skills Group (E&S Group) for the DCO Scheme. This would be established at the beginning of the construction phase and continue into the operational phase. The group will consist of representatives from contractor, tenants, SEGRO, local colleges, local authorities, and employment groups/organisations e.g Job Centre Plus and will promote opportunities for training and employment, prioritising employment from the local area.

3.60. The details of this Group will be secured via Requirement 25 of the draft DCO (**Document DCO 3.1**), and would need to be prepared and submitted to the local planning authority for approval. The scheme will act as a continuation of the employment scheme developed and approved by EMG1. The scheme already approved for EMG1 will apply to Plot 16.

3.61. Whilst not part of the DCO Requirements, SEGRO is also committed to the preparation and implementation of an 'Community Investment Plan' (CIP). The CIP will apply the 'Responsible SEGRO' Framework for the Scheme, across both construction and operational phases. As part of the CIP, SEGRO will ensure that local people are able to take advantage of the employment opportunities generated and this will include direct support and investment in upskilling, training and mentoring opportunities for local residents. A similar Community Investment Plan already exists for EMG1 and has been successfully implemented.

3.62. Separately, a community liaison group will be established pursuant to Requirement 26 of the draft DCO (**Document DCO 3.1**) before construction of the EMG2 Project commences. The group will act as a continuation and extension of the community liaison group which exists for EMG1 as secured by a development consent obligation dated 19 June 2015. Representatives from the local planning authority, the local highway authority, National Highways and certain parish councils will be invited to join the group and to attend regular meetings for a period of 5 years from full occupation of the EMG2 Main Site.

Occupiers

3.63. 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. A letter of support from Maersk is attached to this Statement at Appendix 3.

3.64. 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.

3.65. 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.

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 Highway 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 proposed development 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 (NPSNNNN, 'the NPSNN'), and summarises the legislative context set by the Planning Act 2008 which are both directly relevant to **the MCO application**, and to the **Highway 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. It 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 NPSNN). The importance of strategic rail freight interchanges across the country is an explicit part of this national policy[6] 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 economy[7]. 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, and recognises the importance of, and specific locational requirements of, the logistics (distribution) sector.

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 and 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

[6] NPSNN paragraph 3.103
[7] NPPF paragraph 111 (e), and associated footnote 46.

Ratcliffe on Soar power station site. See Context Analysis Plan at Appendix 4. For these reasons, the broader area in which 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 below, the proposals find clear and significant support from the NPSNN 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 NPSNN'), and the National Planning Policy Framework (NPPF), both of which are discussed further below. Section 5 of this statement (together with the Compliance Statement at Appendix 1) provide detailed analysis of how the proposals align with these and other relevant policies.

National Policy Statement for (NPSNN) National Networks ('the NPSNN')

4.20. The NPSNN is the "*primary basis for making decisions on development consent applications on the national road and rail networks in England*" (NPSNN, 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 comprise an NSIP.

4.21. The NPSNN 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 strategic rail freight interchanges.

4.22. Whilst the proposed development 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 to this SRFI facility. In that regard, the proposed development – the EMG1 Works and the EMG2 Works - would directly support objectives of the NPSNN 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 NPSNN 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 NPSNN and which comply with the policies in this NPSNN.*"

4.24. The NPSNN 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 NPSNN). The NPSNN notes that national networks "*provide critical long-distance links between places…. which in turn supports and stimulates economic growth*" (NPSNN 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 NPSNN 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 (NPSNN paragraph 2.4).

4.26. The specific role and importance of SRFIs as part of the national networks is identified throughout the NPSNN, 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*" (NPSNN paragraph 2.15). This forms part of a wider objective of the NPSNN 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 NPSNN which identifies the significant (76% per tonne per km travelled) carbon emission reductions of rail as compared to road freight[8].

4.27. In Section 3 the NPSNN 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 reliability[9]. Transport infrastructure is identified

[8] NPSNN paragraph 2.29
[9] NPSNN paragraph 3.4

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 NPSNN identifies a "***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***." (NPSNN paragraph 3.22, our emphasis).

4.28. Notwithstanding the clear emphasis in the NPSNN 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*" (NPSNN paragraph 3.33).

4.29. In this context, the NPSNN 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***" (NPSNN 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 NPSNN 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 retailers[10]. 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."* (NPSNN paragraph 3.86, our emphasis)

4.31. The NPSNN recognises that recently consented SRFIs are expected to create significant jobs on site and additional roles created in the wider economy through

[10] NPSNN paragraph 3.85

indirect and supply chain links at a range of skills levels. Crucially with regard to the proposed development it also recognises that "***Expansion at existing SRFI sites is also expected to create numerous new roles, supporting local economies and levelling up***." (NPSNN, paragraph 3.90. our emphasis). This is 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*" (NPSNN paragraph 3.94);

- Government is clear on the need to encourage modal shift from road to rail (NPSNN paragraph 3.96), and "*SRFIs are crucial to rail freight growth*" (NPSNN 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*" (NPSNN paragraph 3.103)

4.33. In summary, NPSNN 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 NPSNN 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 NPSNN is set out in Section, 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" (NPSNN para 3.97)

4.35. The extent to which the proposed development satisfies this and other relevant elements of the NPSNN is explored in Section 5 of this Planning Statement, and in Appendix 1.

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 NPSNN policies, the NPSNN 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 NPSNN 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).

4.37. Section 5 of this Statement, and Appendix 1, consider how the proposals accord and comply with the guidance provided in the NPSNN. 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*

4.38. In setting out the generic impacts to be considered and assessed, the NPSNN 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.

4.39. '*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[11].

Summary concluding comments re: NPSNN

4.40. The NPSNN is an extensive document. Section 5 of this Planning Statement provides an assessment of the extent to which the relevant components of the Proposed Development – the Highways Works, and the EMG1 Works – comply with the NPSNN, supported by detail in the Policy Compliance Tracker included as Appendix 1.

4.41. However, it is the Applicants view that the proposed development is wholly supported by the NPSNN and it should carry significant weight in favour of the proposals.

National Planning Policy Framework (NPPF) 2024

4.42. The relationship between the NPSNN and more general national planning policy as contained in the NPPF is explained in the NPSNN, with the two documents being broadly consistent, but having different roles to play. The NPSNN 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*" (NPSNN, paragraph 1.10), but goes on to state that the NPPF "*does not contain specific policies for NSIPs".*

4.43. 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.

4.44. 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

[11] NPSNN paragraph 4.9

under Section 35, but it is the NPPF as opposed to the NPSNN which has precedence because there is no National Policy Statement which applies to the EMG2 Works.

4.45. Both the NPSNN 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 favour of sustainable development*" which is clearly expressed through the NPPF[12].

4.46. 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.

4.47. The NPPF and the NPSNN are therefore consistent in many respects, including with regard to many environmental and other planning related issues. Similar to Section 5 of the NPSNN 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 EMG2 Works component of the proposed development. The following summarises key, relevant elements of the NPPF, with further detail provided in the Policy Compliance Tracker at Appendix 1.

4.48. 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

[12] NPPF paragraphs 10 and 11

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

4.49. 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).

4.50. 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"*.

4.51. 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 addressed[13].

4.52. Planning policies are required to make provision for "*any large-scale transport facilities that need to be located in the area[46], 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.

[13] NPPF paragraph 109

4.53. 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.

4.54. **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 part of adaptation to climate change)[15].

4.55. 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.

4.56. Other key topics addressed by the NPPF include Section 14 regarding **climate change**, which includes flood-risk and emphasises the importance of using sustainable drainage systems (SUDS), and underlines the overall policy imperative to deliver lower carbon development as part of the transition to 'net zero'. Section 15 of the NPPF relates to '**the natural environment'** which is relevant to the wide-ranging 'design' topic with regard to landscape and visual, as well as general 'amenity' and pollution prevention issues. It also includes policy requirements to deliver biodiversity net gains through development.

4.57. Section 16 focuses on measures to conserve and enhance the **historic environment**, with a focus on avoiding or minimising harm to designated and other assets, and requires an appropriate (but proportionate) evidence base as part of applications which allows a full understanding of likely impacts on the asset or their 'setting'**.** A clear element of NPPF policy is to avoid substantial harm (or loss) of designated assets.

4.58. Appendix 1 sets out in greater detail specific elements of NPPF Policy, and should be read in conjunction with Section 5 of this Statement.

<u>Summary concluding comments re: NPPF</u>

4.59. It is the Applicant's view that the NPPF contains policies which provide a positive

[14] NPPF paragraph 116
[15] NPPF paragraph 135 and 136

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, is provided in Section 5 and in the Policy Compliance Tracker included at Appendix 1.

National Planning Practice Guidance (NPPG)

4.60. The NPPF is supplemented by the Government's National Planning Practice Guidance (NPPG). The NPPG provides additional guidance across a wide range of topics and themes of the NPPF, much aimed often at the plan-making process, but also with some relevance to applications and decisions. The NPPG is not policy in its own right, but material and covers a number of high relevant planning issues.

4.61. Of particular note, the NPPG 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).

4.62. 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.

4.63. It is the Applicants view that parts of the NPPG is directly relevant and material to the proposed development. An overview of how the proposals relate to key, selected elements of the NPPG is provided by the Policy Compliance Tracker included as Appendix 1 to this Planning Statement.

Local Planning Policy Context – local development plan

4.64. 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.

4.65. 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 Fright 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.

4.66. 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*". The emerging new local plan also recognises the role and importance of the EMG1 rail freight terminal as part of the 'Leicestershire International Gateway component of the Leicester & Leicestershire Strategic Growth Plan (2018) referred to below.

4.67. The Local Plan contains relevant policies across a range of topics, and the appended Policy Compliance Tracker (Appendix 1) provides details, and summary comments about these. The Tracker should be read in conjunction with this section of the Planning Statement, and alongside Section 5 which follows.

4.68. 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"*.

4.69. This policy is explored further in Section 5 of this Planning Statement, and through a comprehensive review of the proposals against this, and other relevant Local Plan policies, provided by the Policy Compliance Tracker included as Appendix 1 to this Planning Statement. However, as referred to in Section 5, there are policy tensions between the provisions and flexibilities allowed for under Policy Ec2(2), and those policies which define the settlement hierarchy and spatial strategy in the Local Plan (**Policies S2** Settlement hierarchy, and **S3** Countryside).

4.70. 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,** and elements of **Policy IF4**).

4.71. 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.”

4.72. Policy D2 refers to ‘Amenity’ issues, and alongside Policy D1 provides further policy guidance on design and associated issues related to local impacts on nearby residents, with reference to issues such as over-shadowing, noise, odour, and lighting.

4.73. Infrastructure related policies of the Local Plan include Policy IF1 (Development and Infrastructure) and Policy IF4 (Transport Infrastructure and new development), and require development to either provide, or contribute to, provision of new "‘*physical, social and green infrastructure*”, including transport infrastructure which is a key element of both policies. However, Policy IF1 also refers to the importance of green infrastructure and “*g) flood prevention and sustainable drainage*”. This overlaps with elements of **Policy En1** (Nature Conservation) which focuses on conservation and enhancement of biodiversity , and preventing significant harm to designated ecological assets or habitats, but which also requires (at part 3) green infrastructure, and (at part 5) use of SUDS.

4.74. **Policy HE1** (Conservation and Enhancement of North West Leicestershire’s Historic Environment) applies to the conservation and protection of heritage assets, and is consistent with the NPPF.

4.75. Chapter 12 of the Local Plan states its intention to prepare for, limit and adapt to climate change by *"ensuring a sustainable pattern of development"* and *"ensuring that new developments incorporate appropriate adaptation and mitigation for climate change"*. The Plan outlines several examples of climate change mitigation and adaptation measures to be included within development design. The supporting text at Paragraph 6.25 for **Policy D1** (Design of New Development) include *"incorporating small scale renewables into the design of new developments"*, *"planting, shading and advanced glazing systems to reduce solar heat gain during the summer"*, and *"incorporating EV charging points where viable and appropriate to do so"*.

4.76. The Local Plan includes other policies specific to climate change relating to Flood Risk (**Policy Cc2**), and Sustainable Drainage Systems (**Policy Cc3**) – there is clear overlap with these and other policies, including those relating to design, and **En1** refered to above (and in Appendix 1 of this Planning Statement).

4.77. The relevant content and criteria of all relevant policies is addressed in Section 5 of this Statement, and in the appended Policy Compliance Tracker.

Emerging new Local Plan

4.78. 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.

4.79. 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).

4.80. 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.

4.81. 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.

4.82. The emerging new Plan is proposed to include an updated version of Policy Ec2(2) – draft policy Ec4 - to retain a flexible and responsive approach to employment requirements and changes in economic conditions over the life of he new Plan, as required by the NPPF.

Neighbourhood plans (NPSNN)

4.83. There are two Neighbourhood Plans of direct relevance to the proposed development, one of which forms part of the development plan (Lockington-Hemington Neighbourhood Plan, 'LHNP'), plus the emerging draft Long Whatton & Diseworth Neighbourhood Plan (LWDNP) which at the time of writing has been submitted to the Local Planning Authority but not yet progressed further to examination or referendum, and is not yet a final or 'made' Plan. Relevant detail from both is NPSNN is set out in the Policy Compliance Tracker at Appendix 1.

4.84. Given that NPSNN are required to accord with the strategic policies of the local plan, there is naturally a good degree of alignment between the LHNP and the adopted NWLDC Local Plan, and with the NPPF overall, albeit the LHNP was adopted (as the NWLDC Local Plan) with reference to an earlier version of the NPPF.

4.85. Only a small part of the EMG1 Works (specifically part of Plot 16) and part of the Highway Works north of Junction 24 of the M1 fall within the LHNP area. The **LHNP** recognises the strategic economic role of the development and facilities locally and in the wider vicinity of the NP area, including at EMG1, and recognises that further growth in freight related activity is planned and expected. The LHNP policies align generally with policies of the adopted NWLDC local plan, including relevant policies relating to flood-risk, new employment development, design, and protecting amenity. Further detail is set out in Appendix 1.

4.86. The EMG2 Main Site and Community Park, and some of the Highway Works associated with the site access and some works on the A453, fall within the draft

LWDNP area. The emerging draft LWDNP is yet to be formally tested or appraised by the Local Planning Authority with regard to compliance with the adopted development plan. As identified in Appendix 1, there are many areas of compliance and alignment, for example with regard to flood-risk, the approach to rights of way and accessibility, and biodiversity enhancement. However, there is also some conflict between the proposed development and some elements of the emerging draft LWDNP, particularly in the context of proposed policies which would prevent development of the EMG2 Main Site (and Community Park) due to the proposed introduction of additional policy restrictions based on a local assessment of landscape sensitivity.

Other Considerations

4.87. In addition to the NPSNN 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.

4.88. 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)

4.89. 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.

4.90. 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)

4.91. 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).

4.92. 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)

4.93. 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.

4.94. 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)

4.95. 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.

4.96. 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 former Power Station 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.

4.97. 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.

4.98. 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)

4.99. The '*Future of Freight – A Long Term Plan*' Report by DfT is relevant and considered material, with synergy between that and the NPSNN 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*"

4.100. 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 enterprises[16]. 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.

4.101. 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 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

4.102. 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

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

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.

4.103. 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.

4.104. 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.

4.105. 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 Proposals

5.1. This section of the Planning Statement provides an appraisal of the suitability of the proposed development having regard to relevant policies and other material considerations.

5.2. In doing so, it cross-refers to the explanation and description of the policy context and 'policy need' issues set out in Section 4 and also has regard to the wider context including the 'market need' issues identified in the Industrial and Logistics Nees Assessment (Document Ref DCO 5.5/MCO5.5). It draws on, where relevant, the likely effects and impacts of the proposals assessed within the Environmental Statement (ES) and any other relevant parts of the evidence base associated with the proposals. This includes the Design Approach Document (DAD) (DCO 5.3/MCO 5.3) which forms part of the application.

5.3. This section is 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. The appraisal process has also included preparation of the Policy Compliance Tracker attached to this Planning Statement (at **Appendix 1**).

5.4. Together, this section of the Planning Statement and Appendix 1 present an appraisal of the different elements of the proposed development against the relevant, specific policies of the NPSNN, NPPF, the Local Plan and other relevant policy, before providing overall conclusions about policy compliance. The following section sets out an overarching analysis of the proposed development with reference to key policies where relevant. A summary of how the application proposals respond to policies is set out in more detail in the Compliance Tracker at Appendix 1.

5.5. This analysis then informs an appropriate judgement on the overall planning balance (which is set out in Section 6 of this Planning Statement).

5.1 <u>Application for Development Consent Order (DCO)</u>

5.1.1 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. The development includes HGV parking and a bus interchange.

	Together with an upgrade (modification and extension) to the EMG1 substation and provision of a **Community Park**.
Highway Works	Works to the highway network: the A453 EMG2 access junction works (referred to as the EMG2 Access Works); significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements), works to the wider highway network including the Active Travel Link, Hyam's Lane Works, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.

5.1.2 These two components of the proposed development are appraised below. The EMG2 Main Site and Community Park are often considered together in the description of the assessment undertaken and of likely effects.

5.1.3 As identified in Section 4, the NPSNN 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 in their own right.

5.1.4 With regard to the EMG2 Works the main national policies of relevance are found in the NPPF, whereas the NPSNN for National Networks ('the NPSNN') has primacy 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 are appraised separately below.

The EMG2 Works

5.1.5 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 NPSNN (2024).

5.1.6 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.

5.1.7 The appraisal which follows is structured using the broad chapter headings from the NPPF to consider all relevant issues and potential economic, social and environmental impacts.

'Building a strong, competitive economy'

5.1.8 Section 4 of this statement concluded by highlighting the range of national, regional and local economic policies that combine to strongly support further economic growth in the area around EMG1.

5.1.9 The application for Development Consent for the EMG2 Works is a natural conclusion of this policy context, the nexus of economic activity around EMG1, the identified need for additional employment land and the economic impetus provided by the Freeport status. This section will explore these factors in more detail before drawing conclusions on the need for and economic benefits of the EMG2 works.

A Nexus of economic activity and Policy Focus

5.1.10 The area in which EMG1 and the EMG2 Main site are located is at a nexus of national infrastructure networks and strategically significant economic activity. The Context Analysis Plan at **Appendix 4** highlights the importance of this location as a driver of regional and national economic activity.

5.1.11 The area includes East Midlands Airport a major freight cargo hub; the successful strategic rail freight interchange at EMG1 together with a number of major industrial and logistics sites and is at a key junction on the strategic road network including the M1, A42, A50, A6 and A453. The areas connectivity, by road, rail and air is unparalleled. As is explained elsewhere in this Statement the public transport connectivity at EMG1 is also hugely successful, connecting that site to a large and varied workforce.

5.1.12 The area is a focus of economic activity, which will grow as a result of further committed and planned development. As well as the Airport and EMG1 the redevelopment of the Ratcliffe on Soar Power Station site, which is also a designated Freeport, will create significant investment and new jobs. There are other existing or planned strategic employment sites in the immediate area including around Castle Donington and Kegworth, and major schemes north and south of Junction 1 of the A50 as well as a major scheme at Netherfield Lane. The area is also the focus for major housing development with recent and committed schemes around both Kegworth and Castle Donington and a proposal for a new village at Isley Woodhouse (as shown at Appendix 4).

5.1.13 This locational advantage around East Midlands Airport is recognised in the Midlands Engine Strategy (March 2017), the Leicester and Leicestershire Strategic Growth Plan (September 2018) and the Leicester and Leicestershire Economic Growth Strategy (November 2021). The latter strategies introduced the concept of the ‘Leicestershire International Gateway’ area which is focussed in and around East Midlands Airport and EMG1, and is identified as a key and important strategic growth location.

5.1.14 The culmination of these strategies and the strength of this location played an important role in the Government’s decision to designate the East Midlands Freeport in 2022. The EMG2 Main Site, together with parts of EMG1 and Ratcliffe on Soar Power Station have been designated as part of the East

Midlands Freeport specifically to help drive forward further growth and development in support of national and regional economic trade and development.

5.1.15 The importance of this location to economic growth is also being recognised by the emerging North West Leicestershire Local Plan. The EMG2 Main Site was identified as a draft allocation for strategic employment land in the Preferred Options document.

5.1.16 The development of the EMG2 Main Site would respond to this context. It would help contribute to the success of the area as a key driver of regional economic growth and job creation and would link to and benefit from existing and planned road, rail and air infrastructure and existing and planned housing growth.

The Need for Additional Employment Land

5.1.17 An Industrial and Logistics Needs Assessment has been prepared by Savills on behalf of the Applicant and is submitted in support of the applications. The Savills work seeks to objectively assess the future need for new Industrial and Logistics (I&L) land in North West Leicestershire (NWL) and the wider Functional Economic Market Area (FEMA), undertake a detailed review of available and deliverable supply, and then bring together demand and supply analysis to demonstrate the critical need for new I&L across NWL and the FEMA that the proposed development can help to meet.

5.1.18 The work includes a review of the employment evidence prepared on behalf of NWL and other Leicestershire Authorities. There are two studies; Warehouse and Logistics in Leicester and Leicestershire prepared by GL Hearn and MDST in 2021 and North West Leicestershire – The Need for Employment Land, prepared by Stantec in 2020 and updated by Rapleys in 2024. The Studies identified significant need for strategic employment land across the FEMA but the GL Hearn and MDST study did not seek to disaggregate the identified need into local authority areas, nor include a comparative analysis of supply and demand to identify residual needs. Savills also highlight a number of shortcomings with the approach to the assessment of need undertaken and conclude that in combination the studies significantly underestimate future need for I&L land. Savills note that the two Reports produced do not 'talk to one another' and that while both reports note that demand has outpaced supply historically, neither have addressed the impact low availability has on 'suppressing' demand.

5.1.19 Savills have developed their own demand methodology which takes a market signal approach, and which supplements the econometric approach undertaken by the Councils consultants, to provide a complete picture of true future demand.

5.1.20 To understand the relevant market strength in NWL and the FEMA, Savills consider supply and demand signals in these areas. They conclude that despite the area supporting a significant I&L market, the sector's economic potential is being inhibited by a lack of supply and there are clear indications of an immediate need for new I&L floorspace. They explain that this is clearly evidenced by:

- Availability has historically been at low levels and remains significantly below the nationally recognised equilibrium level of around 8%;
- Based on a 2014-2023 demand trend NWL has just 1.1 years of supply available and the FEMA only 3.1 years of supply;
- Strong rental growth within both NWL and the FEMA, with rental growth two times the rate of inflation over the same assessed period;

5.1.21 In terms of supply, Savills conclude that there is a total of 545ha of supply within the FEMA, of which 178ha of supply is in NWL. They find that a proportion of this supply is on sites which due to size or other constraints would not be capable of contributing to meeting the needs of strategic scale employment.

5.1.22 Based on their suppressed demand methodology, over a 16 year period, Savills estimate that the true level of I&L demand in the FEMA is around 1960ha. This is their baseline (upper) estimate which assumes that future demand is not constrained by available supply. They consider that this best represents the 'true' market demand based on trends from the last decade. However, given future projections are uncertain, they consider it appropriate to undertake several sensitivity tests to try to understand what future demand would look like if the I&L sector growth profile is weaker than over the last decade. Whilst they do not anticipate this happening they set out a series of pessimistic sensitivity tests which show a lower estimate of 1,300ha. Savills then apportion part of the FEMA demand to NWL based on NWL's market performance (47% apportionment) and historic FEMA share (35% apportionment). This results in a demand in NWL based on the lower scenario of either 615ha or 455ha. Savills conclude that the 455ha should be considered the absolute minimum level of demand that NWL should plan for and accommodate over the coming 16 year period.

5.1.23 Comparing their findings on supply and demand in NWL, Savills conclude that there is a very significant shortfall of supply compared to demand. Even when taking into account potential allocations in the emerging Local Plan they conclude that a large residual need would remain. Given the level of need and the supply constraints that have been identified, Savills conclude that there is an urgent need to bring forward new employment land to help address demand requirements.

5.1.24 The evidence presented by Savills demonstrates a very strong, quantitative, need for further I&L development in NWL.

Strategic Locational Advantages of the EMG2 Main Site

5.1.25 As has been outlined above the EMG2 Main Site is located at a nexus of strategic infrastructure. This nexus provides unparalleled connectivity and make it a premium location for strategic I&L development. Savills explain why they consider this to be a prime location for strategic I&L development, with reference to drive times, access to suppliers and labour supply, alongside the benefits of Freeport status and relationship with the Airport and with the EMG1 rail terminal.

5.1.26 Savills are clear that the interrelationship between EMG2 Main Site and the rail freight terminal at EMG1 is both a significant market advantage and a necessary response to market needs. It's important to note in this regard that the GL Hearn and MDST Study undertaken on behalf of the Councils, sought to identify a specific need for rail served warehousing and found that there is a significant residual need.

5.1.27 The Government, including through both the policies in the NPPF and NPSNN (as set out in Section 4), is committed to a significant increase in the use of rail freight and a shift from road to rail. The NPSNN explains that the Government has set a target of growing rail freight by at least 75% by 2050. It recognises that this can only be achieved through the provision of rail freight terminals and by enabling warehousing which can be served by those rail freight terminals. The EMG2 Main Site will be an extension to EMG1. It will deliver warehousing which can be directly served by the rail freight terminal both due to the physical proximity but also assisted through the overarching coordinated management structure provided by Segro across both EMG1 and the EMG2 Main Site. Whilst rail freight terminals can serve a relatively wide catchment area, the economics of rail freight improve considerably when the road leg of the journey (from warehouse to terminal or vice versa) is as short as possible. The interrelationship of EMG2 Main site with the EMG1 terminal will provide the opportunity for future occupiers to fully embrace and maximise the use of rail freight in their logistics supply chain. This will help meet the requirements of an increasingly climate conscious I&L sector as well as making a significant contribution to meeting the Government's ambitions for a more sustainable supply chain and a significant growth in rail freight.

5.1.28 The relationship between EMG2 Main Site and the EMG1 terminal is similar to that which happens on the Daventry International Rail Freight Terminal (DIRFT) site. The DIRFT facility, is intersected by several major public roads, including the A5 and A428, both of which have dualled sections running through the DIRFT site. Distances between terminals and warehousing at DIRFT are similar to the distances there will be between the EMG1 rail terminal and the EMG2 Main Site.

5.1.29 The benefits of the relationship between the EMG2 Main Site and the rail terminal at EMG1 are recognised by the existing occupiers and operators at EMG1. Maritime, the operators of the EMG1 rail terminal, have expressed their strong support for the proposed development (see their letter of support at **Appendix 2**). Their letter highlights the success of EMG1 with all occupiers on the site using rail to some degree, and set out their aspiration for further sustainable growth. They note that they work with Maersk on their container yard and that Maersk aim to route a further 4 trains a day via EMG. Maritime consider that the EMG2 proposed development, given its proximity to the rail terminal, '*will undoubtedly further increase the demand for rail, allowing us to maximise the benefits of the hub and spoke model: long transport leg on low carbon rail with shorter trunking by sustainable low/zero carbon trucks from rail to terminal'.*

5.1.30 Maersk have also written in support. Their letter is enclosed at **Appendix 3**. Maersk have a significant presence at EMG1 with a large warehouse and extensive container storage facility. Both facilities are within and take the benefits associated with the Freeport (referred to in further detail below as one of the relevant material considerations). They wish to utilise the advantages of the Freeport designation and the interrelationship between EMG2 and the EMG1 rail terminal, to centralise their operations and expand their inland port facility with further warehousing and office functions on the EMG2 Main Site. They state that the inter-port rail connectivity provides a key enabler for Maersk in integrating both ocean and domestic supply chains whilst also meeting environmental objectives. They explain that there are no other opportunities that would meet all of their requirements and conclude that the EMG2 project is essential to support the Freeport in achieving its goals.

The Freeport Designation

5.1.31 The objective of the East Midlands Freeport (EMF) is to drive investment, innovation and green growth to create a world-leading, low carbon advanced manufacturing and logistics hub in the heart of England, with unrivalled connectivity by rail, road and air.

5.1.32 The East Midlands Freeport is the UK's only inland Freeport. A range of comprehensive tax incentives are available to qualifying businesses that occupy buildings within the Freeport by September 2031, including Business Rates Relief, which will be reinvested into the Region by EMF.

5.1.33 The East Midlands Freeport comprises three complementary locations, the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in Leicestershire, Ratcliffe-on-Soar Power Station site in Nottinghamshire and East Midlands Intermodal (EMIP) in Derbyshire. Within these three sites, all opportunities for growth and investment need to be realised to enable occupation to take place by September 2031 to deliver on the Freeport's objectives. The East Midlands Freeport anticipates an economic output of £9 billion over the next 25 years and the creation of 28,000 Freeport jobs.

5.1.34 The EMG2 Main Site forms the majority of the EMAGIC tax site. The Freeport in their response to statutory consultation explain that '*given its position and* *proximity to major road, rail and air connections, EMAGIC presents a unique opportunity as a low carbon freight and manufacturing hub, supporting growth sectors as well as the transition to net zero'.*

5.1.35 The comprehensive development and occupation of the whole EMG2 Main Site by September 2031 is clearly critical to ensure the Freeport can meet its objectives and reinvest retained business rates in the region. Together with the need to address supply shortages, as concluded by Savills and set out above, the timescales within which the incentives and benefits of the freeport designation can be realised is material to the need to secure development consent for the EMG2 project as soon as reasonably possible.

<u>Conclusions on Need</u>

5.1.36 Having regard to the factors described above and the evidence presented by Savills, there is a compelling case for the development of additional industrial and logistics floorspace at a location which can integrate with and be an extension to the EMG1 rail freight terminal. The EMG2 Main Site clearly benefits from a distinctive set of locational strengths and characteristics not easily replicated elsewhere and is uniquely placed to meet the needs identified and support the delivery of national, regional and local economic objectives. Further, the evidence is clear that the need is significant and development is needed now if the economic benefits are to be maximised, the operational needs of companies like Maersk are to be met, and the ambitions of the Freeport are to be realised.

5.1.37 It is the Applicants view therefore that the EMG2 Main Site wholly complies with Policy Ec2(2), in that there is clear evidential need for additional employment land and in accordance with the NPPF significant weight should be given to the need for the proposed development, to support economic growth and productivity.

<u>The Economic benefits of the EMG2 Main Site</u>

5.1.38 As set out in Section 4, National Policy through the NPPF as well as the NPSNN, together with the policies in the Local Plan are clear on the need for the planning system to support economic growth, to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity taking into account business needs and wider opportunities for development.

5.1.39 As set out above the EMG2 Main Site will directly address the economic needs of the area, building on the success of EMG1 as well as the agglomeration of other commercial activity in the area. It will also be essential to help deliver on the objectives of the Freeport and directly assist with the growth of businesses already located on and investing heavily in the EMG1 site.

5.1.40 The economic effects of the proposed development are assessed in Chapter 5 of the Environmental Statement[17] for both construction and operational phases and the likely effects of the development will be overwhelmingly positive.

5.1.41 The significant and positive economic effects include both direct employment but also wider economic effects in terms of additional employment through impacts on local and regional supply chains and other business to business links. This results in indirect jobs and a multiplier effects.

5.1.42 Using standard ratios of floorspace to employment, and taking account of additionality factors through leakage, displacement and multiplier effects, the ES estimates that the EMG2 Main site will result in on and off site employment generated in the operational phase of around 5,720 jobs. There would also be additional (temporary) economic benefits during the construction period of 435 construction jobs on average per year.

5.1.43 The ES concludes that the EMG2 Main Site would generate a contribution of Gross Value Added (GVA) to the local economy of some £137m annually, with a temporary GVA during the construction period of £15.8m per annum and a total construction investment of around £280m.

5.1.44 The development would deliver not just investment and employment, but also skills and training benefits. Building on the success at EMG1, Segro are committed to establishing an Employment and Skills Group (E&S Group). This would be set up at the beginning of the construction phase and continue into the operational phase. The group will consist of representatives from contractor, tenants, SEGRO, local colleges, local authorities, and employment groups/organisations e.g. Job Centre Plus and will promote opportunities for training and employment in order to attract employment from the local area. Segro are also committed to preparing and implementing a Community Investment Plan focussed on upskilling and training together with other local community investment and liaison – again building on the hugely successful initiatives and relationships developed at EMG1.

5.1.45 As set out above there would also be major long term benefits through the investment the Freeport will deliver through reinvesting business rates into the region. Long term it anticipates that £1billion can be re-invested back into the region. The proposed development would deliver significant business rate income per annum of around £11.4m and be a vital part of the Freeports ambitions to generate and reinvest business rates.

5.1.46 Overall, these factors combine to provide significant economic and social benefits to the area that should, in accordance with the NPPF Sections 2 and 6, be afforded significant weight in favour of the proposal.

[17] Reference DCO 6.5/MCO 6.5, ES Chapter 5 ‘Socio-Economic’

Promoting Healthy & Safe Communities (NPPF Section 8)

Population and Human Health

5.1.47 The effects of the EMG2 proposals on health issues is drawn together from a variety of topics into a single Chapter of the ES (Chapter 17). This draws on the conclusions of other Chapters to arrive at conclusions on the effects on health, with reference to relevant environmental effects in relation to air quality, noise, transportation, landscape and ecology and socio-economic benefits, both during construction and operation.

5.1.48 During the construction phase of the development the assessment concludes that as a result of the measures proposed in the CEMP there will be no significant effects on health and well-being in relation to air, noise or community safety. It finds that the project will alter the landscape and will affect public rights of way for a temporary period of time. As a result, it identifies the potential for an effect on the quality of life of a small number of residents but notes that this will not affect their physical health and therefore concludes that the magnitude of impact would be negligible. The construction process will create opportunities for direct and indirect employment, and this will have a temporary beneficial effect, which the assessment concludes will be minor in scale.

5.1.49 In relation to the operational phase of the proposed development the assessment finds that the effects on human health in relation to noise, the visual environment, access and connections, and community safety will be negligible. The assessment notes the benefits that will arise from the provision of the Community Park and other measures to increase access to green space as well as improvements to pedestrian and cycle links in the area. As a result, the proposed development would result in long term permanent improvements in access to open space and PROW for physical activity, leisure/play and recreation, reflecting the clear links made in national planning policies (NPPF Section 8) between 'design' and open spaces and health impacts. The assessment concludes that the effect on population and human health would be minor beneficial.

5.1.50 Similarly, the significant job creation that will result from the proposals will result in beneficial effects on health and well-being but given these will diffuse across the study area the overall level of effect is considered to be minor beneficial.

5.1.51 The design of the proposed development and the approach to the management and mitigation of environmental effects in relation to population and human health, fully accords with the ambitions of the NPPF as set out in Section 8, particularly paragraphs 96 and in relation to new accessible green space, paragraph 98. The approach also accords with the overarching objective of the Local Plan as set out in objective 1, which aims to promote the health and well-being of the population, as well as local policies which link the benefits of 'good design', and incorporating green infrastructure, as well as minimising effects on amenity, to wider 'health and well-being agendas (such as Policies D2, and En1).

Major Accidents and Disasters

5.1.52 The EMG2 Main Site is located within the consultation zone for Major Hazard Site H4789 at East Midlands Airport and is also located close to the Donington Park motorway services. Chapter 20 of the ES considers the potential environmental effects of the proposal in terms of major accidents and disasters. It explains that there are a variety of measures that will be employed through the embedded design of the proposal and through the approach to its construction that will significantly reduce the risk of major accidents and disasters. These include the CEMP and construction traffic management, the approach to sustainable drainage, the sustainable transport proposals, the inclusion of HGV parking, the lighting strategy, and the approach to aerodrome safeguarding.

5.1.53 The assessment concludes that as a result of the design and management measures proposed the risks associated with both the construction and operational phase of the development, in relation to a major accident and disaster event will be managed to be as low as reasonably practical.

Promoting sustainable transport (NPPF Section 9)

5.1.54 National and Local Policy seek to ensure that transport issues are considered from the outset and that transport solutions help to deliver well-designed, sustainable and popular places. Policies seek to support patterns of growth that encourage the sustainable transport of goods and that offer a genuine choice of transport modes for people. Development proposals should identify, assess and take into account the environmental impacts of traffic and transport infrastructure and mitigate adverse effects. The proposed development seeks to meet these overarching policy objectives as well as the specific policy requirements set out in the NPPF and Local Plan. This Section considers the proposed development in relation to different aspects of transport and travel. It should be read alongside Appendix 1 which provides an assessment against the detailed elements of the NPPF and Local Plan, and shows full compliance. The appraisal, both here and In Appendix 1 draw on and make reference to the submitted TA and Framework Travel Plans (submitted within the ES) which ensure the impacts of the proposals have been fully assessed and understood, and adverse impacts avoided or mitigated.

The Use of Rail Freight

5.1.55 As explained in Section 4, the Government is committed to supporting the growth of rail freight and a shift in the movement of goods from road onto rail, particularly for the long haul component of the supply chain. This commitment seeks to support economic growth and supply chain resilience but is also aimed at establishing a more sustainable logistics sector.

5.1.56 As an extension to the EMG1 SRFI, EMG2 will provide the opportunity for occupiers to utilise rail in their supply chain, as clearly evidenced by the commitment and ambitions of Maersk, resulting in a transfer of the movement of goods from road to rail, a corresponding reduction in HGV road miles and associated carbon savings. It will help to establish a major inland port, servicing the needs of the industrial and logistics sectors and integrating rail, road and air. Fundamentally the proposed development will help to drive the sustainable transport of goods, meeting the Government's overarching ambitions for sustainable development set out in the NPPF and NPSNN.

<u>A comprehensive approach to sustainable transport and the mitigation of impacts</u>

5.1.57 A comprehensive approach has been taken not only to the design and development of the proposed development but also how the development will be managed and appropriately mitigated. This has included the strategy for sustainable travel where the approach has been to engage early and on an ongoing basis with the relevant highway authorities and to take account of the existing and planned developments in the area around EMG1. A Transport Working Group was established in April 2022 with representatives from National Highways, Leicestershire County Council and adjacent County and City Councils and their consultants. The purpose was to provide continuous engagement and seek agreement on the approach to assessment and mitigation, including sustainable transport and physical works. Details of the approach are set out in ES Chapter 6 and accompanying TA.

5.1.58 It was established early in the engagement process that a narrow 'scheme specific' focus on sustainable transport and mitigation would not be appropriate. This is because of the existing network of sustainable transport initiatives associated with recent developments (in particular EMG1) and the level of growth planned in the area as a result of commitments and emerging proposals. Segro have therefore been working with the promoters of other developments in the area to ensure that the EMG2 proposal fit with, do not prejudice and can contribute to, the wider aspirations for growth in the area.

5.1.59 The comprehensive nature of the transport proposals are a conclusion of this process and will deliver significant and material benefits to the area.

Sustainable Transport Strategy

5.1.60 An extensive sustainable transport strategy has been development for the EMG2 Main Site (see ES Appendix 6B (**document reference DCO 6.6B**)). The proposals fully consider the necessary sustainable travel infrastructure and services that will need to be provided during the build/pre-occupation phase, as well as the engagement that will take place when the first businesses begin operating. The strategy is built on a sound evidence base of the effective measures that have been delivered at EMG1 which has seen the site positively exceed the Travel Plan targets with 39% of employees commuting using sustainable modes (bus, car share and active travel). The similarities between EMG1 and the EMG2 Main Site, in terms of location, existing transport connections, planned operations and type of employment, means applying the same approach to embedding and promoting sustainable commuting, should lead to high sustainable commuting outcomes for the EMG2 Main Site. The key component of the strategy are:

- Continuation of the Sustainable Transport Working Group for EMG2 Main Site.
- A dedicated Site Wide Travel Plan Coordinator in post for the duration of the 10-year FTP delivery period, funded by SEGRO.
- A new high-specification bus interchange at the entrance to EMG2 Main Site and bus stops with shelters along the main estate road.
- Four high frequency bus services and an on-demand service calling at the EMG2 Main Site bus interchange from first occupation, but this will be determined by the location of the first tenants, their employee headcount and shift patterns.
- An electric Gateway Shuttle bus connecting the EMG2 Main Site bus interchange with bus stops along the main estate road to make it quick and easy to reach the employment units.
- Financial investment to improve bus services to the EMG2 Main Site with a suggested criteria for informing investment decisions.
- Provision of one-week taster bus tickets to enable employees to try the bus.
- Expansion of the existing EMG1 car share platform to encompass the EMG2 Main Site to help employees from both sites to find a car share partner.
- EV chargers provided at 20% of all car share spaces.
- Provision of internal active travel infrastructure to support cycling and

walking to the site.

5.1.61 The approach is comprehensive and proven to work. It builds on the success of EMG1 and integrates with operations there and at the Airport. A key component of this strategy is the high specification bus interchange and the integration of mainline services with the one site electric shuttle service. The location of the interchange is critical to its success and has informed the layout of the EMG2 Main Site. It lies adjacent to the site access and at a point on the A453 where main line services can conveniently stop at the site before integrating with other locations.

5.1.62 The approach to sustainable transport is reinforced by a similarly comprehensive approach to active travel, full details of which are set out in the Framework Travel Plan (ES Appendix 6.6C). The measures include improvements to existing public rights of way, including Hyams Lane which runs through the site, extensive footway and cycle facilities within the site and new connections including a new footway / cycleway along the A453 connecting EMG2 Main Site with EMG1 and a toucan crossing on the A453.

5.1.63 The ES concludes that the proposed improvements to active travel links will provide a permanent, beneficial impact that will enhance non-motorised user amenity and help integrate the proposed development with the surrounding area.

5.1.64 The overall approach to sustainable travel fully accords with the NPPF (and with relevant parts of the NPSNN), with development focussed on a location where a genuine choice of transport modes can be provided and sustainable transport modes have been prioritised. The approach also fully accords with criteria 1 of Local Plan Policy Ec2(2) regarding accessibility at '*new employment sites*'. It also addresses relevant elements of the 'infrastructure' related policies of the Local Plan, including IF1 and IF4.

<u>Improvements to the Transport Network</u>

5.1.65 As well as the sustainable transport and active travel measures the proposals include improvements to the transport network to mitigate the residual effects of the proposed development. These have been devised in coordination with the Transport Working Group and having regard to the need to integrate with and help facilitate other planned growth in the area. The package of highway works therefore includes substantial improvements around M1 Junction 24 alongside the creation of the site access and minor works on the local road network.

5.1.66 The main component of the works to M1 Junction 24 is the provision of a new dedicated free flow link from the M1 northbound to the A50 westbound, with a new bridge over the A453 and other associated works. The purpose of the improvements is to increase the capacity of the Strategic Road Network (SRN) and reduce the impact of the traffic movements associated with the EMG2 Main Site. The design of the proposed works also allows for further improvements to the J24 to come forward, if necessary, at a later date, to support other planned development or network growth.

5.1.67 The improvements will increase the capacity of the junction and have beneficial effects by drawing traffic onto the SRN, thereby reducing traffic on some local roads. Importantly the improvements will result in reductions in traffic on the M1 northbound off-slip where existing queuing causes capacity and safety issues together with a reduction in the level of traffic at M1 J23a and the A453 link between the site access and M1 J24.

5.1.68 There are expected to be a number of permanent, beneficial impacts on a number of roads. Notwithstanding the benefits of the proposed mitigation, a small number of links are expected to experience an increase in traffic, which is primarily a result of traffic re-assigning towards the SRN. Whilst there are clear wider benefits overall, an assessment of the effects on these links has been undertaken and demonstrates that there would be no substantial impacts that require further mitigation.

5.1.69 The assessment of residual traffic impacts shows that there are not expected to be any substantial adverse impacts that would require further mitigation beyond that proposed. The physical highway improvements are expected to provide benefits to the operation of the network and assist capacity issues by increasing the volume of vehicles that are able to be accommodated on the SRN thereby reducing flows elsewhere. This brings a number of environmental benefits by reducing severance, reducing driver and passenger delay, improving motorised user amenity and reducing fear and intimidation.

5.1.70 The approach fully accords with paragraph 116 of the NPPF and results in permanent beneficial impacts. The approach also accords with criteria 2 of Local Plan Policy Ec2(2), and Local Plan policies IF1 and IF4.

5.1.71 An assessment of the cumulative impacts of the proposed development together with committed and planned development has also been undertaken and concludes that the effects of the proposed development would not give rise to any need for further mitigation.

HGV Parking Facilities

5.1.72 The EMG2 Works include provision of a new HGV parking facility to meet the needs of drivers using the site, and as a complementary measure alongside 'on-plot' parking across the proposed site. This is a response to the recognised shortage of HGV overnight parking in general, and to ensure that the proposed development does not add to concerns relating to parking on nearby roads or laybys, or in communities, close to EMG2, as well as to help create a safe, secure and pleasant working environment for drivers. The NPPF is explicit (para 114) in its support of and requirement for the provision of overnight lorry parking facilities and sufficient parking to cater for the anticipated use. In this regard the proposals fully accord with national policy.

Achieving well designed places (NPPF Section 12)

5.1.73 A Design Approach Document ('DAD', **Document DCO5.3/MCO5.3**) has been prepared and is submitted in support of the applications. It seeks to explain the design approach that underpins the proposals. It begins with reference to the assessment work that has informed the preparation of the proposals and goes on to explain how the proposals have evolved in response to this work and to consultation and how design principles have been established. It then explains the key components of the proposed development and outlines the detailed design principles that will inform the detailed design process post consent. It concludes by outlining the approach to the phasing and delivery of the proposals and sets out a design code to guide the future detailed design of each development plot.

5.1.74 The evolution of the proposed development has been a collaborative, multi-disciplinary approach with input from a full team of specialist consultants covering a range of topic areas. A core team have met regularly with Segro's Project Directors, to discuss all aspects of scheme design and finalise the approach to design and scheme parameters.

5.1.75 The design approach to the layout and masterplanning of the EMG2 Works evolved in response to the work to analyse and assess the site and has followed an iterative process of engagement, scheme refinement, further assessment, and further refinement. The proposed development has therefore evolved through a large number of design changes.

5.1.76 Following on from a detailed analysis of the site, the identification of its opportunities and constraints and having regard to key policy requirements, a vision for the proposed development has been defined. The overarching vision is to establish a successful, nationally significant, extension to the EMG1 Strategic Rail Freight Interchange, facilitating investment, job creation and economic growth and greater use of rail in the supply chain.

5.1.77 A fundamental principle of achieving a well-designed place is to approach the assessment, planning and design of the area in a comprehensive way. It secures holistic and integrated development, ensuring that all components, whether physical, legal, social and economic, are planned and delivered to maximise the benefits, efficiency and long-term value and sustainability. Large scale commercial development cannot be planned and delivered in a piecemeal way, where the effects of initial phases are not properly mitigated and the essential benefits of well-planned place making cannot be achieved. The comprehensive approach to the EMG2 Main Site will ensure that all parts of the site can come forward together, are compatible with one another and the best and most appropriate form of development is planned and delivered. The comprehensive approach to the site has enabled the impacts of the development, including its environmental impacts, to be fully assessed and the proposed development planned in a way that ensures that these impacts are most effectively minimised and managed. It also enables the benefits of the development, including environmental, social and economic, as well as the overall design quality of the proposed development, to be maximised. Crucially the comprehensive approach to the assessment and design process will ensure that the overall scheme results in high quality place making.

5.1.78 The potential of the area south of the Airport, west of the M1 and east of Diseworth had been identified some years ago as an opportunity to link to and build on the success of EMG1. It is this potential that has informed the extent of the Freeport designation. However, the careful balance between built development and the proposed landscaping and bunding has been informed by an awareness of the relationship with existing communities nearby and through the desire to maximise the opportunities for comprehensive development of the site to help minimise visual and other effects as well as to deliver meaningful benefits in the form of accessible green space. The Community Park proposed on the western side of the EMG2 Main site has been designed in direct response to community engagement and will provide a long term asset to the village of Diseworth.

5.1.79 Through the extensive assessment and consultation process it became clear that the proposed development should incorporate both a bus interchange and a HGV lorry park and that these would be most successful if they are positioned at the site access with an access taken from the existing ‘Hunter’ roundabout on the A453. The bus interchange is required in that location to enable the busses serving the development to operate in an efficient manner thus maximising the level of service. It is also required to facilitate the shuttle bus service that is proposed to be provided across the development site and would be based on the successful model at EMG1. The HGV facility is required to cater for early arrivals and to ensure that the development does not add to existing difficulties of HGV parking in the local area. It is considered that it is best located close to the site access. Earlier version of the scheme layout included options for site access in different positions, but it is considered that these would be inferior, particularly in terms of the successful operation of the bus interchange.

5.1.80 Although the precise detail of scheme layout and the detailed design of individual buildings will form part of future details to be approved, the approach set out in terms of scheme parameters and details committed to through the Design Approach Document, provide a clear framework for the delivery of high quality design to the finished site. The comprehensive approach taken to the

Freeport designated site includes (and allows) the definition of parameters for the EMG2 Works which would see the tallest new buildings on the east of the EMG2 Main Site, with reduced maximum heights in the west closest to Diseworth village, ensuring a range of buildings to meet occupier requirements across the site as a whole while minimising local visual effects.

5.1.81 The comprehensive approach to the proposed development will ensure that it will be well landscaped with its effects on the environment and wider landscape minimised and appropriately mitigated. However, as referred to below, and in the context of NPPF Section 15, there are some adverse residual effects on the immediate local landscape, and from some nearby views and properties which will reduce over time, but which are considered significant. The quality of landscaping and building design will create a sense of place appropriate for a commercial scheme of national significance and the buildings will be constructed to the highest standards and the proposed development overall will enable occupiers to operate on a net zero basis. The capacity of the surrounding road network will be improved, and employees will be able to travel to work on a high frequency, high quality public transport system. Through the community park and other green infrastructure, the scheme will facilitate greater public access to green spaces and the wider network of pedestrian and cycle links will be improved. The scheme will also deliver important and significant uplift in biodiversity.

5.1.82 Additional consideration is given to issues relating to 'landscape and visual' issues, which are in part relevant to wider consideration of 'design', are considered below in the context of '*conserving and enhancing the natural environment'*. The design approach to the EMG2 Main site is considered in general accordance with the overarching aims and objectives of the NPPF and the specific policies defined in section 11 and 12, as well as Local Plan design policies including Policy S3.

Meeting the challenge of climate change, flooding and coastal change (NPPF Section 14)

5.1.83 The application includes an assessment of the impacts of the proposed development on **climate change** [18] (including greenhouse gas (**GHG**) emissions) both directly or indirectly, as well as considering the effects of changes to climate on the EMG2 Project. The climate baseline is clearly common to all components of the proposed development, as set out in the ES Chapter.

5.1.84 With regard to GHG emissions, the analysis and assessment is based within the context of the 'climate emergency' as declared by the UK Government, and the reaffirmed commitments to the Paris Agreement targets, and the UK

[18] ES Chapter 19, **DCO 6.19/MCO 6.19.**

commitment to achieving net zero emissions nationally by 2050 under the Climate Change Act 2008 as amended. In that context, the assessment identifies that the future baseline trend is towards the decarbonisation of the built environment and transport sector.

5.1.85 Mitigation measures proposed in response to potential impacts on climate change are broadly similar across both DCO and MCO applications, and include measures to limit or avoid certain carbon intensive construction activities or measures (such as slope stabilisation), and seeking to deliver an earthworks 'balance' to minimise movement of material on or off-site.

5.1.86 Overall, it is considered that the design of the buildings has reduced operational emissions as far as feasible within the influence of the Applicant. Design and mitigation measures include solar PV installed on 20% of unit roof areas to provide renewable energy supply, in addition to efficiency measures to reduce energy requirements. However, to 'future-proof' the scheme, the structural design of buildings will allow for 100% of unit roof areas to be covered by solar PV should there be additional demand for renewable energy on-site from occupiers. This could also make the site well placed to generate and 'feed-in' renewable energy to the wider energy grid, should the wider off-site (national grid) infrastructure be able to accommodate it in due course.

5.1.87 Other relevant design (embedded mitigation) measures relate to the integration of sustainable drainage systems (see below re: flood-risk), and the comprehensive approach to landscaping and green infrastructure, including substantial new tree and other planting. This includes, but is not limited to, the design of the proposed Community Park which would represent a multi-functional new area delivering a range of benefits of relevance to the climate change agenda, as well as new publicly accessible open space and enabling more walking and cycling. Therefore, in accordance with the NPPF, mitigation relating to climate change includes 'technological' responses (through building techniques and materials, and solar PV) as well as 'nature-based solutions' through use of green infrastructure and planting, as well as integration of sustainable drainage systems within the proposals. This accords with the NPPF and attracts "'*positive weight*" under NPSNN policy (NPSNN, paragraph 5.40).

5.1.88 The assessment of overall effects recognises the high sensitivity of the 'receptor' (the global climate) but confirms that residual effects would be minor adverse and not significant for either the construction or the operational, 'whole life', of the EMG2 proposals (or any component part). The ES is also explicit that the operational assessment is likely to be an over-estimate (robust) assessment of the potential effects of both construction and operation of the proposed development. For example, the per annum transport emissions used in the assessment do not incorporate an increase in the proportion of zero emission vehicles on UK roads, or the use of the EMG1 Rail Freight Terminal (and the associated reduction in long-haul HGV movements, replaced by lower emissions rail freight movements).

5.1.89 The embedded mitigation measures proposed (described in detail in the ES) are supported by national and local energy and climate change policy (in particular the UK Net Zero Strategy (BEIS, 2021a), the North West Leicestershire Local Plan (NWLDC, 2021) and the Heat and Buildings Strategy (BEIS, 2021b)).

5.1.90 In terms of **flood risk**, the proposals are supported by a flood risk assessment[19] (including a Sequential Test appended to this Planning Statement, at **Appendix 5**[20]). As set out in Section 3 of this Statement, the proposals accord with best practise and local and national requirements, and are designed with respect to the design storm (the 1 in 100-year+25% storm) as well as the resilience check storm (the 1 in 100-year+40%) event. The drainage strategy for the EMG2 Works comprises the installation of a series of attenuation basins and swales.

5.1.91 The proposed site drainage strategy for the EMG2 Works includes the outfall being restricted to current greenfield 1 in 1 year runoff rate from just the southern half of the site (the area that currently drains to the A42 culvert). As a result, the total peak discharge rate from the EMG2 Works will be reduced below the baseline conditions – a reduction of approximately 39% at the 1 in 1-year storm, and 86% at the 1 in 100-year+40% storm event. This will result in a beneficial effect to the Diseworth Brook floodplain. In addition, the strategy will see excess surface water on the main site stored in basins and swales (and below ground storage), designed to be resilient to storm events and climate change. Exceedances (of water) in storm events will be directed towards the south-eastern outfall away from the village of Diseworth. Overall, Moderate-Minor beneficial residual effects are identified.

5.1.92 Although the EMG2 Main Site is known to be entirely within the lowest category of flood-risk (Zone 1), there are small areas identified within the Environment Agency 'flood map for planning' within the site at potentially higher risk from surface water flooding. These are, in summary:

- land to the south of the A453/Hunter Road roundabout proposed as the principal access point to the development, including a new arm off the Hunter Road roundabout.
- The other areas include land which will be required as part of the site-wide 'cut and fill' earthworks exercise to create the development plateau:
    - an area at medium risk of surface water flooding within the south-western part of the EMG2 Main Site. This reflects an

[19] **Chapter 13: Flood Risk and Drainage (Document DCO 6.13)** and the associated appendices
[20] The Sequential Test was undertaken prior to the changes to the National Planning Practice Guidance in September 2025 – those changes now arguably remove the need for a Sequential Test in this case, but it remains included for completeness. Also see paragraph 5.1.94.

existing ditch which runs north-east to south-west along existing field boundaries.

- o Other areas affected include small pockets within various field compartments immediately to the south of Hyam's Lane.

5.1.93 In brief, as set out in the appended Sequential Test, it is not possible to locate all built development outside of the (small) identified areas of surface water flood risk. It is relevant to note that the site has been considered in the SFRA undertaken by the LPA in sequential test terms and is a draft allocation, but also t that the EA has updated its flood risk maps subsequent to the preparation of the SFRA.

5.1.94 Albeit under the revised national planning practice guidance (September 2025) – which requires a proportionate response where the flood-risk assessment shows no residual risks to future occupiers or users - there is no need to undertake a Sequential Test in this case, having undertaken the process under the earlier national policy advice it has confirmed there are no other sequentially preferable sites available which could accommodate the development proposed. It is therefore concluded that no reasonable alternatives capable of accommodating the proposed development are available.

5.1.95 With regard both to the assessment and information provided, and the outcomes anticipated, the proposals accord with the NPPF regarding climate change and flood-risk, and with local planning policies, including Policies Cc2 and Cc3.

Conserving and enhancing the natural environment (NPPF Section 15)

5.1.96 As defined in Section 4 and as set out in Appendix 1 of this Statement, this section of the NPPF covers a range of topics, including landscape, biodiversity and ecology, but also includes reference to other topics including land contamination and soils, and general 'pollution' issues with reference to air, noise and water related pollution.

5.1.97 The applications for MCO and DCO are supported by a raft of relevant assessment and information relating to relevant issues, comprising chapters of the ES including Ecology and Biodiversity (ES Chapter 9 Document DCO 6.9/MCO 6.9), and the Landscape & Visual Assessment (ES Chapter 10 Document DCO6,10/MCO 6.10), as well as other technical chapters regarding ground conditions, and assessments of air quality, and noise (relevant to 'pollution' as referred to in the NPPF).

5.1.98 The proposals include comprehensive and integrated landscaping which in part forms embedded mitigation to help minimise likely residual adverse impacts with regard to landscape, visual, and ecological receptors. The integration of a 14.3ha Community Park as part of the EMG2 Works which would sit between the EMG2 Main Site and the eastern extent of the village of Diseworth is considered a positive and substantial benefit of the proposed development in its own right. However, the Park also forms part of the design and embedded mitigation response on the EMG2 Main Site with regard to landscape and visual, and ecological issues, including biodiversity net gain.

5.1.99 The scale and form of the proposals has emerged with attention to the surrounding context, but also to the functional role and purpose of the proposed uses and infrastructure proposed. The position of the built development in the context of the wider site, and the proposed Community Park, landscaping and bunding has been informed by an awareness of the relationship with existing communities nearby, and through a desire to maximise the opportunities offered by the site to help minimise any visual and other impacts. The approach is considered to directly respond to the requirements of the NPPF, but also local policies (including D1, D2 and En1) with regard to design, amenity, and integration of green infrastructure and other relevant environmental features.

<u>Landscape and Visual Impacts, Open Space and Green Infrastructure</u>

5.1.100 The LVIA provides an overview of the site and its context on the northern slopes of the Diseworth Brook and a valley that generally falls towards the east into the larger Soar valley. It includes references to the site's varied topography which generally falls from north to south, and from east to west, with levels falling from just over 90m AOD in the north east, closest to the Donington Park Services to around 55m AOD in the south east.

5.1.101 The site is strongly defined and bound by the A453 to the north and the M1/ A42 road corridors and services to the east. To the south is Long Holden, an unclassified road which defines the boundary to the south and a series of field boundaries define it to the west. The retained Hyam's Lane PROW forms a key existing feature running across the site with associated trees and hedges. The general landscape character of the EMG2 Works and its immediate context is shaped by the rolling and sloping farmland with hedged fields and varying influences from Diseworth and the larger scale urbanising uses and features in close proximity to the site to the north and east. Overall, the LVIA identifies that the EMG2 Works site is relatively contained in the wider landscape, particularly to the north and north east.

5.1.102 However, the LVIA recognises that the EMG2 Main Site is currently an almost entirely greenfield site (with the exception of the highways mitigation measures which are focused on existing highway land) and currently under arable agriculture, so the proposals would clearly result in change to the landscape and character of the site.

5.1.103 There are no landscape designations on the site or its immediate context (nor any natural heritage or built heritage designations within the site), but there are nearby off-site designations and assets (referred to under other headings in this Planning Statement). The scenic value of the site is described as "*variable*" in the LVIA due to the mix of uses and influences nearby, including major road corridors (M1/ A42), including the A453 to the north, and East Midlands Airport the existing employment development to the north of the A453. The assessment identifies the site as having medium landscape value.

5.1.104 The landscape and visual assessment considers the likely impacts on the relevant range of visual 'receptors' (these are human 'receptors'), including local residents, but also users of PROW and road users. The effects during construction and operation are considered, as required by best practice and technical guidance (identified in the ES Chapter). The LVIA also refers to night-time and lighting effects (also see below re: lighting).

5.1.105 The LVIA confirms that visual effects will vary throughout construction, and as the mitigation measures become established and mature (once the proposed development is operational). Some major adverse impacts are identified for the closest properties during the construction process, albeit the vast majority of properties within the village will have no views towards the construction of the site proposals, due principally to its relative low-lying position, the landform variations and the intervening properties, buildings and planting within the settlement itself.

5.1.106 The landscape and visual mitigation measures proposed include attention to the siting, layout and heights of the proposed buildings and consideration of the earthworks and ground modelling/mitigation mounding proposals. Embedded features include the extensive landscaping and bunding proposed, including the separation distance provided between Diseworth and the proposed new built development by the integration of the Community Park.

5.1.107 Once operational, the LVIA identifies that at a localised scale the completed development proposals will result in a high degree of change to the landscape of the site and its immediate context. This will arise from the introduction of the new large scale industrial buildings and related infrastructure on the EMG2 Main Site and earthworks into this landscape. Major Adverse landscape effects are identified upon the site and immediate context, but this level of landscape effect will dissipate beyond the local landscape, as the visible presence and influence of the proposals reduce across the wider landscape. The influence of the proposed development upon the surrounding landscape will reduce gradually over time with the maturing of the woodland, trees and other planting proposals which will filter views, yet it will inevitably remain a strong influence over its immediate landscape context, reducing to Moderate/Major adverse residual effects (after 15 years) locally, and Minor Adverse on the wider landscape area.

5.1.108 The residual visual effects will similarly reduce over time following the establishment and subsequent maturing of the proposed planting and habitats. The comprehensive management of the proposed planting and habitats will also assist in reducing the initial visual effects over time. As the perimeter and other planting mature there will be visual improvements and mitigation through increased visual filtering and screening to the majority of the properties and receptors on the north eastern edge of Diseworth, that will have views towards the development. It will also benefit views from other relatively more distant properties and locations to the west and south of the site. Residual visual effects (after 15 years) arising from the EMG2 Works will vary up to Moderate/ Major Adverse, with the most notable visual effects at this time experienced by users of Hyam's Lane (PROW) and other stretches of PROW on the north eastern edge of Diseworth and south of the site (The Cross Britain Way). Some nearest properties will experience up to Moderate Adverse effects (subject to the view available), with residual Moderate/Major Adverse residual visual effects likely for residents at Bleak House to the north of the village.

5.1.109 Therefore, the submitted ES concludes that the proposal would have some significant residual adverse environmental effects with regard to landscape and visual effects close to the site. This is notwithstanding the notable mitigation, supported by proposed efforts through phasing to ensure, for example, early implementation of the earthworks bunding to help mitigate the effects of the construction process, as well as the operational site in due course.

5.1.110 The LVIA identifies that the most noticeable and beneficial effects from the proposed earthworks and landscaping are in relation to potential views from properties and receptors on the north eastern edge of Diseworth and positions close to the western and southern site boundaries, but that the visual effects will also gradually reduce generally for most visual receptors, beyond the 15 year period used in the assessment.

5.1.111 However, there is residual 'harm' in the context of the policies of the NPPF (primarily elements of Section 12 on design), and with regard to Local Planning Policy S3 (Countryside) which seeks to 'safeguard and enhance' local character and appearance of the landscape. While the effects on the wider landscape are not significant overall, the effects on the immediate site and context result in some policy harm. This harm will need to be weighed against the proposed development in the overall planning balance against the substantial economic and other benefits, including new habitat creation and open spaces, which it would deliver.

Community park

5.1.112 The EMG2 Works include the provision of a Community Park on the western side of the EMG2 Main site adjacent to the village of Diseworth. The Park extends to approximately 14hectares in size and varies in width from 100 to 170 metres wide. It is intended to provide a new community asset, as an area of accessible landscaped space between the village and the EMG2 Main site. The scheme for the Park has evolved following engagement with the community and a detailed landscape design has been prepared and is explained in the DAD.

5.1.113 The Community Park will provide a major new asset for the local community as well as delivering accessible green space for future employees of the proposed development. It is considered to represent one of the benefits which weighs in favour of the proposed development, and is material in assessing and weighing the proposed development overall.

Ecology and Biodiversity

5.1.114 ES Chapter 9 (**Document DCO 6.9/MCO 6.9**) sets out an assessment of the existing ecological condition of the proposed development site, and the context in terms of off-site sites and receptors using defined 'zones of influence' and 'impact risk zones'[21] to define a study area. The assessment in the ES considers the DCO Application as a whole, including the EMG2 Works and the Highway Works, and includes analysis of these two components separately where appropriate.

5.1.115 In summary, the baseline and context for the proposed development includes one statutory site of international conservation importance located within 30km[22], with one nationally designated site of nature conservation interest within 2km of the Order Limits, namely the Lockington Marshes SSSI located approximately 1km at its closest point from some elements of the Highway Works within the DCO application Order Limits (but further from the EMG2 Main Site). The ES assessment also considers other SSSIs remote from the proposed development including the Attenborough Gravel Pits SSSI (located some 5.5km away), and further afield in response to potential Air Quality issues (dealt with separately in this Appraisal), the assessment in Chapter 9 also considers three further SSSIs (Lount Meadows SSSI, Oakley Wood SSSI, and Breedon Cloud Wood and Quarry SSSI).

5.1.116 The ES concludes that there are no statutory ecological designations within or immediately adjacent to the site and finds that the majority of habitats within the EMG2 Main Site and Community Park site comprise arable field compartments bounded by hedgerows and scattered mature trees[23]. There is a single improved grassland field and one semi-improved field compartment together with 3 small areas of standing water. The on-site habitats and habitats immediately adjacent to the site are potentially used for roosting/nesting and foraging by a range of wildlife including protected species such as bats, breeding birds, otter, water vole and reptiles. Overall, the site is of relatively low ecological value given the extent of intensive arable agricultural use.

5.1.117 The DAD explains how the approach to the design of the proposal has had regard to the existing ecological features with the aim to retain and enhance

[21] Described at ES Chapter 9 (Document DCO 6.19/MCO 6.19), paragraph 9.2.11.
[22] The River Mease SAC – located approx. 13.5km away at its closest point to the project Order Limits.
[23] ES Chapter 9, Table 9.10.

existing features wherever possible and to create new habitats and areas of accessible green space. The proposals therefore include the retention of hedgerows and associated trees around the periphery of the site and along the majority of the retained Hyam's Lane; 6 veteran trees are retained and pond P3, which was classed as potential historic LWS, and the vegetation around it.

5.1.118 The green infrastructure proposed as an embedded part of the scheme will provide a network of multi-functional green space, incorporating the retained habitats described above and new areas, which in combination are capable of delivering a wide range of environmental and biodiversity gains. The proposals include enhancements to existing areas and new habitats including sustainable drainage features. The new habitats will focus on the creation of locally appropriate habitats prioritising a mixture of grassland, scrub and woodland.

5.1.119 The ES concludes that there will be moderate adverse residual impacts during construction of the DCO Scheme on some retained habitats including veteran trees, hedgerows and ponds, as well as on some fauna including some bird populations and invertebrates. Construction effects are mitigated through the proposed CEMP (**Appendix 3A** (**Document DCO 6.3A**)**,** with additional mitigation also including buffers (for example around an existing potential Local Wildlife Site pond P3) and retained vegetation.

5.1.120 As a result of the proposed green infrastructure and other measures proposed (summarised above and set out in detail in the ES), once operational the assessment concludes that the construction effects will be re will be negligible residual effects on veteran trees and hedgerows and negligible residual effects on fauna. The overall significance of effects of the DCO Scheme as a whole show a range of mostly negligible effects, with some beneficial effects. Minor Adverse residual effects are likely on Veteran Trees (due to some unavoidable losses), and Skylark/Yellowtail birds. These residual effects for part of the planning balance. However, the residual effects specific to the DCO Scheme are limited due to the general dominance on-site of habitats of negligible intrinsic nature conservation value, and through careful design to retain as much habitat of value, and through the provision of new.

5.1.121 Water treatment delivered on-site as a result of the use of SUDS will produce a minor improvement in terms of water quality and water discharge rates, with only negligible impacts likely on any off-site designated sites which may have a hydrological link to the site. The potential for air quality impacts on SSSIs and other off-site receptors has been assessed and are considered negligible.

5.1.122 An assessment has been undertaken of the effects of the scheme on biodiversity. The results are presented in a Biodiversity Net Gain Report (ES Appendix 9I). The work finds that the proposal EMG2 DCO as a whole will deliver well in excess of 10% gains in biodiversity as a result of the approach to retained and new green infrastructure proposed as an embedded part of the scheme. The gains include over 16% in habitat units and over 25% in watercourse units, as well at over 11% in hedgerow units. These gains, coming as they do, from design and landscape works that are an integral part of the scheme, are material and a benefit of the proposal.

5.1.123 The approach taken accords with both national requirements in the NPPF, as well as local policies such as relevant elements of Policy D1 relating to design and Policy En1 on natural environment.

Noise and Vibration

5.1.124 As is described elsewhere in this Statement the EMG2 Main Site is located within a nexus of commercial activity and strategic infrastructure. The environment on the site is heavily influenced by these existing activities and transport corridors, including in relation to noise and vibration. In terms of noise specifically, the environment is strongly influence by noise from the immediately adjacent road corridors of the A453, M1 and A42 and also from aircraft landing and departing from East Midlands Airport.

5.1.125 Chapter 7 of the ES includes an assessment of the effects of the proposed development on identified receptors as a result of noise and vibration, both during construction of the proposal and then its operation. In undertaking the assessment account has been taken of the embedded design measures that provide mitigation. In terms of noise and vibration this includes the attenuation as a result of the buffers and landscape bunds created around the perimeter of the site, particularly the western edge, and the resulting distances between sources of noise and receptors.

5.1.126 With regard to vibration, the nearest sensitive receptors are at least 100m from the closest point to the areas where future Warehousing units could be built, which increases to at least 180m when considering the nearest residential receptors (e.g., at Diseworth). At these distances, no significant effects from operational groundborne vibration are expected, and therefore consideration of operational vibration has been scoped out of the assessment. However, construction effects on vibration are considered in the ES.

5.1.127 The assessment also then considers the effects of additional mitigation measures which include the measures that will be employed during construction and managed through the CEMP and subsequent P-CEMPs. For the operational phase they include the use of ‘white noise’ type reversing warnings and the potential, depending on the final layout of the scheme, for the installation of an acoustic fence along the northern boundary of the site adjacent to Zone 5.

5.1.128 The assessment work concludes that as a result of the mitigation measures proposed there will be no significant adverse residual environmental effects from noise or vibration during the construction phase of the project. During the operational phase of the proposal some effects are identified as a result of increases in road traffic noise, but the assessment finds that when considering the context to the receptors affected, the effects are considered very much a worse case and it concludes that no mitigation is required. In relation to the operational activity on the EMG2 Main Site the assessment concludes that as a result of mitigation, including the potential use of acoustic fencing depending on the final layout of the site, there will be no significant adverse residual environmental effects from noise or vibration.

5.1.129 The proposals therefore accord with the requirements of Local Plan Policy D2 (relating to Amenity) and the relevant criteria in Policy E2(2) as well as paragraph 198 of the NPPF. The proposal mitigates and reduces to a minimum the potential adverse impacts resulting from noise from the development and will avoid generating noise that will give rise to significant adverse impacts on health and quality of life.

<u>Air Quality</u>

5.1.130 The context set out above under the Noise and Vibration sub section is relevant to the consideration of the effects of the scheme on air quality. The EMG2 Main Site lies in an area with significant existing activity that will strongly influence air quality, particularly along road corridors and in relation to the Airport.

5.1.131 The ES includes an assessment of the effects of the proposed development on air quality in Chapter 8, and confirms it is not located within any Air Quality Management Areas (AQMAs), albeit there are AQMAs in the wider locality. The Assessment explains that the construction of the project has the potential, without mitigation, to create dust that could cause air quality issues. In order to appropriately control dust, measures will be implemented through relevant P-CEMPs in accordance with the requirements set out in the CEMP. As a result of these appropriate measures the assessment concludes that there will be no significant nuisance effects as a result of dust during construction.

5.1.132 The assessment finds that the residual effects as a result of construction traffic will not be significant. In terms of the overall, longer-term (operational) effects, the assessment concludes there will be no significant effects on air quality as a result of the project. This includes consideration of the potential for impacts on ecological features, with analysis in both ES Chapter 8 and ES Chapter 9 (Ecology and Biodiversity), as referred to above in this Planning Statement. No likely significant air quality residual effects are identified on any designated or other ecological sites.

5.1.133 The proposals therefore accord with the NPPF in particular paragraphs 110, 187 and 199 and accord with the relevant criteria of Local Plan Policy D2 and Ec2(2).

Lighting

5.1.134 The assessment of the effects of the proposal as a result of the external lighting that will be required as part of the proposed development, is set out in Chapter 11 of the ES. The Chapter explains that existing lighting in the area is visible across the landscape and this affects the district brightness (or baseline conditions) of the surrounding area. The levels of brightness are most directly affected by the lighting at East Midlands Airport, but also the highways network and existing settlements.

5.1.135 A detailed lighting strategy for the proposed development has been developed and is set out in Appendix 11A and this strategy forms part of the embedded mitigation of the proposal. The strategy will ensure that the lighting on the proposed development minimises light spill and glare by utilising techniques such as directional lighting, restricting luminaire tilt, using the lowest applicable lighting levels for tasks and areas, using minimum practical mounting height and using appropriate optics. The approach to the sites earthworks and landscaping will also help, through embedded design, to mitigate the effects of lighting. During construction the employment of appropriate measures in accordance with the CEMP, particular the control of working hours, will further help to mitigate and manage the effects of lighting.

5.1.136 The assessment work concludes that the proposed development will result in no more than minor adverse residual effects during both construction and the operation of the proposal. The proposals therefore accord with Local Plan Policy D2 and the relevant criteria of Policy Ec2(2), and the NPPF paragraph 198.

Ground Conditions

5.1.137 The ES includes an assessment of the effects of the proposal on ground conditions at Chapter 9. Extensive ground investigation work has been undertaken comprising bore holes and trial pits, groundwater and ground gas monitoring and soil and groundwater and surface water laboratory tests. The results of the testing show that the site if free from any significant contamination or ground stability issues.

5.1.138 In order to mitigate against any potential issues arising during construction a comprehensive approach to manage cut and fill operations across the site will be undertaken and the construction process will accord with the requirements set out in the CEMP and subsequent P-CEMPs.

5.1.139 Through the appropriate management of the construction process the ES concludes that all the residual effects of the proposal both during construction and operation will be negligible. The proposals therefore accord with the NPPF paragraphs 187 and 196 and the relevant criteria of Policy Ec2(2).

<u>'Natural Environment' Conclusion</u>

5.1.140 The approach taken to the EMG2 Main site is consistent with the aims and objectives of the NPPF and Local Plan design policies as set out above, and is considered compliant with regard to '*conserving and enhancing the natural environment'* when considered as a whole.

5.1.141 The proposals would deliver a net gain in biodiversity and retain and enhance key existing habitat features within the Main Site. The proposals are shown through the ES to result in no significant effects with regard to 'pollution' of any kind, with negligible effects on 'human health' linked to various potential impacts such as noise, and air quality. Residual effects relating to lighting are neutral or up to minor adverse during construction only, and reduced thereafter.

5.1.142 With regard to landscape and visual effects, the embedded features comprising the extensive landscaping and bunding proposed, and including the separation between Diseworth and proposed new built development by integration of the Community Park, have helped minimise likely effects overall. The residual, mostly localised harm includes some significant effects which are considered in the overall planning balance in Section 6 of this Statement.

5.1.143 In general terms, the scheme has worked hard to balance the delivery of a commercially attractive and appropriate development which respond fully to the strategic policy context (including the Freeport designation) and existing economic and physical context around Junction 24 of the M1 with the need to minimise and reduce local effects and impacts on the natural environment. The degree of compliance with planning policies is also illustrated in the assessment provided in the Compliance Tracker at Appendix 1.

Conserving and enhancing the historic environment (NPPF Section 16)

5.1.144 The proposals are shown in the submitted assessment evidence to have a minimal impact on the 'historic environment'. The ES includes a full assessment of the potential for impacts on both built heritage and archaeological assets, and as set out in Appendix 1, the requirements of the NPPF have been met in terms of undertaking an appropriate, proportionate assessment and providing a context for the decision-maker in due course.

5.1.145 The assessment (contained in ES Chapter 12, document **DCO 6.12/MCO 6.12**) has considered both the likely temporary construction effects, and long-term (permanent) operational impacts, and identified the receptors which may be affected. In assessing the likely impacts, the assessment takes account of the embedded mitigation measures on the EMG2 Main Site and Community Park site which comprises extensive bunding and structural landscaping provided through the Community Park itself. The historic Hyam's Lane route (with its hedgerows) forms a key part of the green infrastructure and connectivity integrated within the design of the proposals, as referred to under other headings within this Planning Statement.

5.1.146 While many likely effects on **built heritage** assets are avoided or minimised to negligible levels, the ES confirms that the setting of the Grade II* Church of St Michael and All Angels in the centre of Diseworth, and the Diseworth Conservation Area are likely to experience 'moderate to minor adverse' effects, and 'minor to negligible' residual effects respectively. In summary, this follows from the proposed EMG2 Works resulting in changes to the rural approach to the Conservation Area from the northeast (as described in relation to asset 'BH1' in the ES) and changes in views from and to the Conservation Area and in parts of the wider landscape, resulting in the alteration of an element of its rural setting. Similarly, the EMG2 Works will result initially in negative changes to views of the Church's spire from within the application site and to some longer-distance views from the surrounding landscape. The proposals will remove or alter these views, with the introduction of large-scale built form into this part of the Church's wider setting.

5.1.147 The **archaeological** potential of the EMG2 Main Site was investigated by a geophysical survey followed by trial trenching. Archaeological features identified within the EMG2 Main Site and Community Park are all considered to be either of no significance, or up to local significance/sensitivity. To offset the recognised impacts to the identified low sensitivity archaeological receptors within the site (referred to as AR1 and AR2), a programme of archaeological mitigation is proposed. Implementation of the archaeological mitigation measures will give rise to a negligible effect on the archaeological resource during construction and operation. The archaeological mitigation will be undertaken in advance of construction works commencing, comprising a targeted programme of archaeological excavation focusing on receptors AR1 and AR2.

5.1.148 Consideration was also given to off-site archaeological designated and other assets, with the most notable being The Bulwarks (AR10) Scheduled Monument some 5km from the DCO application site. By introducing modern built forms within some longer-distance views from the Scheduled Monument and the EMG2 proposals result in minor changes to the wider setting of the monument. However, embedded mitigation in the form of extensive bunding and landscaping planting reduces the level of visual intrusion, the ES identifies a residual negligible effect.

5.1.149 The conclusions regarding residual effects (after 15 years) on heritage assets – built heritage and archaeological assets - from the EMG2 scheme are mostly shown to be 'negligible', with the exception of harm to the setting of the two designated built heritage assets in Diseworth referred to above. While this harm to the setting is not significant in ES terms, the NPPF requires this to be weighed against the wider public benefits of the proposals overall. Section 6 of this Planning Statement considers the overall planning balance, but it's clear from the ES (and associated technical report at ES Appendix 12A[24] (**Document DCO 6.12A/MCO 6.12A**) that the harm falls within the '*less than substantial harm*' category (see Section 4 and Appendix 1). Indeed, the Built Heritage Statement appended to the ES concludes that the EMG2 Works will likely result in a "*medium level of less than substantial harm*" to the significance of the Church of St Michael and All Angels and "*a low level of less than substantial harm*" to the significance of Diseworth Conservation Area.

5.1.150 Local plan policy HE1 *(Conservation and Enhancement of North West Leicestershire's Historic Environment)* is consistent with the NPPF, and seeks to prevent substantial harm or loss of designated assets, while requiring development to 'conserve and enhance' the setting and significance of assets. Through mitigating the likely residual effects to negligible levels, the scheme is considered to meet the requirements of Policy HE1.

Other Matters

<u>Agricultural Land and Soils</u>

5.1.151 In terms of agricultural land quality, the EMG2 Main site is limited by wetness constraints associated with poorer draining soils. Parts of the site contains better draining land where coarse loams and fine loams have clay at depth and this land is classified as best and most versatile. The majority of the site however, has heavier soils directly over slowly permeable clays and this is subgrade 3b agricultural quality. To manage soils throughout the construction process, soil management measures will be employed in accordance with the CEMP and the Soil Management Plan (ES Appendix 15A).

5.1.152 The ES, Chapter 15 concludes that through soil management measures the residual impact of the proposals on soil quality will be negligible, with the soil resource protected and re-used. There will however be a permanent loss of agricultural land and the assessment finds that this will result in a major adverse effect which is considered significant in ES terms. Given the scale and locational requirements of the proposed development it is clear that any alternative site would also involve the loss of agricultural land of a similar or greater quantity. The proposals therefore accord with the aims and objectives of the NPPF Paragraph 187 and Local Plan Policy EN6, albeit this 'harm' is considered in the overall balancing of issues later in this Planning Statement.

[24] 'Built Heritage Statement', by RPS

Materials and Waste

5.1.153 ES Chapter 18 sets out an assessment of and approach to the use and management of materials and waste. It sets out the measures that will be employed to ensure the efficient and sustainable use of materials and the hierarchical approach to the management of waste. It explains that during construction the measures set out in the CEMP and the Site Waste and Materials Management Plan (SWMMP) (**ES Appendix 18D**, **document DCO 6.18D/MCO 6.18D**) will be implemented through appropriate P-CEMPs and will appropriately manage the effects on the environment. During operation occupiers will operate appropriate on-site waste prevention, minimisation and management processes and procedures in accordance with the waste hierarchy.

5.1.154 Overall, the assessment concludes that the EMG2 Main site will not give rise to any significant residual environmental effects. The approach to the proposals in terms of the management of materials and waste therefore accords with the NPPF and in particular the emphasis on managing and minimising waste as part of the 'environmental' objective of 'sustainable development' as set out in Paragraph 8.

Alternatives

5.1.155 The EIA Regulations require applicants to provide an outline of the main alternatives studies by the applicant and an indication of the main reasons for the chosen proposal, taking into account environmental effects. Chapter 4 of the ES includes detailed consideration of reasonable alternatives, with regard to consideration of alternative locations for the development, where this is feasible, and alternative design and mitigation proposals.

5.1.156 The consideration of alternative sites focusses on whether there are alternative sites to accommodate the EMG2 works component of the EMG2 scheme. Given the strategic context for the proposal, as set out elsewhere in this Statement, it is clear that only a site closely related to EMG1 would genuinely offer a reasonable alternative. The Freeport designation of the EMG2 Main site, limits the sites that can be considered to provide realistic alternatives. That qualification apart, ES Chapter 4 considers the potential options to expand EMG1 on land immediately bordering it, before considering whether there are alternative sites in close proximity which would compare to the EMG2 Main site.

5.1.157 The other Freeport sites are not considered reasonable alternatives as all three are proposed to come forward for development to deliver the Freeports ambitions, and it is therefore not a matter of progressing one in preference to others.

5.1.158 The assessment concludes that there is no land contiguous with EMG1, which would be suitable to accommodate an expansion of EMG1. Given the primary purpose of the EMG2 scheme as an extension of EMG1, integrated with the rail freight terminal, a focussed search for alternative sites in the area around EMG1 has been undertaken. A 3km radius was used, although EMG2 is circa 1.5km from EMG1. Three sites were identified and appraised with the work concluding that there are no options that offer a reasonable alternative to the EMG2 Main Site.

5.1.159 The ES also considers alternative approaches to the design of the EMG2 Main site. It concludes for the reasons set out elsewhere in this Statement that alternative land uses would not be appropriate as they would not respond to the economic needs identified nor to the Policy context set out, including the Freeport designation. Similarly, in relation to scale, the assessment concludes that it would not be appropriate to bring forward only part of the EMG2 site as it would not enable the full economic benefits of the scheme to be delivered and would not enable the full benefits of the Freeport to be realised. For the reasons set out elsewhere in this Statement and explained in the DAD, it is important that strategic development such as the EMG2 scheme, is designed and delivered comprehensively, to ensure appropriate place making, to maximise benefits and minimise environmental harm.

5.1.160 The DAD (**Document DCO 5.3/MCO 5.3**) explores and explains how the approach to the design of the scheme and the parameters that are set out have evolved through a series of design stages involving an iterative process of assessment and engagement, scheme refinement, further assessment and further refinement. Overall, it is therefore considered that the chosen design option successfully balances a range of environmental and operational considerations based on the opportunities and constraints presented by the site. A number of measures targeting at avoiding, reducing or mitigating environmental effects have been 'embedded' into the proposals and will ensure that any adverse impacts are minimised whilst benefits are maximised.

The Highway Works

5.1.161 The Highways Works form part of the DCO Application, and 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 NPSNNNN.

5.1.162 Therefore, this section is structured with reference to the <u>relevant</u> broad headings based on Section 5 of the NPSNN (and with reference to the general considerations of Section 4 of the NPSNN), with cross-references to the relevant application documents and material considerations, where appropriate, as well as to Appendix 1. In general terms, this appraisal considers overall policy compliance, with due regard to the role of, and need for, the works proposed.

5.1.163 It is important to acknowledge that in addition to primarily representing 'mitigation', the Highway Works are different in scale and character to the other components of the EMG2 Project, being largely located within the existing highway, and 'linear infrastructure' as opposed to built development which features as the main elements of both the EMG2 Works and EMG1 Works. This context is relevant to their assessment overall, and to how they interact with some elements of the topics or issues which feature in national policy which structure the appraisal below.

<u>Air Quality</u>

5.1.164 The ES assessment of Air Quality (Chapter 8, **Document DCO 6.8/MCO 6.8**) considered construction and operational phases. Consideration is given to the potential effects on all relevant receptors (including human and environmental, as well as ecological 'receptors'). The assessment includes relevant off-site ecological sites and receptors due to the relevance of the effects from road traffic to air quality. The primary source of any likely air quality effects is from Transport movements associated with both construction of all elements of the EMG2 Project including the Highways Works, as well as operation of the floorspace proposed (EMG2 and EMG1 Plot 16). Also see the appraisal above (starting at paragraph 5.1.125) relating to the EMG2 Works.

5.1.165 The ES confirms that no element of the scheme is located within an AQMA area, but there are three AQMA in the defined wider 'study area' for the assessment.

5.1.166 The ES Chapter Appendix 8I specifically refers to Mitigation (ES, **Document DCO 6.8I/MCO 6.8I**), and the residual effects of the scheme with mitigation in place is summarised in the ES Chapter. In assessing residual operational effects the ES Chapter considers the DCO and MCO schemes together, because the traffic impacts are not quantified or assessed solely for the MCO Scheme (as referred to with regard to transport impacts below).

5.1.167 Construction dust issues are described separately below (using the approach taken in the NPSNN as also set out in Appendix 1 which provides details of the NPSNN and other relevant policies).

5.1.168 Only two residential receptor locations (out of the 300 modelled locations) are predicted to experience a moderate (adverse) impact as a result of the EMG2 Project overall, and in accordance with the IAQM (2017) guidance and professional judgement, these impacts are considered not significant.

5.1.169 The significance of air quality on ecological receptors is contained in ES Chapter 9 (**Document DCO 6.9/MCO 6.9**) with cross-reference to the details provided in Chapter 8. The impacts on Ecological receptors at Chapter 9 concludes the potential impacts are considered negligible, including on designated sites and ancient Woodland.

5.1.170 As residual effects are considered not significant, no additional mitigation is proposed, however, the ES does refer to the relevance of the Sustainable Transport Strategy (**Document DCO 6.CB/MCO 6.6C**) and Framework Travel Plan **(Document DCO 6.6D/MCO 6.6D)** produced for the DCO Scheme. These include measures to encourage travel by a range of modes other than the private car, and align with requirements of local planning policies, as well as the NPSNN.

5.1.171 Also see the separate sub-heading below regarding 'dust' which is directly relevant to air quality issues (during construction phases primarily).

Greenhouse Gas (GHG) emissions

5.1.172 The assessment of GHG emissions considers the DCO Application as a whole (incorporating the EMG2 Works, Community Park, and Highway Works). Therefore, the appraisal and narrative provided above in the context of the EMG2 Works is directly relevant (starting at paragraph 5.1.83).

5.1.173 However, the assessment does consider the Highways Works, including specific measures which could be incorporated to minimise GHG as part of the construction process. As explained in the ES (Chapter 19, **Document DCO 6.19/MCO 6.19**) measures will include use of low-carbon products, as well as 'no build' measures to reduce GHG from the construction process, but it is noted that any such measures must align with the National Highways design requirements at the time of construction. Within that context, the Applicant may seek to use lower carbon materials where they become available for use on the strategic road network.

5.1.174 As referred to in Appendix 1, the NPSNN refers to the UK 'carbon budgets' as part of the assessment of impact, and is clear that operational carbon emissions cannot be totally avoided and a net increase "*is not, of itself, reason to prohibit consenting a national network project*" (NPSNN paragraph 5.41).

5.1.175 The conclusions of the GHG assessment are set in this context, and considers the EMG2 Project as a whole with regard to the magnitude of emissions in the context of national carbon budgets, proposed mitigation measures, and alignment with local and national policy regarding the transition towards net zero. The whole-life GHG emissions from the EMG2 Project, including the Highway Works, would result in a minor adverse whole life effect, which is not significant.

Biodiversity and nature conservation

5.1.176 As referred to elsewhere, the ES chapter (Chapter 9, **Document DCO 6.9/MCO 6.9**) and associated technical appendices include a suite of ecological surveys and specific reports which provide an appropriate and proportionate assessment of the EMG2 Works as a whole, including the Highway Works. The ES Chapter includes details of how the two discrete applications (for DCO and MCO) and components which form the overall EMG2 Project interact with, and could impact on, ecological features or populations. Section 9.5 of the ES Chapter considers the DCO Application, and this includes consideration of specific potential likely effects from the Highway Works.

5.1.177 The broader context for the proposed development with regard to off-site receptors and designated sites is set out above in the context of the EMG2 Works with reference to the identification of various ‘zones of influence’ from the EMG2 Project Order Limits which reflect the significance or sensitivity of off-site receptors. Locally designated sites of relevance to the Highway Works include 5 Local Wildlife Sites (LWS), and a number of candidate or potential LWSs. The ES (at Table 9.9) provides details of relevant protected and notable species records in the vicinity of the DCO Scheme, including some directly relevant to the Highway Works, with Tabes 9.11 and 9.12 providing a summary of the habitats and species potentially affected by the Highway Works. In summary, the habitats and species within the Highway Works site are shown to be of negligible or up to Local importance only.

5.1.178 The ES observes that the Highway Works are primarily on land that has previously been developed or subject to clearance which minimises the likely direct effects. While much of the land included in the Highway Works is comprised of hardstanding and of limited ecological value, a variety of habitats bound the existing infrastructure with varying levels of importance. These include mature and semi-mature trees, including a veteran tree and broadleaved woodland areas of local importance (much of the latter planted in association with the M1 and A453), and some hedgerows which qualify as Habitats of Principal Importance (HPI).

5.1.179 The ES (at Section 9.5) considers the potential impacts of the Highway Works, and explains that the embedded mitigation is largely restricted to the retention of habitats (i.e. avoiding losses through design), with key features retained being the single veteran tree (defined under the Biodiversity Gain regulations), and the majority of other boundary trees and hedgerows. However, there is also some habitat creation proposed, including by filling gaps in existing hedgerows at now redundant field access points, and some limited habitat creation (including scrub and grassland) within the Highway Works boundary.

5.1.180 A Construction Environmental Management Plan (CEMP) has been provided as **ES Appendix 3A** (**Document DCO 6.3A**)**,** and will help ensure best working practices and standard mitigation measures are adopted during the construction phase across the DCO Scheme, including Highways Works. The CEMP is a key document in terms of construction mitigation relevant to ecological features and habitats. In addition, phase specific construction environmental management plans (P-CEMP) will also be required in accordance with the principles set out in the CEMP (as per draft DCO Requirement 11), and would therefore ensure a specific CEMP or CEMPs are implemented for the Highway Works. A range of other standard measures regarding buffers, and timing or phasing of works to avoid key seasons with regard to breeding or other natural cycles are identified in the ES for the DCO Scheme as a whole and so which will be applied to construction of the Highway Works.

5.1.181 It's clear from the ES that there are limited likely impacts relating to the proposed Highway Works, and the majority of the likely effects from the DCO Scheme are associated with the EMG2 Main Site. These are summarised for the DCO Application as a whole above at paragraph 5.1.119, including the conclusion that in excess of 10% biodiversity net gain will be provided. However, the likely residual effects following mitigation from the DCO Scheme, including the Highway Works, are shown (at Table 9.35 of the ES) to range from Minor Adverse up to Minor Beneficial, with many negligible effects considered likely.

5.1.182 The approach taken to design, mitigation, and assessment of the Highway Works is considered appropriate, and accords with the requirements of the NPSNN.

Resource and Waste management

5.1.183 An assessment of the potential for significant environmental effects on materials consumption and waste is provided at ES Chapter 18 (**Document DCO6.18/MCO 6.18**). This considers relevant issues regarding inert waste, hazardous waste, and non-hazardous waste, as well as issues associated with the consumption and/or movement of materials and natural resources (associated with construction). Key issues include the availability of construction materials, as well as the capacity of waste facilities, including recycling facilities, to accommodate waste from the site once operational.

5.1.184 The ES identifies that the EMG2 Project as a whole would generate construction waste in various categories, namely excavation waste, demolition waste, and construction waste. With regard to waste and resource management issues, this is primarily a construction issue for the Highways Works (as in operation the Highway Works will not generate waste), nor require additional resources (beyond maintenance works). Measures to minimise waste and to ensure efficient resource management for this element of the overall EMG2 Project will be integrated with project-wide approaches. This includes seeking to deliver an 'earthworks balance' across construction activities of the various components of the proposed development (which minimises both waste, and the need for additional materials).

5.1.185 Analysis of available data in the ES suggests that across the UK, the availability of construction materials typically required for development in terms of stocks, production or sales remains buoyant. The assessment considers existing production of key materials across the study area (focused on Leicestershire, Nottinghamshire and Derbyshire), including sand and gravel. Given the presence of operational asphalt plants and aggregate resources it is anticipated that sufficient supply is available locally. As such, the total impact on material availability is considered Minor (not significant) in the context regional capacity in the study area.

5.1.186 The construction waste effects of the Highway Works are included within consideration of the DCO Application as a whole, and are identified as being negligible (in all categories of construction waste, as shown in ES Table 18.29).

5.1.187 Data presented in the ES confirms the availability of waste management facilities in the study area, and that these facilities are expected to enable suitable recovery of site arisings generated by the DCO Scheme. The operational wastes will result in a Negligible effect (Not Significant) upon landfill capacity and a Minor Adverse (Not Significant) effect upon recovery facilities within the study area.

5.1.188 The principal mitigation measure relating to this topic is the implementation of the submitted Construction Environmental Management Plan (CEMP). In addition, the DCO Application includes a Site Waste and Materials Management Plan (SWMMP) at ES Appendix 18E **(Document DCO 6.18E).** The SWMMP outlines the suitability of material for re-use on-site and off-site in respect to structural and contamination status, and will ensure that material reuse is maximised by minimising waste at source (reducing the requirement for new construction materials) and during construction.

5.1.189 The proposed development and application is considered to meet the requirements as set out in the NPSNN, which include a clear focus on minimisation of waste and efficient use of materials. The degree of compliance with relevant policies is further set out in Appendix 1.

<u>Dust, and Light</u>

5.1.190 The **Air Quality** assessment (ES Chapter 8, **Document DCO6.8/MCO6.8**) considers potential dust issues, primarily as part of the assessment of construction effects. Given the proposed use of the site, dust is not considered further than the construction phase. The ES identifies the potential risks associated with the Highway Works (see ES Section 8.5, and ES Table 8.15), and ES Appendix 8B includes a Dust Risk Assessment Methodology (**Document DCO 6.8B/MCO 6.8B**).

5.1.191 The approach applies the Guidance on the Assessment of Dust from Demolition and Construction (2024)[25], and considers likely impacts as well as appropriate mitigation. The ES defines the range of receptors which may be most affected by any dust impacts.

5.1.192 The ES identifies that the construction of the DCO Scheme, including the Highway Works, has the potential to pose a nuisance associated with dust. However, by adopting the recommend appropriate mitigation measures in the CEMP and P-CEMP's to reduce any such emissions and their potential effect on the surrounding area, there are expected to be no significant nuisance effects. The principles set out in the Construction Environmental Management Plan (CEMP) are therefore relevant, provided as Appendix 3A (**Document DCO 6.3A**), with further details in p-CEMPS to be secured via DCO Requirement.

5.1.193 Chapter 11 of the ES (**Document DCO 6.11/MCO 6.11**) considers Lighting effects for the EMG2 Scheme as a whole, including the Highway Works as part of the DCO Application. ES Appendix 11E contains a Highways Lighting Strategy (**Document DCO 6.11E/MCO 6.11E**).

5.1.194 The Design Approach Document (DAD, **Document DCO 5.3/MCO 5.3**) also provides details regarding lighting as part of the wider design for the proposed development. The approach to Lighting accords with industry standards and recommended best practice to prevent glare and light spill to locations off-site, including upward light that can contribute to sky glow. However, Highway lighting is required to accord with technical standards for highways.

5.1.195 Lighting effects are shown to range from negligible to minor adverse, with either 'neutral' or 'slight' effects on all receptors during both construction and operational phases, demonstrating the extent to which effects have been minimised. The approach accords with the requirements of the NPSNN, as also demonstrated at Appendix 1.

Flood Risk

5.1.196 ES Chapter 13 (Flood Risk and Drainage) (**Document DCO 6.13/MCO 6.13**) considers the flood-risk issues relevant to the proposed development as a

[25] Institute of Air Quality Management (2024) Guidance on the Assessment of Dust from Demolition and Construction, IAQM, London

whole, including the Highway Works as part of the DCO application. Technical Appendices of the ES support the assessment, and include details specific to the Highway Works, including *Appendix 13H: Flood Risk Screening – Highway Works* (**Document DCO 6.13H/MCO 6.13H**), and *Appendix 13K: Sustainable Drainage Statement – Highways Works* (**Document DCO 6.13K/MCO 6.13K**).

5.1.197 With reference to all relevant receptors, the ES identifies the extent of any risks (relating to flood-risk, and water quality impacts). The need to ensure sustainable drainage, and appropriate mitigation for climate change, has been an explicit part of the proposed Highways Works, as it has for the rest of the EMG2 Scheme. Table 13.8 of the ES Chapter explains that as some discrete elements of the Highways Works involve no alterations to existing drainage regimes and would not affect flood-risk or drainage receptors, they have been appropriately 'scoped out' of the assessment. This includes minor works around M1 Junction 24, improvements at the existing EMG1 access, and amendments to highway signage.

5.1.198 In terms of existing (baseline conditions), the assessment identifies that the Highway Works would potentially interact with various existing watercourses, although are shown to be outside of the floodplains for the large rivers (Trent and Soar), including the relevant 'climate change floodplains' and with reference to the relevant design standards for new infrastructure. The assessment and analysis refer to the context provided by existing highways drainage infrastructure, and other relevant features such as topography and existing highways design features which form part of the context for the Highway Works, and are relevant to the assessment of potential risks and issues. Explicit consideration is given to the potential impacts on existing strategic road network drainage infrastructure in the ES.

5.1.199 With a range of mitigation measures in place, including those to be secured in accordance with the CEMP during the construction phase, the ES identifies no significant effects during construction with regard to flood-risk and drainage issues. The CEMP includes surface water management measures to prevent an increase in runoff and subsequently increased flood risk to downstream receptors. This includes provision of designated pathways for large vehicles to limit the areas of sediment compaction, and the implementation of a construction stage surface water drainage strategy to ensure surface water runoff is intercepted, safely stored, and discharged from construction sites at a rate no greater than existing. Phase specific construction environmental management plan (P-CEMP) will be drafted in accordance with the principles set out in the construction environmental management plan and draft DCO Requirement 11.

5.1.200 Although the Highways Works are essentially in, or directly related to, existing highways infrastructure, the design of the Works proposed includes direct consideration of the drainage implications and requirements of the additional road-space and changes to the existing highways network. The individual drainage strategies across the DCO Application will be tailored to provided appropriate stages of treatment based best practice and SUDS manual guidance or Highways specific equivalent standards (as set out in the ES).

5.1.201 However, the Highway Works (and remainder of the EMG2 Project) essentially avoid existing floodplain, or are located above the floodplain, and do not result in anything beyond negligible impacts on the floodplain. With the embedded and additional mitigation measures applied there are not expected to be any significant residual environmental impacts at the construction or operational phase from the DCO Scheme, including the Highway Works.

5.1.202 As set out above, and in the appended Compliance Tracker, the proposals accord with the requirements of the NPSNN with regard to flood-risk.

<u>Land contamination and instability</u>

5.1.203 ES Chapter 9 (**Document DCO 6.9/MCO6.9**) includes an assessment of the effects of the proposal on ground conditions, including the Highway Works as part of the DCO Scheme. A series of technical appendices provide data and results from the extensive ground investigation work undertaken comprising (as part of the EM2 Project application as a whole) bore holes and trial pits, groundwater and ground gas monitoring and soil and groundwater and surface water laboratory tests. The ES Appendices include specific reports relating to the ground conditions and context for the Highway Work (such as **Appendix 14E** and **14F – Documents DCO 6.14E and 6.14F**).

5.1.204 The assessment presents information and explanation with reference to discrete elements of the Highway Works, including the Junction 24 works, and construction of the new highways access infrastructure.

5.1.205 The results of the testing do not identify any known sources of contamination within the area of the Highway Works, nor any potential sources capable of presenting an unacceptable risk to surface waters, and as such the risks of these environmental effects is considered low. With regard to possible ground gas, the investigations indicate the historical presence of landfills with possible ground gas generation potential. However, due to the distance, the recorded dates of closure and the absence of enclosed spaces where gas could affect a sensitive receptor, the risks associated with ground gas at the Highway Works is also considered to be low.

5.1.206 In summary, and with direct regard to the requirements of the NPSNN, the ES identifies show that the site if free from any significant contamination or ground stability issues. However, if any unforeseen contamination is encountered during the construction phase, requirement 22 of the draft DCO requires this to be investigated with a risk assessment approach and, if required, remediation to be undertaken in consultation with the Local Planning Authority.

5.1.207 The assessment considers the potential for impacts on a range of environmental receptors and features on- and off-site, and 'human receptors' (i.e. off-site residents and communities, and future workers based on-site), including groundwater, aquifers, and controlled waters. Potential risks to human health is explicitly part of the assessment undertaken. The ES refers to the role of a range of embedded and additional mitigation measures which will apply to construction in general, including measures set out within the Construction Environmental Management Plan (CEMP) (**Document DCO 6.3A**). Phase specific construction environmental management plans (P-CEMP) will be drafted in accordance with the principles set out in the CEMP submitted as per draft DCO Requirement 11.

5.1.208 Through the appropriate management of the construction process the ES concludes that all the residual effects of the proposal both during construction and operation will be negligible. Key measures are set out within the Construction Environmental Management Plan (CEMP) (**Document DCO 6.3A**) which has been prepared and submitted as part of the DCO Application to manage the environmental impacts during the construction phase. Phase specific construction environmental management plans (P-CEMP) will be drafted in accordance with the principles set out in the CEMP submitted as per draft DCO Requirement 11.

5.1.209 The proposals therefore accord with the requirements of the NPSNNNN and the requirement to minimise and reduce local effects and impacts on the natural environment, and to have full regard to issues of contamination and instability. A more detailed overview of compliance is also illustrated in the assessment provided in the Compliance Tracker at Appendix 1.

<u>Landscape and Visual Impacts</u>

5.1.210 A Landscape and Visual Impact Assessment (LVIA) is provided at Chapter 10 of the ES (**document DCO 6.10/MCO 6.10**). The LVIA considers the potential Landscape and Visual effects of the EMG2 Project as a whole, including the Highway Works as part of the DCO Application (alongside the EMG2 Main Site).

5.1.211 Section 10.5 of the ES Chapter considers the DCO Application, with overall conclusions drawn about the DCO Scheme as a whole, and including assessment of relevant parts of the Highways Works.

5.1.212 The assessment considers the wider landscape context with reference to the appropriate Landscape Character Assessments and other relevant evidence. The Highway Works occupy a localised area of the southern Trent valley slopes and valley floor. The Highway Works site and immediate context is dominated by existing major road corridors and associated infrastructure. This includes the M1 motorway, Junction 24 and approaching slip roads and the A453 and A50. Beyond the immediate major road corridors lies a variety of different landscape elements and areas, including the existing EMG1 development, the Hilton Hotel and other buildings and farmland and woodland.

5.1.213 The LVIA provides an assessment of Landscape Value for the Highway Works, concluding it is overall of Low/Medium Value. The visual baseline is also assessed and key receptors identified (with details of the receptors included at **Appendix 10F Document DCO 6.10F**) – the receptors for the Highway Works include:

- Residents – on the western side and edge of Kegworth and limited scattered properties to the east and north east.
- Users of Public Rights of Way (PROW) – including on the existing EMG1 mounding to the west of Plot 16 (EMG1 Works) and very limited stretches more distantly to the east of the site.
- Users of the existing Roads – including the A453; A6; M1 motorway and Junction 24; and limited stretches of local roads (Long Lane) principally to the east.
- Users/ visitors to the Hilton Hotel and users of the existing EMG1 development.

5.1.214 The LVIA considers the potential effects from the construction and operation of the Highway Works (at Section 10.5 of the Chapter). The construction landscape effect of the Highway Works will arise principally from the construction of the new road overbridge of the A453 and associated road works between the M1 motorway and A50.

5.1.215 While the construction effects at the wider scale (national, regional and county) on landscape are considered negligible, at the more localised scale there will be localised landscape change and effect from those same infrastructure elements in particular. However, these effects will be moderated by the strong influence of existing development and highway infrastructure, and the LVIA identifies likely Minor Adverse (temporary) construction landscape effects.

5.1.216 The visual effects of construction are considered, and are set out in detail at ES Appendix 10F (**Document DCO 6.10F**), with details of the receptor locations also given on Figures 10.1 and 10.2 within ES Appendix 10B (**Document DCO 6.10B**). The visual effects of the Highway Works during construction are considered likely to vary across different receptors and as the construction process progresses, but range from Minor Adverse (on receptors including some PROW users, and some road users) to Moderate Adverse (on the Hilton Hotel (VR O5) close to the proposed M1 to A50 link.

5.1.217 The ES also considers night-time effects relating to lighting. Existing lighting is readily evident along the majority of the existing highways within which the Highway Works are located. ES Appendix 11B **(Document DCO 6.11B)** illustrates the lighting levels on the main road corridors associated with the EMG2 Project. In this context, the lighting proposals associated with the Highway Works will sit within existing illuminated road corridors, and seen alongside or close to other existing lighting around Junction 24, along the M1 motorway and Hotel road and at the EMG1 Rail Terminal. The proposed lighting will not markedly alter the nature and extent of the existing lighting at the Highway Works locations and there will be no marked visual change or impacts in these terms.

5.1.218 The LVIA considers the mitigation measures proposed, albeit given the existing baseline and low sensitivity of the land contained within the Highways Works, no specific embedded mitigation is contained within this aspect of the proposals. However, as referred to with regard to biodiversity, the Highway Works look to retain and protect many existing landscape features, with some new provision proposed where appropriate. Where proposed, new native hedgerows and trees established as part of the Highway Works will potentially reduce the initial landscape effects and assist in assimilating the Highway Works at a localised landscape scale. The residual landscape effects (after 15 years) are considered Minor Adverse.

5.1.219 The residual visual effects are not considered likely to reduce markedly with time, and so after 15 years are considered likely to remain variable, but be predominantly Minor Adverse. The most notable residual visual effect will be experienced by users of the stretch of PROW alongside Plot 16 (and extending across the existing EMG1 mounding) where visual effects will be Minor/ Moderate Adverse. The residual visual effects will principally arise from views towards the proposed M1 – A50 link road. For receptors with more distant or restricted views towards the Highway Works, the residual visual effects will be Minor Adverse or less.

5.1.220 These residual effects are not significant in EIA terms. The overall effects have been minimised, and the development will be seen in the context of the existing highways network and infrastructure, as well as against the backdrop of EMG1 from many viewpoints. While residual effects and change will remain, the requirements of the NPSNN have been met.

Historic Environment

5.1.221 The assessment provided at ES Chapter 12 (**Document DCO6.12/MCO6.12**) includes details of the existing heritage assets and resources established through desk-based and on-site investigations, and consider the construction and operational phases of the Highway Works. The assessment considers both archaeological and built heritage assets and features. The DCO site (including the Highway Works does not include any designated heritage assets.

5.1.222 The potential construction impacts of the Highways Works have been assessed on both archaeological and built heritage assets and features.

5.1.223 The only known archaeological ‘resource’ relevant to the Highway Works is referred to as ‘Archaeological Resource (AR9)’ which comprises of a low density of Roman ditches identified during the programme of evaluation at EMG1 (details are provided in the ES at Appendix 12B (**Document DCO 6.12B**). The construction of EMG1 did not impact the area containing AR9 and the features were preserved *in-situ* within existing agricultural land. They are considered to be of local significance and low sensitivity.

5.1.224 The assessment of the Highway Works is that they would result in the complete, or near complete, removal of these archaeological remains from the Highway Works. This is considered to be a Moderate to Minor Adverse magnitude of effect in relation to receptor AR9. The recommendation is for a programme of archaeological investigation to off-set the proposed impacts. The mitigation measures will be secured through the discharge of DCO requirements process which will require a Written Scheme of Investigation (WSI) to be approved (see Requirement 13 of the draft DCO (**Document DCO 3.1**)).

5.1.225 The Highway Works have been assessed as having no impact on off-site archaeological assets during either construction or operational phases. Similarly, no construction or operational impacts on any Built Heritage asset are likely to be generated by the Highway Works.

5.1.226 In terms of operational phase effects, archaeological receptor AR9 will have been removed from the Highway Works at the construction phase, so the completed Highway Works development will have no further effect on this receptor.

5.1.227 With the above mitigation implemented, the ES concludes that the residual effects of the Highway Works are negligible. The approach taken to the assessment, and the anticipated outcomes, accord with the requirements of the NPSNN, as set out in further detail in Appendix 1.

Noise and Vibration

5.1.228 The ES considers the likely noise effects from the Highway Works in Chapter 7 (**Document DCO 6.7/MCO 6.7**). Vibration is also considered in the Chapter, and is assessed where construction activity could adversely affect a receptor within 100m of the activity in accordance with the relevant British Standard[26]. However, the ES essentially scopes out vibration from the assessment of operational of the Highway Works as with newly surfaced highways, and given

[26] BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites, Part 2: Vibration

the distances to nearby receptors, no significant levels of ground borne vibration would occur.

5.1.229 The assessment notes that the surrounding area includes significant sources of road traffic noise (the M1, A42 and A453) and aircraft noise from East Midlands Airport.

5.1.230 Construction noise is assessed and considered in the ES which identifies no significant or otherwise adverse effects as a result of construction noise or vibration associated with the Highway Works are predicted. Therefore, no additional mitigation measures are considered. However, the ES confirms that it is likely that some Highway Works will need to take place outside of core hours due to highway constraints, but the details of when and where are not yet known, so it is not possible to undertake predictions of the likely effects at this stage. In this context, worst-case assumptions are taken, the assessment identifies that it is possible that relevant (LOAEL and SOAEL) thresholds for noise could be exceeded at times during the construction process. As the duration of any such works (in terms of the number of days they may take place at the same location) is expected to be limited, and are therefore considered short-term and temporary adverse effects, it is unlikely that they would be significant. Full details of such works will be provided in the relevant P-CEMP as an additional mitigation measure.

5.1.231 No significant effects are indicated from the assessment of construction traffic associated with the Highway Works (and the DCO Scheme as a whole). Similarly, no significant effects are expected in terms of potential damage as a result of construction vibration.

5.1.232 The management of construction noise and vibration in general during the construction of the MCO Scheme will be subject to good working practices all construction activities in accordance with this Construction Management Framework Plan approved pursuant to the original EMG1 DCO, and through a phase specific CEMP to be approved for the EMG1 Works.

5.1.233 The scope of the assessment undertaken, and the predicted impacts and outcomes with regard to Noise and Vibration accord with the requirements of the NPSNN, as also set out in Appendix 1.

Socio-Economic Impacts

5.1.234 The Highway Works are assessed alongside the EMG2 Works as part of ‘the DCO Scheme’, and given the role and nature of this component of the scheme, this is appropriate in terms of long-term and residual socio-economic impacts which are primarily associated with the built floorspace proposed.

5.1.235 However, the assessment does refer to the capital investment cost of the Highways Works, and to the construction employment, involved in their delivery. With a capital cost of approximately £20m these Works are in their own right a significant infrastructure scheme, and would generate approximately 110 jobs over the anticipated two year construction process. This would facilitate the growth of the local construction industry, enabling firms to expand and potentially take on employees locally, and with associated indirect and induced employment also identified in addition.

5.1.236 The construction phase, including the Highway Works, is estimated to have a positive impact of moderate magnitude on construction employment in the Study Area, resulting in a temporary minor beneficial (not significant in EIA terms) effect over the short and medium term. A beneficial minor effect is also identified on '*Regional and National Economic Activity*' specifically from the Highways Works in recognition of their contribution in enabling the strategically significant logistics sector expand further in an area identified as being suitable for growth and investment, and in the context of the Freeport.

5.1.237 The ES refers to the measures and actions to help maximise the skills and employment benefits, including reference to mitigation measures which include a commitment to the preparation and implementation of an 'Community Investment Plan' to apply the Applicant's *'Responsible SEGRO'* Framework for the DCO Scheme, across both construction and operational phases, with the former being of particular relevance to the Highway Works.

5.1.238 Application of that Framework will ensure that local people are able to take advantage of the employment opportunities in the construction and operational phase, with investment in local communities and environments to ensure employment and training and upskilling opportunities for local residents, and to ensure they benefit from the increased economic opportunity generated by the DCO Scheme, including the construction of the Highways Works.

5.1.239 Having considered and assessed the impacts of the Highways Works, and with measures identified to 'maximise' local employment and skills and training benefits and opportunities, the proposals accord with the NPSNN.

<u>Water quality and resources</u>

5.1.240 The section above on 'Flood-Risk' refers to the assessment contained in Chapter 13 of the ES. Surface water quality issues form an explicit and integrated part of the assessment provided in that Chapter of the ES, including with reference to the Water Framework Directive (WFD) and any potential significant effects on off-site receptors. A WFD Screening report is included as ES Appendix 13F (**Document DCO 6.13F/MCO 6.13F**).

5.1.241 The assessment considers the potential for impacts on water quality at relevant local watercourses including the Long Whatton Brook, the Hemington Brook, and the Long Whatton Brook. Similarly, potential effects on ground water quality (and quantity) are also considered.

5.1.242 Mitigation specific to the Highway Works is identified in terms of appropriate stages of water treatment and a Highways Agency Water Risk Assessment Tool (HAWRAT) analysis. The ES explicitly confirms that the approach would comply with objectives of the Water Framework Directive.

5.1.243 During construction, with mitigation in place through the CEMP and associated construction stage surface water drainage strategies (including sediment and pollution control measures), the effects on water quality will be limited to a negligible scale, with water quality monitoring proposed downstream to ensure treatment measures and processes are sufficient. With construction phase surface water measures implemented, effects on groundwater quality are also reduced to negligible levels.

5.1.244 Negligible residual impacts are identified during the operational phase of the scheme with mitigation in place, including measures associated with the Highway Works. The proposals therefore fully accord with the NPSNN, the detailed requirements of which are referred to in the appended Compliance Tracker.

<u>Impacts on Transport Networks</u>

5.1.245 Chapter 6 of the ES (**Document DCO 6.6/MCO 6.6**) considers Traffic and Transportation issues, with various technical appendices attached including the submitted Transport Assessment (TA) at Appendix 6.6 (**Document DCO 6.6A/MCO 6.6A**) includes consideration of the impacts of the EMG2 proposals as a whole.

5.1.246 The Highway Works are clearly different from the other two components of the proposed development – the EMG2 Works, and the EMG1 Works – in that they do not generate new traffic in their own right (beyond the construction period), but essentially form the mitigation proposed to accommodate and address the likely traffic impacts of the proposed development overall. The Highway Works would themselves form part of the highway network once delivered. This context is relevant to the appraisal of this component of the proposed development on transport networks. This context and role means that main impacts and effects of the Highway Works are, by design, primarily on the highway network.

5.1.247 The TA includes various scenarios, some including the Highway Works, others without, and considers likely traffic during both the operational and construction phases of development. The ‘Stage 2B’ modelling outputs represent a key scenario which considers residual impacts (of the EMG2 Works) with the proposed Highway Works in place. The traffic impacts of the EMG1 Works are dealt with below in section 5.2 of this Planning Statement. However, ES Chapter 6 (paragraph 6.6.5) confirms that the traffic from Plot 16 alone would be negligible, and on its own would not result in any adverse or substantial environmental impacts (it would alone not trigger the need for an EIA from a traffic and transport perspective). In that context, the focus of the assessment, and of the Highway Works, is on mitigating the likely effects from the EMG2 Works which contain the vast majority of the proposed new development.

5.1.248 In accordance with the best practice and with the Institute of Environmental Management and Assessment (IEMA) Guidelines[27], and in response to the requirements of the NPSNN, the assessment of the scheme includes consideration of the proposals on issues such as highway safety (and road user and pedestrian safety), and the TA inherently takes a cumulative approach to the assessment of likely impacts, with a comprehensive list of commitments and allocations considered in the modelling, as agreed with the Transport Working Group (TWG).

5.1.249 The impact of the Highway Works on 'transport networks' is made clear through the analysis in the ES Chapter and TA which compares those modelled scenarios which exclude the Highway Works (i.e. those scenarios without mitigation) and those which include them. As explained in Section 6.6 of ES Chapter 6 (relating to 'Scenario 1b'), the residual effects without the Highway Works include a range of potential impacts at specific locations on the road network, namely:

i. *A453 across the EMG2 Main Site frontage – 'severance' effects;*

ii. *A453 between EMG2 Main Site and M1 Junction 24 – driver delay, non-motorised user amenity, and 'fear and intimidation' effects;*

iii. *M1 northbound off-slip at Junction 24 – 'fear and intimidation' effects.*

5.1.250 As explained in Section 3 of this Planning Statement, the proposed development includes a package of Highway Works which includes substantial improvements around M1 Junction 24, as well as minor works on the local highway network. These are also set out in detail in ES Chapter 6 (Section 6.7), alongside a description of wider 'active travel' measures which form part of the proposals.

5.1.251 The role of the proposed Highway Works in allowing a larger volume of traffic to be accommodated on the Strategic Road Network (at and around M1 Junction 24 and associated stretches of other adjoining strategic roads) is set out in the context of the appraisal of the EMG2 Works above. The benefits would include appropriate 'reassignment' of traffic attracted to improved strategic routes as a consequence of the capacity improvements, with

[27] Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement (July 2023)

associated benefits to other parts of the road network as a result. This means notable volumes of traffic would be removed from the local (non-strategic) highway network providing permanent, beneficial impacts to a large number of more sensitive links on the local road network

5.1.252 The Works, including active travel works along the A453 and introduction of a new Toucan crossing at the A453 and uncontrolled crossing at East Midlands Airport, will have permanent beneficial impacts on severance, non-motorised user delay, non-motorised user amenity, fear and intimidation and road user/pedestrian safety on a number of links on the road network. This includes not only at the strategic level but also in terms of helping limit traffic flows on other local links in Diseworth, Castle Donington, Kegworth and Long Whatton. ES Chapter 6 (Section 6.8) provides a detailed overview of those local and rural links which will see changes, and includes a range of negligible or beneficial effects against various environmental factors as a consequence of reductions in traffic.

5.1.253 The benefits identified in the ES (and TA) include active travel improvements, such as the segregated footway/cycleway infrastructure and safe crossing facilities (Toucan crossing) proposed between EMG2 Main Site and EMG1, and Public Rights of Way improvements (including enhancements to Hyam's Lane and Long Holden) which would comprise an extension to National Cycle Route 6.

5.1.254 Importantly, the assessment of likely effects on the transport network excludes the impact and contribution of the Sustainable Transport Strategy and targets in the Framework Travel Plan to reduce single occupancy car trips. The effects of the range of measures – supported by inclusion of the new public transport interchange with associated shuttle service as part of the EMG2 Works - have not been tested in the TA modelling which ensures a worst-case assessment of the development impacts. However, these elements of the proposals are considered to have permanent, beneficial impacts on all environmental matters.

5.1.255 Overall, the assessment of residual impacts shows that there would be a significant number of benefits as a result of the proposed mitigation delivered by the Highway Works, while also acknowledging that a small number of links (on the network) are expected to experience traffic increases. However, the assessment shows that there are not expected to be any substantial, adverse impacts that require further mitigation beyond what is being proposed.

5.1.256 In conclusion, the proposals result in permanent, beneficial impacts to the road network by increasing the capacity of key parts of the SRN, leading to a range of environmental benefits locally. The proposals meet the policy requirements of the NPSNN (including paragraph 5.283) and in addition clearly satisfy the NPPF (including paragraph 116) with no unacceptable impacts on highway safety, or severe residual effects. The approach taken both to assessment and mitigation is also considered to comply with the Local Plan, including Policy IF4.

5.2 MCO Application

5.2.1 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.

5.2.2 Consistent with the appraisal of the Highways Works (where the NPSNN is also the primary source of national policy) in appraising the MCO Application proposals this section is structured with reference to relevant broad headings from the NPSNN, 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' NPSNN Policies and Considerations, and wider policy and 'sustainability' objectives
- Overall Policy compliance

Need for the MCO Scheme

5.2.3 Need and the policy justification for the overall EMG2 Project is set out in Section 4 of this Planning Statement, and in the introductory section to the EMG2 Works (starting at paragraph 5.1.8 above) regarding the economic context and benefits. That context overall is relevant to the EMG1 Works (MCO Application), and is not repeated in full here.

5.2.4 However, in summary the need is a result of the national, regional and local policy focus on delivering sustainable economic growth. In the specific context of the EMG2 Scheme, the recognition through regional and local policies of the benefits from the agglomeration of commercial activities centred on key transport infrastructure connectivity and around existing strategic facilities such as EMG1, and the designation of the East Midlands Freeport, are critical. The additional works proposed now at EMG1 is directly linked to the policy imperative and need to support rail freight and the mode shift from road to rail, as well as to the significant Industrial and Logistics floorspace needs identified by Savills. Its location helps maximise likely use of the rail freight terminal, and efficient use of land within an established strategic employment site.

5.2.5 The proposed development of ‘Plot 16’ to deliver additional floorspace can be included now because that part of the existing EMG1 site is not being used, nor required, for its originally intended use. As set out in the DAD, part of the context for the original masterplanning of EMG1 included consideration of the requirements of the national High-Speed Rail (HS2) project which was being devised at the same time. At a key stage in the EMG1 project masterplanning the HS2 proposals were for the new high-speed line to pass under EMA and emerge in the north eastern part of the EMG1 site, roughly where plot 16 now lies. With HS2 later having been diverted south of the Airport, and east of the M1, the Plot 16 area was left undeveloped, but also not critical to the EMG1 site landscaping nor earthworks, and is now available for, and considered a suitable location for, additional built development.

<u>Appraisal against NPSNN</u>

5.2.6 Much of the EMG2 project wide context provided in the earlier sections of this Appraisal, such as information relating to the approach taken to assessment in the Environmental Statement, remains relevant to the MCO. Therefore, in the interests of brevity is not repeated again. Where considered necessary direct cross-references are made to earlier key general information of relevance.

<u>*Air Quality*</u>

5.2.7 The ES assessment of Air Quality (Chapter 8, **Document DCO 6.8/MCO 6.8**) considers construction and operational phases of the MCO Works.

5.2.8 Construction dust issues are described separately below (using the approach taken in the NPSNN as also set out in Appendix 1 which provides details of the NPSNN and other relevant policies).

5.2.9 In assessing residual operational effects the ES Chapter considers the DCO and MCO schemes together, because the traffic impacts are not quantified or assessed solely for the MCO Scheme (as referred to with regard to transport impacts below).

5.2.10 Two residential receptor locations (out of the 300 modelled locations) are predicted to experience a moderate (adverse) impact as a result of the EMG2 Project overall. Based on this, and in accordance with the IAQM (2017) guidance and professional judgement, the impacts are considered not significant.

5.2.11 The significance of air quality on ecological receptors is contained in ES Chapter 9 (**Document DCO 6.9/MCO 6.9**) with cross-reference to the details provided in Chapter 8. The impacts on Ecological receptors at Chapter 9 concludes the potential impacts are considered negligible, including on designated sites and other sensitive habitats including areas of ancient Woodland.

5.2.12 As residual effects are considered not significant, no additional mitigation is proposed in connection to the MCO Works, however, the ES does refer to the relevance of the Sustainable Transport Strategy (**Document DCO 6.CB/MCO 6.6C**) and Framework Travel Plan **(Document DCO 6.6D/MCO 6.6D)** which include measures to encourage travel by a range of modes other than the private car. The design and mitigation measures proposed, and approach taken to the assessment, align with the requirements of local planning policies, as well as the NPSNN.

5.2.13 Also see the separate sub-heading below regarding 'dust'.

<u>Greenhouse Gas (GHG) emissions</u>

5.2.14 The broader context for the assessment of GHG as set out in the context of the DCO Application (starting at paragraph 5.183) is relevant to the MCO Application. As required by the NPSNN, the assessment of GHG emissions refers to the UK 'carbon budgets' in considering the likely impacts.

5.2.15 The MCO represents a relatively small part of the overall proposed development scheme, and as the overall conclusions of the GHG assessment are that the proposed development as a whole will result in a minor adverse, non-significant effect, this is also shown to be true of the EMG1 Works. The MCO Scheme will be governed by the EMG1 Construction Management Framework Plan, which sets out best practice measures to minimise construction activity impacts on environmental receptors. ES Chapter 19 identifies the construction phase of the EMG1 Works as likely to have a minor adverse effect.

5.2.16 In accordance with the NPSNN (and NPPF) mitigation for the EMG1 works regarding GHG and carbon emissions includes 'technological' responses (through building techniques and materials, and solar PV) as well as 'nature-based solutions' through use of green infrastructure and planting and the integration of sustainable drainage systems within the proposals. As identified for the DCO Application, this accords with, and attracts "*positive weight*" under NPSNN policy (NPSNN, paragraph 5.40).

<u>Biodiversity and nature conservation</u>

5.2.17 Chapter 9 of the ES (**Document DCO6.9/MCO 6.9**) considers the potential significant effects of the EMG1 Works (the MCO Scheme). The assessment confirms that the MCO Scheme is primarily on land that has previously been developed or subject to clearance, and this is significant in terms of the results and conclusions from the assessment. However, the ES sets out the baseline and context for this component of the proposed development, and identifies that sites in three categories of local site designations are located within 1km of the site (including 8 candidate LWSs (cLWS), and 1 potential LWSs (pLWS). The King Street plantation historic pLWS and Lockington Park historic pLWS are located adjacent to the MCO order limits, and the ES confirms a precautionary approach is taken to those sites.

5.2.18 As set out in the context of the DCO Application appraisal above, the baseline and context for the proposed development includes one statutory site of international conservation importance located within 30km[28], with one nationally designated site of nature conservation interest within 2km of the Order Limits and a number of identified locally designated sites[29] within 1km of the site or overlapping with the Order Limits.

5.2.19 The ES (at Table 9.19) also provides details of relevant protected and notable species records in the vicinity of the MCO Scheme, with Tabe 9.20 providing a summary of the habitats affected. Although the EMG1 Works are primarily focused on the existing EMG1 site and around the existing site entrance and existing rail freight terminal, there are a range of habitats - these include:

- Mature and semi-mature trees (no veteran trees), and broadleaved woodland areas of local importance, including the potential historical LWS at King Street Plantation;
- Other neutral grassland, and modified grassland considered of negligible importance;
- Hedgerows – including 7 native hedgerows along highway corridors which qualify as Habitats of Principal Importance (HPI);

5.2.20 Specific species identified as being likely to be affected by the EMG1 Works include only locally important (or populations of negligible importance) of Great Crested Newts (GCN), Badger, Bat, and Birds.

5.2.21 The assessment considers the potential effects of the EMG1 Works through both construction and operation, and also the embedded mitigation which is proportionate to the scale (and likely impact) of this component of the proposed

[28] The River Mease SAC.
[29] Details are set out at paragraph 9.5.22 of the ES Chapter 9 (**Document DCO 6.9/MCO 6.9**), and in **Appendix 9A** (**Document DCO 6.9A**).

development. The embedded features include:

- the retention of habitats such as trees, hedgerows, and grassland;
- new green spaces including grassland, hedgerows and trees;
- provision of habitat connectivity linking offsite woodland; and
- strategic drainage infrastructure.

5.2.22 In addition, the MCO Scheme layout has been designed to include an east-west green corridor connecting King Street Plantation to offsite woodland planting, to provide long-term betterment for wildlife. This forms part of a design approach which also includes new habitat creation focussed on locally appropriate habitats, prioritising a mixture of grassland, scrub and woodland on the EMG1 Works site. New hedgerow provision also forms part of the new habitat creation and with retained existing hedgerows will provide sheltered corridors for wildlife.

5.2.23 With appropriate management following creation of these new habitats, the proposals will ensure that the condition of habitats meets those defined within the Biodiversity Net Gain Assessment contained within **Appendix 9I** (**Document DCO 6.9I**) in the short medium and long term (30 years) ensuring that biodiversity gains are achieved.

5.2.24 Lighting effects will be minimised on retained habitats as set out in Chapter 11: Lighting (**Document DCO 6.11**) which describes the approach to the design of lighting for both the EMG2 Main Site and EMG1 Works.

5.2.25 The MCO Scheme will abide by the Construction Management Framework Plan approved as part of the original EMG1 DCO and will require the submission of a phase specific Construction Environmental Management Plan (CEMP) thereafter. The CEMP will avoid or minimise construction impacts on retained habitats, with specific measures employed to avoid harm to protected species which are known to be present on-site or in the vicinity.

5.2.26 The residual effects are shown to include negligible effects on designated SSSIs or other designated sites. No significant direct or indirect effects are anticipated due to the distance from MCO Scheme and the lack of potential impact pathways.

5.2.27 Overall, the new green infrastructure will create a larger and more diverse extent of semi-natural habitats than currently present at the MCO Scheme, leading to an overall increase in biodiversity (see Appendix 9I **Document MCO 6.9I** for full details of the biodiversity net gain assessment). New habitats are considered likely to be of (up to) local importance.

5.2.28 The approach taken to design, mitigation, and assessment of the EMG1 Works is considered appropriate, and accords with the requirements of the NPSNN, as well as with local plan Policies En1 and D1, and relevant elements of Policy IF1.

Resource and Waste management

5.2.29 An assessment of the potential for significant environmental effects on materials consumption and waste is provided at ES Chapter 18 (**Document DCO6.18/MCO 6.18**). This considers relevant issues regarding inert waste, hazardous waste, and non-hazardous waste, as well as issues associated with the consumption and/or movement of materials and natural resources (associated with construction). Key issues include the availability of construction materials, as well as the capacity of waste facilities, including recycling facilities, to accommodate waste from the site once operational.

5.2.30 The ES identifies that the EMG2 Project as a whole would generate construction waste in various categories, namely excavation waste, demolition waste, and construction waste.

5.2.31 Measures to minimise waste and to ensure efficient resource management for this element of the overall EMG2 Project will be integrated with project-wide approaches. This includes seeking to deliver an ‘earthworks balance’ across construction activities of the various components of the proposed development (which minimises both waste, and the need for additional materials).

5.2.32 Analysis of available data in the ES suggests that across the UK, the availability of construction materials typically required for development in terms of stocks, production or sales remains buoyant, although information on steel production is not currently available at a regional level. The assessment considers existing production of key materials across the study area (focused on Leicestershire, Nottinghamshire and Derbyshire), including sand and gravel. Given the presence of operational asphalt plants and aggregate resources it is anticipated that sufficient supply (i.e. less than 10% of total stocks) is available locally. As such, the total impact on material availability is considered Minor (not significant) in the context regional capacity in the study area.

5.2.33 The construction waste effects are identified as being negligible (in all categories of construction waste, as shown in Table 18.36 of the ES relating to the MCO Application).

5.2.34 Data presented in the ES confirms the availability of waste management facilities in the study area, and that these facilities are expected to enable suitable recovery of site arisings generated by the MCO Scheme. The operational wastes from the MCO Scheme will result in a Negligible effect (Not Significant) upon landfill capacity and a Negligible effect (Not Significant) effect upon recovery facilities within the expansive study area.

5.2.35 The proposed development and application is considered to meet the requirements as set out in the NPSNN, which include a clear focus on minimisation of waste and efficient use of materials. The degree of compliance with relevant policies is further set out in Appendix 1.

<u>Dust, and Light</u>

5.2.36 The **Air Quality** assessment (Chapter 8, **Document DCO6.8/MCO6.8**) considers potential dust issues, primarily as part of the assessment of construction effects. Dust is not considered further than the construction phase.

5.2.37 A construction dust assessment has been undertaken for the MCO Scheme and is presented in the ES. The assessment informed identification of the need for standard and best practice mitigation measures to be implemented during the construction phases of the MCO Scheme. For the MCO Application they will be controlled though the EMG1 DCO construction management framework plan (which applies to the MCO Scheme) and phase-specific CEMP thereafter. However, the ES (in Section 8.6) sets out some of the standard measures likely to be adopted during construction to minimise or remove the risks of adverse effects from dust.

5.2.38 By adopting the recommend appropriate mitigation measures in the CEMP and pCEMP to reduce any such emissions and their potential effect on the surrounding area, there are expected to be no significant nuisance effects.

5.2.39 In accordance with the NPSNN, the ES conclusions show that impacts have been reduced and minimised, with likely significant residual effects avoided.

5.2.40 **Lighting** issues are addressed in Chapter 11 of the ES (**Document DCO 6.11/MCO 6.11**) which considers effects for the EMG2 Scheme as a whole, including the MCO Application. The ES takes an explicitly worst-case set of assumptions to ensure a robust approach is adopted, although the existing EMG1 site is operational and already benefits from required lighting, for example, on the estate roads and around the site access which are relevant both to the baseline conditions, and to the requirements for additional lighting.

5.2.41 The MCO scheme includes a range of embedded mitigation measures relating to Lighting, and these are set out in ES Table 11.31. They represent best practice and other industry standard measures or lighting design specifications to minimise or eliminate potential adverse or nuisance effects. A Lighting Strategy is included in the ES at Appendix 11A (**Document DCO 6.11A/MCO 6.11A**). The Design Approach Document (DAD, **Document DCO 5.3/MCO 5.3**) also provides details regarding lighting in the context of the wider design for the proposed development.

5.2.42 Furthermore, the landscaping and earthworks strategy for the main site and existing features on the EMG1 Works site will screen much of the lighting from being directly visible form outside the site and so will form part of the mitigation for lighting as well as other potential visual effects.

5.2.43 The only additional mitigation measures identified relate to the construction phase and will be applied to the lighting design for the MCO Scheme from the CEMP to be submitted pursuant to Requirement 11 of the EMG1 DCO which will accord with the Construction Management Framework Plan that was approved with the EMG1 DCO, and apply during the construction phase.

5.2.44 Residual lighting effects are shown to be neutral or slight on all identified receptors, and are not considered significant. The approach accords with the requirements of the NPSNN, and can be viewed as part of the wider approach to 'design' of the proposed EMG1 Works, referred to elsewhere in this Planning Statement.

Flood Risk

5.2.45 The ES Chapter 13 (Flood Risk and Drainage) (**Document DCO 6.13/MCO 6.13**) considers the flood-risk issues relevant to the proposed development, including the EMG1 Works as part of the MCO application. Technical Appendices of the ES support the assessment and include some report and details specific to the MCO Application, including Appendix 13I: Flood Risk Assessment – EMG1 Works **(Document DCO 6.13I/MCO 6.13I**) and Appendix 13L: Sustainable Drainage Statement – EMG1 Works **(Document DCO 6.13L/MCO 6.13L**).

5.2.46 At Table 13.8, the ES explains that certain elements of the Proposed Development have been 'scoped out' of detailed assessment, as they would not have any impacts on drainage or flood-risk. Of relevance to the MCO Application, this includes signalisation over the EMG1 access road, and alterations to the existing rail freight terminal.

5.2.47 The MCO Scheme is located in the upper catchment of the Hemington Brook and Lockington Brook, and surface water from the development is discharged to both watercourses. The EMG1 development includes drainage infrastructure designed to manage surface water runoff, mimicking the pre-development conditions. Surface water runoff is directed within pipe to a series of basins which provide storage and treatment prior to surface water being discharged from the development. The discharge rate from the development is restricted to the equivalent greenfield annual average runoff rate (QBAR) to mimic the pre-development conditions.

5.2.48 The MCO Scheme includes surface water drainage infrastructure as embedded mitigation that will manage the quantity of runoff from the operational phase of the development. For minor elements of the Works, such as new impermeable area introduced as a result of minor road realignments, and layby creation, these will be accommodated within the existing drainage infrastructure through addition of new surface water storage infrastructure constructed in the location of the Works. On plot 16 – the most substantive new built development part of the Works – the drainage strategy will mimic, preserve, or improve upon, the baseline conditions in terms of the equivalent discharge rate. In accordance with best practise and local and national requirements, the drainage infrastructure will be designed with respect to the design storm (the 1 in 100-year+25% storm) as well as the resilience check storm (the 1 in 100-year+40% event). With regard to water quality issues, additional treatment will be provided within Plot 16 in the form permeable paving in car parking areas, and full retention oil separators in service yards that can be isolated from the downstream drainage system should a spillage occur.

5.2.49 The residual effects are shown in the ES to be negligible during both construction and operational phases.

5.2.50 The approach taken to assessment, and design of the proposals, accords with the requirements of the NPSNN, as also set out at Appendix 1.

<u>Land contamination and instability</u>

5.2.51 ES Chapter 9 (**Document DCO 6.9/MCO6.9**) includes an assessment of the effects of the proposal on ground conditions, including the EMG1 Works as part of the MCO Scheme. Given the location and context of this element of the proposed development, the assessment of potential effects refers to the ground investigation completed within the MCO Scheme and wider area (in 2013) which formed part of the EIA for the approved EMG1 scheme, and remain valid in terms of baseline conditions.

5.2.52 A series of technical appendices provide data and results from the extensive ground investigation work undertaken comprising (as part of the EMG2 Project application as a whole) bore holes and trial pits, groundwater and ground gas monitoring and soil and groundwater and surface water laboratory tests. ES Appendices include specific reports relating to the ground conditions and context for the EMG1 Works (Appendix 14I: Factual Report, and 14J: Interpretative Report – **Documents MCO 6.14I and 6.14J**).

5.2.53 The assessment considers the potential for impacts on a range of environmental receptors and features on- and off-site, and 'human receptors' (i.e. off-site residents and communities, and future workers based on-site), including groundwater, aquifers, and controlled waters. Potential risks to human health is explicitly part of the assessment undertaken.

5.2.54 The results of the testing do not identify any known sources of contamination within the area of the EMG1 Works, nor any potential sources capable of presenting an unacceptable risk to surface waters or groundwaters, and as such the risks of these environmental effects is considered low. The risks to human health, both from soils and in terms of any risks to drinking water supply pipes are also low. With regard to ground gas, the assessment recommends use of a gas resistant membrane in the EMG1 Works development.

5.2.55 In summary, and with direct regard to the requirements of the NPSNN, the ES identifies show that the site if free from any significant contamination or ground stability issues. However, if any unforeseen contamination is encountered during the construction phase for the EMG1 Works, Requirement 22 of the existing EMG1 DCO requires this to be investigated with a risk assessment approach and, if required, remediation to be undertaken in consultation with the Local Planning Authority.

5.2.56 The ES refers to the role of a range of embedded and additional mitigation measures which will apply to construction in general, including measures set out within an appropriate Construction Environmental Management Plan (CEMP). In the context of the EMG1 Works any additional mitigation CEMP measures would be approved pursuant to the existing EMG1 DCO and will accord with the Construction Management Framework Plan that has already been approved.

5.2.57 Through the appropriate management of the construction process the ES concludes that all the residual effects of the proposal both during construction and operation will be negligible.

5.2.58 The proposals therefore accord with the requirements of the NPSNNNN and the requirement to minimise and reduce local effects and impacts on the natural environment, and to have full regard to issues of contamination and instability. A more detailed overview of compliance is also illustrated in the assessment provided in the Compliance Tracker at Appendix 1.

Landscape and Visual Impacts

5.2.59 The LVIA contained in Chapter 10 of the Environmental Statement (**Document DCO 6.10/MCO 6.10**) considers the potential for significant landscape and visual effects from the MCO Scheme.

5.2.60 The LVIA identifies the broader landscape character and context, including the presence of nearby villages and refers to the context provided by existing landscape character assessments and other published evidence. However, it is clear that the context for the EMG1 Works is the existing EMG1 site, including the earthwork landscaped bund delivered as part of that development and other green features such as SUDS basins, but is otherwise dominated by built development including the nearby rail freight terminal including the Maritime Terminal building, and adjoining major road infrastructure. The MCO Works site and immediate context is of Low/Medium Landscape Value.

5.2.61 The LVIA identifies the relevant receptors, with additional details provided at ES Appendix 10F (**Document MCO 6.10F**). Key receptors for the MCO Application are identified as including:

- Residents – on the western side and edge of Kegworth and limited scattered properties to the east and north east.
- Users of Public Rights of Way (PROW) – including on the western side of this site and limited stretches more distantly to the east.
- Users of Roads – including the A453; A6; M1 motorway and Junction 24; and limited stretches of local roads (Long Lane) principally to the east.
- Users/ visitors to the Hilton Hotel and users of the existing EMG1 development.

5.2.62 In identifying potential effects, the LVIA refers to the landscape and Green Infrastructure (GI) proposals and primary mitigation measures incorporated as an integral (or 'embedded') into the design and layout of Plot 16. There was an iterative assessment and design process with regard to the siting and layout of the built development area and the maximum heights of the proposed buildings, as dictated by the MCO Parameters Plan (**Document MCO 2.5)**. These embedded features are relevant to the assessment of likely effects.

5.2.63 The landscape and visual effects during the construction stage will inevitably vary, subject generally to the location and extent of the various construction activities and stage of works. The magnitude of landscape change arising from construction of the EMG1 Works upon the EMG1 Works site and its immediate context results in a Minor/Moderate Adverse (temporary) construction landscape effect.

5.2.64 The visual effects of construction are set out in detail in ES Appendix 10F (**Document MCO 6.10F**), and on ES Figures 10.1 and 10.2 within Appendix 10B (**Document MCO 6.10B**). The visual effects are considered likely to vary from Minor Adverse (on receptors including road users) to Moderate Adverse at the height of construction on Plot 16 (on some residents at Kegworth) and Moderate/Major Adverse on users of a stretch of PROW (VR F10) immediately west of Plot 16.

5.2.65 The LVIA also considers night time visual (Lighting) effects in Section 10.6, and concludes that where visible, new lighting will generally be seen within the immediate context of other existing lighting at EMG1, including the Rail Terminal and close by on the M1, A453 and around Junction 24.

5.2.66 The Mitigation proposed is summarised with reference to the Landscape and Green Infrastructure (GI) mitigation and proposals for the MCO Scheme, including:

- The retention/provision of approximately 10 hectares (ha) of land dedicated to landscape, GI, and biodiversity related proposals – representing approximately 50% of the MCO Scheme area.
- A mix of new native woodland, trees, hedgerows, scrub and open conservation grassland habitats, extending around the Plot 16 development area.
- Mounding at the northern and southern sides of Plot 16.

5.2.67 In addition, SUDS features will be incorporated to the north of Plot 16, bringing amenity and biodiversity benefits.

5.2.68 The LVIA confirms that landscape effects will reduce overtime as planting matures (supported by the measures set out in the Landscape and Ecological Management Plan (LEMP) approved as part of the EMG1 DCO. The residual landscape effect of the proposed MCO Scheme (after 15 years) on the site and its immediate context will be Minor Adverse. Wider effects will be more notable, remaining at the Minor/Moderate level of impact.

5.2.69 Residual visual impacts will in some cases reduce following the maturing of planting, with some benefit from the ongoing maturation of existing EMG1 planting and landscaping within and surrounding the EMG1 Rail Terminal and on the mounding to the west of Plot 16. Resultant residual visual effects arising from the MCO Scheme after 15 years will vary but the LVIA concludes will be predominantly Minor Adverse. The most notable residual visual effect will be experienced by users of the stretch of PROW alongside Plot 16 (and extending across the existing EMG1 mounding). While significant initially, these will reduce over-time, and the residual visual effect for these PROW users will be Minor/ Moderate Adverse, meaning there will be no significant visual (or landscape) effects by year 15. For receptors with more distant or restricted views towards the MCO Scheme, the residual visual effects will be Minor Adverse or less.

5.2.70 The mitigation proposed as part of the EMG1 Works, as for the EMG2 Scheme as whole, is effective in mitigating and minimsing many of the potential effects and impacts. As set out in other parts of this Planning Statement, a comprehensive approach is taken to the landscaping and green infrastructure proposed, including at the EMG1 Works, with some benefit also obtained from the existing landscaping and other measures already delivered.

5.2.71 The approach taken, with minimised residual effects, meets the requirements of the NPSNN.

Historic Environment

5.2.72 Potential impacts on the Historic Environment are considered in Chapter 12 of the ES (‘Cultural Heritage’, **Document DCO 6.12/MCO 6.12**).

5.2.73 There are no designated heritage assets within the MCO Scheme boundary. However, the context for the EMG1 Works includes five Scheduled Monuments within the 2km study area of the (MCO Application) boundary. The EMG1 Works are also close to the designated conservation area in Lockington village which includes a number of listed buildings. East of the EMG1 Works is Kegworth, the historic core of which is a designated conservation area.

5.2.74 There are some glimpsed views across the EMG1 Works to the spire to the Church of St Andrew (Grade II*) in the centre of Kegworth from some parts of the landscape bund to the north-west of the site. However, the Lockington conservation area is wholly screened from the site by the substantial landscape bund to the north-west of the EMG1 Works. Similarly, the ES concludes that the Scheduled Monuments will be unaffected due to the lack of any visual, functional and known historic connection or association with the MCO Application site. The MCO Scheme has been assessed has having no impact on off-site archaeological assets, or any non-designated built heritage assets.

5.2.75 The archaeology of the EMG1 Works site was fully investigated as part of the existing EMG1 DCO and archaeological features have been preserved in-situ underneath the north-west landscape bund at EMG1. Non-designated archaeological assets (referred to as AR7 and AR8) were identified during the EMG1 SRFI application and development process, and are both considered of local significance and low sensitivity. A plan showing the location of the archaeological receptors in relation to the MCO Scheme boundary is provided in ES Appendix 12G (**Document DCO 6.12G/MCO 6.12G**).

5.2.76 With regard to built heritage assets, the ES considers the potential for impacts on the Church of St Andrew (referred to as ‘BH3’) which is a Grade II* listed building in Kegworth to the east of the EMG1 Works. This designated heritage asset is noted as being of national significance. The MCO Scheme site is considered to form a very tiny part of the asset’s large wider setting, which is predominantly made up of the open countryside to the east and the valley of the River Soar. There is no evidence of any historical association between the Church and the MCO Scheme area. Consequently, the ES concludes that the MCO Scheme site offers no meaningful contribution to the asset’s significance.

5.2.77 The MCO Scheme has been assessed has having no impact on any non-designated built heritage assets. However, construction would result in a Minor to Negligible Adverse magnitude of effect on archaeological features (‘AR7’ in the ES) and although located within the MCO Scheme another feature (‘AR8’) is located outside of the footprint of the proposed buildings, so will not be impacted by the development proposals (and will be protected by a fenced enclosure). The operational impacts are limited, with receptors AR8 and the greater proportion of AR7 to be retained *in-situ* during the operational phase of the MCO Scheme. As these are below-ground buried features the completed development will have no effect on these receptors. Similarly, there will not be any operational impacts to any Built Heritage asset generated by the MCO Scheme.

5.2.78 With the mitigation strategies serving to further enhance the understanding of the region’s archaeological record, the physical loss of buried archaeological remains would be offset through their preservation by record. There would be no perceptible loss to the historic environment and the recording and analysis would fully realise their potential as sources of archaeological data. As a result, no residual effects to archaeological and built heritage receptors are identified in relation to the MCO Scheme.

5.2.79 The approach taken to the application in terms of assessment, design and mitigation accords with the requirements of the NPSNN as also set out in Appendix 1.

<u>Noise and Vibration</u>

5.1.257 The ES considers the likely noise effects from the EMG1 Works in Chapter 7 (**Document DCO 6.7/MCO 6.7**). The assessment notes that the surrounding area includes significant sources of road traffic noise (the M1, A42 and A453) and aircraft noise from East Midlands Airport.

5.2.80 Construction noise is assessed and considered in the ES which identifies no significant or otherwise adverse effects as a result of construction noise or vibration associated with the MCO Scheme are predicted. Therefore, no additional mitigation measures is considered. However, as part of the EMG1 DCO, a Construction Management Framework Plan was approved and remains in place. The management of construction noise and vibration in general during the construction of the MCO Scheme will be subject to good working practices all construction activities in accordance with this Construction Management Framework Plan approved pursuant to the original EMG1 DCO, and through a phase specific CEMP to be approved for the EMG1 Works.

5.2.81 In terms of operational impacts, Section 6.9 of Chapter 6: Traffic and Transport (**Document DCO 6.6/MCO 6.6**) explains that the traffic from the MCO Scheme alone would be negligible, and therefore is not assessed specifically.

5.2.82 In considering the potential residual (operational) impacts of the MCO application, account is taken in the ES of the relevant mitigation measures embedded into the design of the Scheme, as well as existing features already in place as part of the existing EMG1 site. With respect to noise and vibration from the MCO Scheme, the mitigation primarily relates to the attenuation of noise as a result of the landscape bunds to be created around the proposed unit on Plot 16, which complement the existing bund to the north-west of the site. Mitigation of potential noise impacts is also provided by screening due to the height of the bunding above local ground level beyond the site.

5.2.83 No significant or otherwise adverse effects from noise or vibration associated with the operation of MCO Scheme. The scope of the assessment undertaken, and the predicted impacts and outcomes with regard to Noise and Vibration accord with the requirements of the NPSNN, as also set out in Appendix 1.

Socio-Economic Impacts

5.2.84 The assessment in ES Chapter 5 (**Document DCO 6.6/MCO 6.5**) considers the capital investment cost of the EMG1 Works, and to the construction employment involved in their delivery. With a capital cost of approximately £23m this is in its own right a significant component of the overall proposed development. The EMG1 Works would generate approximately 130 jobs over the construction process. This would facilitate the growth of the local construction industry, both alone, and alongside other construction activity required to deliver the scheme as a whole, enabling firms to expand and potentially take on employees locally, and with associated indirect and induced employment also identified in addition, resulting in an estimate of 190 (FTE) net additional construction jobs overall (over a two year construction period).

5.2.85 The construction phase, is assessed as having a positive impact of moderate magnitude on construction employment in the Study Area, resulting in a temporary minor beneficial (not significant in EIA terms) effect over the short and medium term.

5.2.86 Operational socio-economic benefits are assessed using various assumptions regarding floorspace provision, employment density and average vacancy rate results. Even under a worst-case scenario, the MCO Scheme would create around 280 new FTE on-site jobs, but the operational employment could be as high as 390 (FTE). A figure of 300 FTE is identified as an appropriate likely level of employment, and underpins the ES assessment which, with leakage and additional employment (indirect, induced), the ES estimates 465 FTE net additional employment from the EMG1 Works.

5.2.87 Albeit relatively limited in the context of the reported low availability of floorspace across North West Leicestershire and the wider functional economic market area (FEMA), by providing around 25,000 sq.m. (GIA) of new high-quality distribution warehousing, the proposals would have a positive impact (minor beneficial effect) on the industrial and logistics sector in the FEMA.

5.2.88 The ES also identifies a range of other socio-economic benefits at various spatial scales including:

- Additional £11m per annum in GVA once the MCO Scheme is operational, directly contributing to the local and regional economy;

- Annual business rate income of around £850,000 – enabling reinvestment in the local community and to deliver against the local priorities of NWLDC;

5.2.89 In combination, these are identified as representing significant benefits, and sit alongside the wider benefits including aiding delivery of the East Midlands Freeport, which itself has objectives specifically to increase local employment, investment, trade and innovation (as referred to in Section 4 of this Planning Statement).

5.2.90 As set out in Section 5.6 of ES Chapter 5, in line with the 2035 Industrial Strategy, the EMG1 Works (the MCO Scheme) will generate high quality employment opportunities across a range of occupations as well as training and upskilling opportunities. These training opportunities will support unemployed and economically inactive local residents, helping them return into work and reduce local skills gaps, whilst also ensuring learning and skills development continue throughout employees careers, which is recognised as vital to retaining employees in the workforce.

5.2.91 The scheme wide mitigation measures relating to skills and training as referred to in the appraisals of the other components of the overall EMG2 Scheme apply to the EMG1 Works, focused on the work of the ‘Employment and Skills Group’ already established on the operational EMG1 site, with complementary and additional measures implemented under the ‘Community Investment Plan’ to apply the across both construction and operational phases aligned as poart of the *‘Responsible SEGRO’* Framework. This will maximise the local skills and employment benefits of the scheme, albeit given the scale of the EMG1 works relative to the size of the local labour force, is identified as being of negligible magnitude.

5.2.92 As set out in detail in the appended Policy Compliance Tracker, the NPSNN requirements include an assessment of the likely impacts on socio-economic conditions during construction and operational phases, and measures to maximise local employment opportunities. These and the other related requirements of the NPSNN have been met (also see Appendix 1). In addition, by enabling the further development, and further enhancing the contribution made by EMG1, the EMG1 Works component of the proposed development also finds supportive context in elements of the local plan Vision, as well as from local plan Policy Ec1 which establishes the continued support for the principle of development at EMG1.

Water quality and resources

5.2.93 The section above on 'Flood-Risk' refers to the assessment contained in Chapter 13 of the ES. Surface water quality issues form an explicit and integrated part of the assessment provided in that Chapter of the ES, including with reference to the Water Framework Directive (WFD) and any potential significant effects on off-site receptors. A WFD Screening report is included as ES Appendix 13F (**Document DCO 6.13F/MCO 6.13F**).

5.2.94 The assessment considers the potential for impacts on water quality at relevant local watercourses including the Long Whatton Brook, the Hemington Brook, and the Long Whatton Brook. Similarly, potential effects on ground water quality (and quantity) are also considered.

5.2.95 Mitigation specific to the EMG1 Works is identified in terms of appropriate stages of water treatment based upon the pollution hazard indices set out in the SUDS manual (C753). The proposals would see the adoption of SUDS at the EMG1 Works. Additional treatment will be provided within Plot 16 in the form permeable paving in car parking areas, and full retention oil separators in service yards that can be isolated from the downstream drainage system should a spillage occur.

5.2.96 The ES explicitly confirms that the approach would comply with objectives of the Water Framework Directive.

5.2.97 During construction, with mitigation in place through the CEMP and associated construction stage surface water drainage strategies (including sediment and pollution control measures), the effects on water quality will be limited to a negligible scale, with water quality monitoring proposed downstream to ensure treatment measures and processes are sufficient. With construction phase surface water measures implemented, effects on groundwater quality are also reduced to negligible levels.

5.2.98 Negligible residual impacts are identified during the operational phase of the scheme with mitigation in place. The proposals therefore fully accord with the NPSNN, the detailed requirements of which are referred to in the appended Compliance Tracker.

Impacts on Transport Networks

5.2.99 As explained elsewhere in this Planning Statement, the EMG1 Works are focused on the warehousing unit proposed on Plot 16 which would generate some additional traffic, and so is relevant to the issue of transport impacts. This element of the EMG2 scheme as a whole sits in the context of the complete and operational EMG1 site, benefiting from the access (and other infrastructure) already provided.

5.2.100 ES Chapter 6 (**Document DCO6.6/MCO 6.6**, at paragraph 6.6.5, and in Section 6.9) confirms that the traffic from Plot 16 alone would be negligible. The TA assesses circa 53 two-way trips in the morning peak hour and 67 two-way trips in the evening peak hour, which equates to a very small proportion of the total EMG2 Project traffic (between 5.7% and 6.3% of the total). On its own this level of traffic would not result in any adverse or substantial environmental impacts and indeed would not alone trigger the need for an EIA from a traffic and transport perspective. However, the EMG1 works have been assessed in the TA (**Document DCO 6.6A/MCO 6.6A**).

5.2.101 As set out in Section 6.9 of ES Chapter 6, it is concluded that there would be no substantial environmental impacts generated by the EMG1 Works on any part of the road network. The primary source of traffic from the EMG1 works (the MCO Application) is the new Plot 16 development which in isolation would have a negligible residual effects, and does not in its own right require any specific mitigation.

5.2.102 In terms of construction traffic, the assessment undertaken (summarised in Section 6.6 of ES Chapter 6) is inclusive of traffic from the entire EMG2 Project, including EMG1, and identifies a negligible impact on the network. Construction traffic generation from the EMG1 Works alone would be significantly lower, with further reduced likely impacts on the network.

5.2.103 Therefore, the EMG1 works have been assessed in accordance with the requirements of the NPSNN which expects a full and comprehensive assessment of likely impacts, and are shown not to have any adverse impacts on the strategic or local road networks. The EMG1 proposals fully accord with the relevant elements and requirements of both national and local plan policies with regard to traffic impacts.

6. Summary and Planning Balance Conclusions

6.1. This 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.

6.2. The EMG2 Project is located within the district of North West Leicestershire on land close to East Midlands Airport (EMA). It includes the EMG2 Works 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.

6.3. The Project comprises of the following components:

- EMG2 Works – A new multi-unit logistics/industrial development, together with the provision of a Community Park, located south of East Midlands Airport and the A453, and west of the M1 motorway. 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;
- Highway Works – works to the highway network including significant improvements at Junction 24 of the M1 (referred to as J24 Improvements) and the road network interacting with that junction. These works represent an NSIP in their own right; and
- EMG1 Works - additional warehousing on Plot 16 together with works to increase the permitted height of the cranes at the rail-freight terminal, improvements to the public transport interchange and site management building.

6.4. This Planning Statement has considered and appraised these discrete but integrated components of the EMG2 Project against the relevant planning policy documents. As set out, unlike a planning application, this differs across the various components and includes the NPSNN as well as the local development plan and NPPF. Notwithstanding those different policy contexts, this Section of the Planning Statement seeks to consider the Project as a whole, and draw some conclusions regarding the overall 'planning balance' of issues and any policy or other 'harms' identified from the appraisal process.

6.5. A review of the relevant legislative and policy context has identified the following key considerations:

- Strong and clear **national** policy support and recognition of 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, 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[30];
- **Local** policy support for appropriate employment sites to come forward, without allocation, to deliver economic growth and productivity, where an immediate need or demand is demonstrated (and subject to criteria, referred to below).

6.6. The NPPF requires decision makers to apply the presumption in favour of sustainable development. For decision taking that means approving development proposals that accord with an up-to-date development plan or granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF taken as a whole. The NPSNN similarly refers to a presumption in favour of NSIP projects, subject to an assessment of the range of potential effects and environmental and other considerations being undertaken to demonstrate compliance with NPSNN policies[31].

6.7. In seeking to draw overall conclusions, this section draws on the appraisal of the scheme set out in Section 5, and Appendix 1, and refers to key documents described in Section 4.

6.8. The Local Plan was adopted in 2017, and was subject to a partial review in 2021. The Council is now in the process of preparing a new Local Plan including considering new evidence regarding identified needs for additional employment land. In recognition that the commercial sector can evolve rapidly with needs arising not anticipated in the Plan, and in accordance with the NPPF, the Local Plan includes Policy (Ec2(2)) which supports the development of additional employment land where evidence indicates an immediate need and where those

[30] The Freeport also forms part of national economic policy.
[31] NPSNN, paragraph 4.2.

needs cannot be met from existing allocations. Policy Ec2(2) requires proposals to '*be in appropriate locations*' and to meet other criteria relating to accessibility by a range of modes, access to the strategic road network (and acceptable traffic impacts), and not being detrimental to residential properties and the wider environment. This policy therefore provides a positive and specific context for the proposed development. As set out below, the Applicant's view is that the proposals satisfy the requirements of Policy Ec2(2).

6.9. This Statement has explained how the EMG2 Project is in a highly accessible and appropriate location. This is due to its access to existing road, rail and air infrastructure and because of its ability to both enhance the existing EMG1 site while also delivering additional strategic distribution development. The proposed development would deliver additional warehousing development on the EMG1 site and operational efficiency improvements at the existing rail freight terminal, while linking the new phase of development on the EMG2 Main Site development to - and expand upon - the hugely successful public transport system which connects EMG1 to the surrounding urban areas. Furthermore, through the investment proposed as part of the scheme the capacity of the road network will be increased, journey times reduced, and the safety of the highway network improved.

6.10. The Statement explains the context for further development in the area, building upon the agglomeration of commercial activities but also the juxtaposition of commercial and housing growth which forms part of existing or emerging local policies. This location as a strategic focus for growth has been recognised both regionally through Leicester and Leicestershire Strategic Growth Plan and nationally through the Freeport designation.

6.11. The proposals find clear support at the national level given their direct and significant benefits in terms of responding to the economic imperatives and opportunities identified across a range of policy and strategy documents referred to in this Planning Statement, and including the NPS's focus on enhancing the national networks (including the role of SRFIs).

6.12. It is, unquestionably, the right location for strategic growth.

6.13. As summarised in this Planning Statement, the economic benefits of the EMG2 Project are substantial, including at headline level:

- 435 construction jobs per year during the build-out period.
- 5,720 operational jobs once complete, including Employment and Skills initiatives to maximise opportunities and training and upskilling for local people (also relevant to construction employment).
- £137 million GVA per annum in operation.
- £15.8 million GVA per annum during construction, supported by a £280 million capital investment.
- £11.4 million annual business rates, contributing to local reinvestment and the wider Freeport programme.

6.14. As well as meeting employment needs and helping to address market demand, the scheme will result in a range of wider economic benefits as summarised above. It will build on the successes at EMG1 with an extensive employment and skills programme together with a model approach to community liaison and an overarching Community Investment Plan.

6.15. Looking beyond these strategic economic and associated issues and opportunities, as required by the local development plan, the NPPF, and the NPS, the potential environmental effects of the proposal have been thoroughly assessed. Over the lifetime of the EMG2 Project the scheme has evolved in response to the iterative process of assessment, consultation and design development. The comprehensive approach to the design of the EMG2 Works, and the integration of the EMG1 Works with the existing EMG1 site will ensure that it results in a development with an appropriate sense of place, which responds appropriately to its context and is a pleasant place to work and visit, with opportunities to access new public green spaces and extended or new walking and cycling links.

6.16. However, there will inevitably be environmental effects and impacts from the EMG2 Project. Through the EMG2 Works the proposals will result in the loss of a greenfield site currently in agricultural use. This loss of farmland will in itself represent a significant environmental effect.

6.17. However, no part of the EMG2 Project, including the EMG2 Main Site and Community Park contains any statutory landscape, ecological or heritage designations. The main likely impacts on biodiversity are from the EMG2 Main Site as the main area of greenfield loss, but that site is shown to be relatively limited in ecological terms, and the habitats lost can be more than compensated through new provision. Overall, the proposed development will result in beneficial effects on biodiversity and exceed the required 10% net gain.

6.18. The EMG2 Main Site is well contained to the north and east by existing physical landscape and built features. The wider area is a focus of activity, with the Airport, EMG1 terminal, other commercial and residential areas and an extensive network of major roads. The approach to the design of the EMG2 Works is underpinned by a strong landscape strategy, with development plots surrounded by landscaped bunds. The aim is to mitigate the landscape and visual effects of the scheme as far as is practically possible, including through taking a comprehensive approach to the site as a whole, and proposing parameters which would ensure the tallest new buildings are located furthest from Diseworth. The EMG1 Works (Plot 16) benefit from the existing EMG1 landscaping and earthworks, and this context, plus additional mitigation, creates mostly minor adverse (not significant) residual landscape and visual effects.

6.19. However, as a result of the strategic nature of the proposed EMG2 Works the ES concludes that there will be residual and significant adverse landscape and visual impacts locally to that part of the proposed development. However, importantly the EMG2 Main Site is set back from the village of Diseworth, with a Community Park and extensive landscape bunding proposed between the scheme and the village. This will help to minimise the effects of the scheme on the amenity of residents as well as providing a benefit for the local community through access to new and high-quality green infrastructure.

6.20. The adverse residual landscape and visual effects of the scheme need to be balanced alongside the substantial beneficial effects that have been identified. Other key 'harms' which to be considered include the loss of some veteran trees within the EMG2 Main Site, and residual minor adverse impacts on the setting of two off-site designated heritage assets (the Grade II* listed Church in Diseworth, and the Diseworth Conservation Area). The likely harm on the setting of the Conservation Area is clearly identified as being at the lower end of '*less than substantial harm*', and at a 'medium' level of less than substantial harm on the setting of the Church. While not significant effects in ES terms, as required by the NPPF (and the NPSNN and local plan), this harm must be weighed against the public benefits of the scheme.

6.21. The range of benefits include reduced off-site flood risk, biodiversity net gain and access to significant new green space in the form of the Community Park and other green infrastructure. The proposals will deliver energy efficient buildings, including on-site renewable energy generation, which forms part of both technological and 'nature-based' responses to climate change resilience, something which the NPS attaches specific '*positive weight*' to[32]. As set out above and in this Statement, there will be highways capacity and journey time reduction benefits. Along with the benefits of enhanced and new public transport and other sustainable travel opportunities as a result of the provision of new infrastructure proposed, and the range of economic benefits (direct and indirect) for the local, regional and national economy, this diverse set of significant benefits weigh strongly and decisively in favour of the scheme.

6.22. Having regard to the conclusions of the Environmental Assessment of the scheme it is considered that the scheme overall meets the relevant criteria set out in Policy Ec2(2).

6.23. This same balance of likely effects – benefits and 'harms' or adverse effects - should be applied when considering the tests set out in the NPPF, and the requirements of the NPSNN. In this regard, when assessed against the policies in the NPPF taken as a whole, it is considered that the adverse impacts of the scheme would not significantly or demonstrably outweigh the benefits. Indeed, it is our conclusion that the benefits of the proposal are compelling and significantly outweigh the relatively limited adverse impacts that have been identified. This conclusion has particular regard to the key policies relating to the need to direct

[32] NPSNN, paragraph 5.40.

development to sustainable locations, and the need to make effective use of land alongside the need to secure well-designed places.

6.24. As set out in this Statement, and in Appendix 1, the proposed development aligns well with the requirements of the NPSNN. This compliance can be seen in terms of both the scope and manner of the assessments of key ‘considerations’ and impacts, but also in terms of the likely nature and scale of the residual impacts and benefits of the proposals with regard to the ‘national networks’.

6.25. Therefore, the evidence in this Statement presents a compelling case for the EMG2 Project to be granted consent and brought forward quickly. This is evidenced by:

- The assessment and conclusions reached by Savills on the I&L demand and supply balance;
- The Government policy target for a significant increase in rail freight and a mode shift from road to rail coupled with the evidence that the EMG2 main site will integrate with the EMG1 rail freight terminal in a way other sites cannot and will therefore provide the opportunity for occupiers to fully utilise rail in their supply chain;
- The evidence from Maritime and Maersk of the need for EMG2, its interrelationship with EMG1 and its support for the use of rail;
- The immediate economic need identified by the Government through the Freeport designation, with fixed dates by which development can progress and make use of the Freeport incentives;
- The limited range of likely adverse environmental impacts of the scheme overall, and the comprehensive and diverse range of benefits it would deliver.

6.26. In conclusion, this Planning Statement has approached the assessment of the applications in accordance with the requirements of the Local Plan, NPPF and NPS. It is our assessment that the proposals are in accordance with each - assessing the scheme as a whole against the Policies of those documents read as a whole - and therefore that the applications should be approved.

APPENDICES

EMG2 Planning Statement

APPENDIX 1 – Policy Compliance Tracker

<u>EMG2 – Policy Compliance Tracker</u>

Introduction

1.1 This Policy Compliance Tracker analyses the compliance of the proposed development with relevant national and development plan policy, and should be read alongside the Planning Statement.

1.2 The proposed development is described in detail in the main body of the Planning Statement (Section 3), including the various component parts and application procedure, and that detail is not repeated here.

1.3 This Tracker is intended to help inform interested parties and the Secretary of State regarding compliance with the relevant national policy statement and any 'important and relevant matters' to be taken into account.

1.4 The National Networks NPSNN is the "*primary basis for making decisions on development consent applications on the national road and rail networks in England*" (NPSNN, paragraph 1.3). Therefore, this is the key source of policy for the MCO application (to amend the existing EMG1 DCO), and those Highways Works within the DCO which are an NSIP.

1.5 As set out in the Planning Statement, the NPSNN 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*" (NPSNN, paragraph 1.10), but goes on to state that the NPPF "*does not contain specific policies for NSIPs".*

1.6 However, the Secretary of State (SoS) issued a direction dated 21 February 2024 (the 's.35 Direction') confirming that the proposed EMG2 Main Site development (now forming part of the 'EMG2 Works') by itself is a project of national significance. 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'), for which local planning policies and the National Planning Policy Framework (NPPF), are the key sources of policy.

1.7 Therefore, the key documents covered by this Tracker comprise:

- The National Networks NPSNN
- National Planning Policy Framework (NPPF)
- North West Leicestershire Local Plan

<u>Contents/Structure</u>

1.8 This document begins with national policy before considering local policies.

1. National Policy

NPSNNNN

National Policy Statement for National Networks ('the NPSNN'), 2024 *Provides the primary source of policy for the **Highways Works DCO** application, and the **MCO application** (to amend the existing EMG1 DCO to enable works including the existing terminal and plot 16).* *Section 4 of the NPSNN deals with 'general policies and considerations', and Section 5 sets out 'generic impacts' to be considered (where relevant) to projects.*		
Policy or Paragraph Reference	***Policy Requirement or Text***	***Proposed Scheme Details – response/compliance***
NPSNN Section 4 'General Policies and Considerations'		
Paragraph 4.9	One of the 'general principles of assessment' set by the NPSNN relates to use of a **local transport model**. It states: "*Applications for road and rail projects should be supported by a local transport model to provide sufficiently accurate detail of the impacts of the project*." The NPSNN requires modelling to be "*proportionate to the scale of the scheme*" and incorporate sensitivity analysis to consider areas of uncertainty.	The **Transport Assessment** submitted at Appendix 6A of the ES (**document reference DCO 6.6A/MCO 6.6A**) and associated appendices confirms the approach to transport modelling overseen by the Transport Working Group (TWG), including use of the appropriate local transport model. This has included a substantial amount of sensitivity assessment. As such, the submitted material confirms compliance with this element of the NPSNN.
Paragraphs 4.12 – 4.13	Notwithstanding the indication in the NPSNN that the 'Strategic Environmental Assessment' process and regime is to be replaced ultimately, the NPSNN confirms the importance of **Environmental Assessment** to the NSIP process. It includes that "*a key part of environmental assessment is the consideration of cumulative effects*", with reference to other appropriate and relevant 'committed developments'.	Notwithstanding the differentiation in terms of applications (DCO and MCO), given the integrated nature of the EMG2 Project, all component parts have been subject to a single EIA undertaken in accordance with the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). As presented in the ES, the likely impacts of the various components of the proposals have been considered alone (where relevant), and collectively.

	At paragraph 4.13 the NPSNN recognises that not all details will necessarily be settled or fixed at the time of application, and where this is the case it should be set out, and "a worst-case scenario" assessed.	A Rochdale envelope approach has been used and development utilising the full extent of the parameters identified has been assessed. The findings of the assessment are reported in the submitted **Environmental Statement (ES)** which has been prepared in accordance with Regulation 14 as informed by Schedule 4 and Regulation 22 of the EIA Regulations. The ES considers the potential likely cumulative impacts as well as the impacts of the proposals in their own right (Chapter 21 of the ES specifically considered Cumulative Effects – document DCO 6.21/MCO 6.21).
Paragraphs 4.14 – 4.19	The NPSNN confirms that the **Habitats Regulations Assessment (HRA)** apply where it is possible that a project could likely have a significant effect (alone or in combination with others) on a protected site in the UK National Site Network (including SACs and SPAs, and other 'habitat sites'). The Secretary of State is the 'competent authority' in decision-making on NSIPs. At paragraph 4.16 the NPSNN suggests "*early advice*" be sought from the appropriate statutory consultees, and at paragraph 4.17 that the application must provide sufficient information to allow an "*appropriate assessment of the likely effects in view of the site's conservation objectives*".	The **ES Chapter 9** (ref DCO 6.9/MCO 6.9) is accompanied by a suite of appendices containing surveys and evidence relating to Ecological issues and potential impacts. There are no 'protected sites' or habitat sites within the proposed development site (order limits), but a small number of such sites relatively nearby – the closest being Lockington Marshes SSSI, 1km from the EMG2 Main Site - which have been fully considered. A **Shadow HRA** is submitted as Appendix 9H of the ES (doc ref DCO 6.9H/MCO 6.9H). The submitted material provides the information required to enable an appropriate assessment to be undertaken. The requirements of the NPSNN and associated legislation regarding HRA and protected sites has been fully satisfied.
Paragraphs 4.20 – 4.22	The NPSNN identifies the requirement to comply with all legal requirements regarding assessment of **Alternatives,** noting these may come from various regulations or policy, including the HRA (above) and EIA regulations (also referred to above).	To satisfy the requirements of the EIA Regulations, consideration has been given to reasonable alternatives in the **Environmental Statement** – this features throughout the ES, and is captured in **Chapter 4** (document ref DCO 6.4/MCO

	Where consideration of alternatives is required, the NPSNN (at paragraph 4.22) advocates for a "*proportionate*" approach.	6.4). This included a consideration of the 'no development' options, alternative sites and alternative development scenarios and design approaches. The **Design Approach Document (DAD)** (DCO 5.3/MCO 5.3) also explains the evolution of the design of key elements of the scheme, and options and alternatives considered.
Paragraphs 4.23 - 4.26	The NPSNN confirms that there is provision in the Environment Act 2021 for **Biodiversity Net Gain (BNG)** to become mandatory for NSIP projects (at paragraph 4.26), and includes delivery of BNG as part of the '*places'* design principle. The NPSNN encourages use of the latest BNG metric (at paragraph 4.24) to assess the baseline and inform the assessment of BNG outcomes as part of applications. The NPSNN allows delivery of BNG on- or off-site, and encourages reference to local nature recovery strategies and other plans and strategies to inform net gain delivery (paragraph 4.25).	**ES Chapter 9 Appendix 9I** (ref **DCO 6.9I/MCO 6.9I**) contains a Biodiversity Net Gain Report, setting out in detail the baseline conditions and the outcomes in terms of net gain of the proposals. Although not yet mandatory a BNG of in excess of 10% has been identified. This takes full account of the extensive green infrastructure and landscaping which forms part of the proposals, and measures to avoid impacts through retention and incorporation of existing habitat features (including existing trees and hedges), where feasible. Also see 'biodiversity and nature conservation' in **Section 5** below, linked in part to wider 'design' principles of the NPSNN.
Paragraphs 4.27 - 4.32	The NPSNN presents '**design'** as "*an integral consideration from the outset*", and as not just limited to 'aesthetic considerations'. The NPSNN identifies four Design Principles (at paragraph 4.27) under the following headings: • *Climate* – focused on mitigating emissions, resilience, and adaptation to climate change; • *People* – with an emphasis on accessibility, safety, and health or wellbeing; • *Places* – focused on 'identity' and sense of place, connecting communities and integration with surroundings, including ecological gains and with regard to landscape beyond the site.	The proposed development includes different elements, including not only new national networks highways infrastructure, but also new built development (EMG2 Works), and changes to the existing EMG1 site. In this regard, the scheme has various different functional, design, and aesthetic considerations and objectives to meet, including with reference to safety design standards as well as 'commercial' and operational considerations for the occupiers of future strategic warehousing buildings. **The DAD (document DCO 5.3/MCO 5.3)** submitted with the application sets out the approach to design overall, and helps

	• *Value* – with an emphasis on delivering wider benefits, plus efficiency in use of natural resources and materials, and energy. Good **design** is considered by the NPSNN as forming part of the overall mitigation process, seeking to avoid or compensate for identified potential problems, and avoiding or mitigating impacts while "*contributing to the conservation and enhancement of the natural, built and historic environment*" (paragraph 4.28). Design is defined as a 'material consideration' in decision-making (paragraph 4.29), with assessment of design including sustainability, industry specific design guidance, and functionality, as well as aesthetics and the "*contribution to the quality of the area in which it would be located*". For road schemes, the NPSNN refers to the Design Manual for Roads and Bridges (DMRB) which contains design standards (paragraph 4.30). The NPSNN expects applications to demonstrate how the design process was conducted, how engagement was undertaken, and how the design evolved, with regard to the "*ultimate purpose of the infrastructure and the operational, safety and security requirements which the design must satisfy*" (paragraph 4.31). The NPSNN advocates for a 'design champion' within the project team, and encourages Applicants to consider independent advice, such as use of 'design panels' (paragraph 4.32).	inform an assessment of the effects or impacts on the natural, built and historic environment form integral parts of **the ES**. This explicitly explains the approach taken to mitigation embedded in the design of the scheme to minimise or avoid likely effects, including the use of earthworks and landscaping, as well as scheme parameters (such as the disposition of built development within the EMG2 Works) to balance functionality and sustainability with local environmental considerations. A separate Highways Works Design Approach Document (DCO 5.3A/MCO 5.3A) has been prepared and deal with the approach to the design of the highways and other transport infrastructure elements of the proposed development, with reference to the DMRB. The submitted material demonstrates the approach to design, and how the proposed development balances and addresses the various relevant design and functional considerations, and in this regard complies with the NPSNN with reference to 'design'. Other issues relevant to the NPSNN 'design principles' are addressed in other parts of Section 4 and Section 5 of the NPSNN (below), including 'Climate', 'Safety', and other 'generic impacts' identified by the NPSNN. The **DAD** refers to how the 'design champion' role is addressed within and across the project team, in accordance with the requirements of the NPSNN.
Paragraphs 4.33 - 4.44	***Climate change adaptation*** is given particular emphasis as one of the general considerations for NSIPs on the national network, and mitigation is described as "*essential*" as part of	**ES Chapter 19** (DCO 6.19/MCO 6.19) addresses Climate Change, but all relevant topic specific ES chapters also

	the efforts to minimise the most dangerous effects of climate change (paragraph 4.34). The NPSNN (paragraph 4.38) requires Applicants to consider nature based ‘adaptation’ solutions in tandem with biodiversity benefits, and tied to ‘green infrastructure’ (which features in Section 5 below). The direct and indirect impacts of climate change should be considered by Applicants when planning national infrastructure schemes (paragraph 4.39), including with reference to flood-risk, and having regard to the latest UK Climate Projections to inform the identification of mitigation or adaptation measures (paragraph 4.40 and 4.42). Paragraph 4.44 of Section 4 of the NPSNN also links to advice and requirements set out in Section 5 under related headings (including flood-risk).	consider climate change issues as part of the overall assessment of this key issue. The ES Climate Change Chapter has appendices which include a **Greenhouse Gas Assessment** (Appendix 19B, document DCO 6.19B/MCO 6.19B), and a **Carbon Management Plan** (Appendix 19E, DCO 6.19E/MCO 6.19E). Mitigation and adaptation measures incorporated within the proposals include not only comprehensive landscaping and green infrastructure proposals, but also sustainable drainage, and provision for on-site renewable energy generation. The development of an additional phase of a successful SRFI – which enables a shift of freight from road to more sustainable rail – also plays a role in the UK’s efforts to respond positively to the climate change and carbon reduction agenda. Also see ‘**Greenhouse gas emissions’** and **‘flood-risk’** in response to **Section 5 of the NPSNN** below.
Paragraphs 4.45 – 4.52	The NPSNN provides a detailed overview of **pollution control and other regulatory regimes,** with cross-reference to the Environmental Permitting regime relevant to various forms of industrial facility.	The pollution control and permitting regime is generally not directly relevant to the proposed development, however, general ‘pollution’ issues are fully considered where relevant – see below with regard to ‘***dust, odour, light’***, and ‘***noise and vibration*’** in response to NPSNN **Section 5** below.
Paragraphs 4.57 – 4.70	The NPSNN provides policy advice regarding **Safety,** and **Security** in two related sub-sections of Section 4. This includes policy regarding ‘road safety’ (and a section on rail which is not directly relevant to the proposed development). Key relevant issues with regard to road **safety** include (paragraph 4.57): - Considering wider objectives including “*expanding active travel and creating safe and pleasant walking,*	To the extent that they are relevant, the submitted application has given direct consideration to safety and security issues. With regard to highways safety, the submitted TA and other detail included with **ES Chapter 6 Traffic and Transport (DCO6.6/MCO 6.6)** and associated appendices including the TA include reference to safety considerations and design processes relevant to inform elements of the infrastructure design (Section 6 of the TA confirms the approach taken to the assessment of highways safety).

	wheeling and cycling environments" – active travel also forms part of the policy in NPSNN Section 5; - Road schemes should consider driver and rider needs, including rest opportunities for HGV drivers – this issue also forms part of NPSNN Section 5. The NPSNN requires an assessment of safety by Applicants (paragraph 4.58), and demonstrate consistency with national Road Safety policies (paragraph 4.59), as well as demonstrating safety has been considered from the outset with rigorous processes for monitoring and evaluating safety (paragraph 4.60). The **Security** element of this part of the NPSNN is clear that security matters involve various parts of Government, and that such issues are unlikely to form major parts of examinations of projects.	The integration of extensive walking and cycling connectivity within the scheme has been undertaken with regard to ensuring safe and pleasant routes and links are provided. **ES Chapter 20 'Major Accidents and Disasters'** is also relevant to some degree – also relevant to other elements of NPSNN policy in Section 5 below. To the extent they are relevant to the proposed development, these elements of the NPSNN to are demonstrable satisfied by the submitted material. The EMG1 Works are proposed in the context of the existing, already consented and developed, EMG1 site, and these (and all other relevant considerations from NPSNN policies) were considered and approved when the existing DCO was approved.
Paragraphs 4.71 – 4.72	Section 4 of the NPSNN includes a short section on **Health**, with many of the issues identified in general terms then addressed in further detail in Section 5 of the NPSNN (below). The NPSNN requires Applicants to consider direct and indirect potential impacts on health related to "*traffic, noise, vibration, air quality and emissions, light pollution, community severance, dust, odour, polluting water, hazardous waste and pests"* (paragraph 4.71). Applications should seek to "*avoid or mitigate*" adverse health impacts, and seek enhancement opportunities such as through promoting local active travel (and horse riders) through safe and attractive routes (paragraph 4.72).	There is some overlap between this element of Section 4 and other 'generic issues' covered in further detail in Section 5 of the NPSNN (set out below). The coverage provided by the **ES** topic specific assessments ensures all relevant potential 'health' related issues are addressed, and the ES includes specific consideration at **Chapter 17 'Population and Human Health'** (reference DCO 6.17/MCO 6.17), including a specific **Health Impact Assessment at Appendix 17C** (ref DCO 6.17C/MCO 6.17C). This element of NPSNN policy are fully met by the submitted application.

Paragraphs 4.73 – 4.78	The **Accessibility** element of Section 4 of the NPSNN identifies the high-level commitment by government to create a more accessible and inclusive transport network which "*provides a range of opportunities for people to connect with jobs, services and friends and family*" (paragraph 4.73). Applicants are expected to improve access, where possible, on and around the national networks, including for disabled users. The NPSNN refers to the obligations under the Equality Act 2010 (paragraph 4.75). Applicants are required to demonstrate (where relevant) (paragraph 4.78): - All reasonable opportunities have been taken to deliver improvements to accessibility on and to the national road network; - Reductions in community severance as part of improved accessibility; - Accessible infrastructure as part of 'good design'.	As set out in other parts of the application including the main body of the **Planning Statement**, the **'Need Assessment' Report** (**DCO 5.5/MCO 5.5**) and in the ES, the proposals directly build on the success of the existing EMG1 SFRI, and are located in an area of strategic economic importance and potential (as recognised in various local and national policies and strategies), including in the East Midlands Freeport. By further expanding the economic development opportunities in this location, and supported by both the infrastructure proposed but also the measures proposed under the **Framework Travel Plan** (ES Appendix 6C **document DCO 6.6C/MCO6.6C**), the scheme will deliver a range of improvements to accessibility, including local access to jobs and services. The scheme will see further investment in the successful public transport system which serves EMG1, and in walking and cycling infrastructure, delivering improved connectivity by a range of modes of transport. The application also includes specific regard to equalities issues via ES Appendix 17D Equalities Impact Assessment (**Document DCO 6.17D/MCO 6.17D**). These elements of the NPSNN are demonstrably fully satisfied by the application as submitted.

<table>
<tr><th>Policy or Paragraph Reference</th><th>Policy Requirement or Text</th><th>Proposed Scheme Details – response/compliance</th></tr>
<tr><td colspan="3">NPSNN Section 5 ‘generic impacts’</td></tr>
<tr><td colspan="3">Air Quality</td></tr>
<tr><td>Paragraph 5.12 and 5.14</td><td>Applicants are expected to undertake an assessment where there are likely significant air quality effects (on or off scheme), with reference to the Air Quality Standards Regulations 2010 and the ability of the local authority to comply with The Air Quality (England) Regulations 2000.

Paragraph 5.14 refers to The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023, and available DEFRA guidance to inform the assessment.</td><td rowspan="2">ES Chapter 8 (DCO 6.8/MCO 6.8) assesses the likely impacts on Air Quality, and includes various technical appendices regarding the methodology used, and the receptors considered. The assessment explicitly considered baseline and future air quality characteristics, including an assessment of the impact of the scheme. It confirms that no element of the scheme is located within an AQMA area.

The ES Chapter includes consideration of the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023.

The application fully complies with the NPSNN with regard to Air Quality assessment.</td></tr>
<tr><td>Paragraph 5.13</td><td>Describes what the assessment should include, with reference to (in summary):
- Existing air quality (baseline)
- Forecasts at the time of opening, and assessing the impact of the scheme;
- Any significant effects.</td></tr>
<tr><td>Mitigation issues: paragraphs 5.17 – 5.21</td><td>The NPSNN identifies the importance of mitigation in respect of air quality, especially where a project is likely to lead to a breach in relevant statutory limits or targets (paragraph 5.18), and defines some of the general mitigation responses which may be considered.

The NPSNN expects “all reasonable mitigation action to be taken” (paragraph 5.19).</td><td>The ES Chapter on Air Quality includes an appendix specifically on Mitigation (document ES Appendix 8I, DCO 6.8I/MCO 6.8I), and the residual effects of the scheme with mitigation in place is included in the ES.

The coverage provided by the ES topic specific assessments ensures all relevant potential ‘health’ related issues are addressed, and the ES also includes specific consideration at Chapter 17 ‘Population and Human Health’ (reference DCO 6.17/MCO 6.17), including a specific Health Impact Assessment at Appendix 17C (Document DCO 6.17C/MCO 6.17C).</td></tr>
</table>

Paragraph 5.25	The NPSNN is clear that consent should be refused where a scheme would, after mitigation, result in either: - A zone currently reported as being compliant with standards becoming non-compliant; or - Affecting the ability of a non-compliant area to achieve compliance.	As referred to above, the proposals are not within either of the two AQMA areas within North West Leicestershire. The ES assessment confirms no significant residual effects on air quality for human (or ecological) receptors. The proposals accord with the NPSNN, and do not fall into either of the categories identified in NPSNN paragraph 5.25.
Greenhouse gas emissions		
Paragraphs 5.26 – 5.35	The NPSNN recognises that the construction and operation of national network infrastructure "*will in itself lead to carbon emissions*" (paragraph 5.28), but also recognises the "*important role in supporting decarbonisation*" played by the national infrastructure (paragraph 5.30). A 'Whole Life Carbon Assessment' is required by the NPSNN (paragraph 5.32).	The ES Climate Change chapter (ES Chapter 19) considers all components of the proposals, including the Highways Works and EMG 1 Works. The **Carbon Management Plan** (Appendix 19E, ref DCO 6.19E/MCO 6.19E) takes a life cycle assessment approach and satisfies the requirements of the NPSNN.
Mitigation issues: paragraphs 5.36 – 5.37	The NPSNN requires applicants to "*look for opportunities within the design to embed nature-based or technological solutions to mitigate, capture or off-set*" emissions. The NPSNN suggests that a Carbon Management Plan should form part of DCO submissions to set out steps to minimise capture or offset emissions. Paragraph 5.40 also refers to the "*positive weight*" given to embedded nature-based or technological solutions in decision-making.	The **ES Chapter 19 Climate Change** has appendices which include a **Greenhouse Gas Assessment** (Appendix 19B, document DCO 6.19B/MCO 6.19B), and a **Carbon Management Plan** (Appendix 19E, DCO 6.19E/MCO 6.19E) as required by the NPSNN. The assessment identifies minor adverse residual impacts on greenhouse gas emissions during construction and operational phases of the proposed development as a whole. For the Highways element of the DCO, the assessment describes mitigation measures in the construction and operational phases.

		As part of the EMG2 Works mitigation measures include 'technological' responses through building techniques and materials, but also the inclusion of at least 20% solar PV on building roof space across (including EMG 1 Plot 16 as for buildings on the EMG2 Main Site). Mitigation also features 'nature-based solutions' through use of green infrastructure and tree and other planting, as well as integration of sustainable drainage systems within the proposals. The Planning Statement (Section 3) refers to the Segro priority of "*Championing Low Carbon Growth*" which helps reduce carbon emissions and waste through low carbon procurement (i.e. using lower embodied carbon materials such as recycled steel, and cement substitutes) and encouraging low carbon construction practices.
Paragraphs 5.38 – 5.42	The NPSNN refers to the UK 'carbon budgets' as part of the assessment of impact, and is clear that operational carbon emissions cannot be totally avoided and a net increase "*is not, of itself, reason to prohibit consenting a national network project*" (NPSNNNN paragraph 5.41). In decision-making the Secretary of State needs to be satisfied that "*as far as possible*" the Applicant has assessed carbon emissions for all stages of the development. The NPSNNNN is clear regarding the strategic context for assessments of carbon viewed in the context of national carbon budgets, but only projects which would have a material impact on the ability of government to achieve statutory carbon budgets should be refused (paragraph 5.42)	The submitted **ES Chapter 19** and associated appendices demonstrate compliance with the requirements of the NPSNN to assess carbon emissions. The scope of the EIA – agreed with relevant consultees – includes: - The greenhouse gas (GHG) emissions caused directly or indirectly by the EMG2 Project; - The effect of changes in climate on the Project, and resulting risks; - The effect of changes in climate on the Project which cold modify its other effects ('in combination' effects). The assessment has direct regard to the UK's 'net zero' trajectory and UK policies and commitments, including the Climate Change Act 2008 and national 'carbon budgets', as well a local planning policies. The Chapter includes details of the embedded and other mitigation measures (with details also contained in Appendix 19C) to help minimise effects, including

		achieving an earthworks balance on site removes the need for extensive movements of material on or off-site, integration of 'green infrastructure, and building design principles and measures linked to energy and water consumption (including EPC A and BREEAM 'Excellent' standards being met. The overall effects are identified as being minor adverse on a whole-life basis, based on worst-case assumptions. The results of the assessment confirms that the proposals are not in the category referred to in paragraph 5.42, and do not present any effects which would indicate consent should not be granted.
Biodiversity and nature conservation		
Paragraph 5.46 and 5.47	The NPSNN states that Applicants should consider the potential "*direct and indirect impacts on ecosystems including…….habitats and protected species and the interactions between these, and….information proportionate to the likely impacts of the infrastructure on biodiversity and nature*" (paragraph 5.46). The NPSNN requires a 'Biodiversity Gain Statement' to show how the project has taken "*opportunities to conserve and enhance biodiversity and geological conservation interests……as well as deliver biodiversity net gain*" (paragraph 5.47).	**ES Chapter 9 Ecology and Biodiversity** (**document DCO 6.9/MCO 6.9**) provides a comprehensive assessment of the direct and indirect likely impacts of the proposed development. This includes a comprehensive suite of surveys and assessment to understand the existing baseline conditions and character of the site, and this underlined the largely arable agricultural use of the main EMG2 site with limited features of ecological interest, albeit some potential for use by a range of protected species. The highways works, and EMG1 works are largely confined to areas of existing highway and other land within the existing EMG1 development site. The ES includes Appendix 9**I** (**document DCO 6.9I/MCO 6.9I**) **Biodiversity Net Gain Report**, setting out in detail the baseline conditions and the outcomes in terms of net gain of the proposals. Through new planting and habitat creation as part of a wider package of green infrastructure, the Scheme will enhance biodiversity, exceeding a 10% net gain with a range and mix of new habitats created. However, given the nature of the EMG1 Works (MCO), there is limited additional
Mitigation issues: paragraphs 5.48 – 5.52	The NPSNN requires Applicants to demonstrate how they have avoided direct and indirect harm or disturbance, with reference to examples such as (paragraph 5.48): - Minimising development footprints or retaining "*important habitat features*" in a site;	

	- Green infrastructure and other provision within the design to "*minimise habitat fragmentation*"; - Construction management to confine activities to certain areas; - Best practice measures to avoid disturbance during operation or construction stages. The NPSNN encourages Applicants to go beyond just mitigation of harm – it says "*Opportunities will be taken to enhance, expand or connect existing habitats and create new habitats in accordance with biodiversity net gain requirements"* (paragraph 5.51), and links this to climate change resilience with regard to species selection. Paragraph 5.52 of the NPSNN encourages wider multi-functional benefits, such as through integrating biodiversity with sustainable drainage systems, and refers to the potential for "*attractive amenity areas*" to be provided.	landscaping provided as this element of the proposals sits within the existing context of the EMG1 site. The Highways Works include some appropriate additional landscaping and planting within the design, consistent with highways design standards and requirements.
Paragraphs 5.53 – 5.69	The NPSNN provides comprehensive details regarding relevant issues and consideration for decision-making by the Secretary of State. This includes the general principles (paragraph 5.55) of: 1. Avoid significant harm to biodiversity or geological conservation interests, including through alternatives; 2. Mitigating harm where it can't be avoided. 3. Compensating as a last resort where significant harm cannot be avoided or mitigated. The NPSNN gives "*significant weight*" to any residual harm. The NPSNN also refers to ensuring "*appropriate weight is attached*" to designated sites, irreplaceable habitats protected species and habitats, and other species or interests (paragraph 5.56), with reference to local nature recovery	The ES (Chapter 9) fully considers the ecological impacts of the proposals, and confirms they will not have any significant effects on designated ecological sites. Details of the mitigation proposed is set out in full, including a Landscape Environmental Management Plan (LEMP) at Appendix 9J (**document DCO 6.9J/MCO 6.9J**) to secure ongoing management of the created and retained habitats, and the benefits they bring. The Applicant has worked closely with key consultees, including Natural England, and some elements of the proposed mitigation has been informed by that dialogue, including with regard to avoiding or mitigating potential impacts on protected species known to be present within or close to the site.

	strategies as a source of guidance as to these in the relevant local context. Later paragraphs (5.58 – 5.69) provide specific guidance regarding these designated habitats and sites. The advice of Natural England and other bodies is identified as being of particular relevance (paragraph 5.57).	The proposals fully comply with the requirements of the NPSNN.
Resources and waste management		
Paragraphs 5.70 – 5.78	The NPSNN positions policy with direct reference to protection of human health and environment by reducing waste "*in accordance with the principles set out in the waste hierarchy, and to maximise resource use by moving towards a more circular economy*." (paragraph 5.70) Applicants are expected to demonstrate they will adhere to the waste hierarchy: *"preventing and reducing waste produced in the first place and maximising preparation for reuse and recycling for waste that cannot be prevented. Where possible, applicants are encouraged to use existing materials first, then low carbon materials, sustainable sources, and local suppliers."* (paragraph 5.71) The NPSNN identifies examples of appropriate mitigation, including: - *A circular approach to waste management is encouraged from the offset, for example, green and sustainable procurement exercises or using sustainably sourced materials from local suppliers.* - Reduction and minimisation through "*the waste hierarchy*" including prevention, re-use, and recycling, before disposal. (paragraph 5.73)	ES Chapter 18 (**document DCO 6.18/MCO 6.18**) provides an assessment of 'Materials and Waste' issues and likely effects. Following the implementation of the design and mitigation measures, as outlined within the assessment, it is concluded that neither the DCO Scheme nor the MCO scheme would give rise to any significant residual effects. This follows implementation of mitigation measures for all works, including the Highways Works, which will deliver an earthworks balance, minimising or removing the need for any material to be taken off-site, and sustainable practices to the limited demolition and other construction practices. The MCO works will involve considerably less material and waste than the DCO works, and the EMG1 works (Plot 16) will include the same operational mitigation as those for the Main built development on the EMG2 Main Site. This includes best practice design and operation measures to minimise impacts are considered and the occupiers will operate the DCO Scheme using existing on-site waste prevention, minimisation and management processes and procedures to drive good practice behaviour and contracts, to maximise action in the highest tiers of the Waste Hierarchy and adherence to the proximity principle.

	- "*Modern Methods of Construction……use of low carbon concrete and other sustainable design practices, where possible*" (paragraph 5.75). In decision making, consideration will be given to: - *"the extent to which the applicant has proposed an effective process that will be followed to ensure safe and effective management of waste arising from the construction and operation of the proposed development"* (paragraph 5.76) - *"Where possible………the reuse of materials and use of sustainable materials and recycled materials."* (paragraph 5.78)	The Planning Statement (Section 3) refers to the Segro priority of "*Championing Low Carbon Growth*" which helps reduce carbon emissions and waste through low carbon procurement (i.e. using lower embodied carbon materials such as recycled steel, and cement substitutes) and encouraging low carbon construction practices.
Dust, and light		
paragraph 5.119 paragraph 5.124	NPSNN requires consideration of common and likely sources of impact (either or both through construction or operation) relating to **dust, odour light, smoke and steam**. While accepting that some impact on amenity is likely to be unavoidable, the NPSNN requires impacts to be "*kept to a minimum and should be at a level that is acceptable*" (paragraph 5.119) The NPSNN requires the Secretary of State to be satisfied that "*all reasonable steps have been taken, and will be taken, to minimise any detrimental impacts on amenity*" from odour, dust and artificial light (as well as smoke and steam) (NPSNN paragraph 5.124).	The ES includes assessments of these potential sources of impact. Neither 'odour, smoke and steam' which are referred to in the NPSNN were scoped into the ES given the nature of the proposals. Dust is considered as part of the **Air Quality** assessment (ES Chapter 8, **document DCO 6.8/MCO 6.8**), with lighting effects considered in Chapter 11 (**document DCO 6.11/MCO 6.11**). Dust is primarily a construction phase issue, and for the DCO Application (including Highways) construction effects will be controlled and implemented through a p-CEMP approved for each phase and drafted in accordance with the principles set out in the **Construction Environmental Management Plan** (CEMP) provided as Appendix 3A (**document DCO 6.3A**), which will be secured via draft DCO Requirement. For the MCO Application they will be controlled though the existing EMG1 DCO construction management framework plan and phase-specific CEMP, also to be secured by DCO Requirement. The ES conclusions show that impacts have

		been reduced and minimised, with no likely significant residual effects identified. Lighting effects are shown to range from negligible to minor adverse, with either ‘neutral’ or ‘slight’ effects on all receptors during both construction and operational phases, demonstrating the extent to which effects have been minimised. The ES confirms that it is likely that some Highway Works will need to take place outside of core hours due to highway constraints, but the details of when and where are not yet known, so it is not possible to undertake predictions of the likely effects at this stage. However, taking worst-case assumptions, it is possible that relevant (LOAEL and SOAEL) thresholds for noise could be exceeded. Nevertheless, the duration of any such works (in terms of the number of days they may take place at the same location) is expected to be limited, and therefore it is considered that while short-term temporary adverse effects may occur in such situations, it is unlikely that they would be significant. Full details of such works will be provided in the relevant P-CEMP as an additional mitigation measure. In the operational phase, for all scenarios modelled, operational traffic noise is predicted to have no significant effects. The assessment notes that the surrounding area includes significant sources of road traffic noise (the M1, A42 and A453) and aircraft noise from East Midlands Airport. No significant or otherwise adverse effects are expected from operational noise associated with the MCO Scheme, again underlining the success in meeting the NPSNN requirement to ‘minimise’ effects.

		These elements of the NPSNN policy are satisfied by the approach taken in the ES assessments of the relevant issues, and the anticipated outcomes in terms of likely impacts.
Flood risk		
Paragraph 5.126	The NPSNN cross-refers directly to the NPPF, and the principle of avoiding development in areas at risk of flooding, and with reference to wider policy relating to climate change. Flood Risk Assessments (FRAs) are required for most NSIPs either due to location or site size.	The **submitted ES Chapter 13** includes a FRA which forms **Appendix 13G** for the EMG2 Main Site (**Document DCO 6.13G/MCO 6.13G**), and 13I for the EMG1 Works (**document DCO 6.13I/MCO 6.13I)**.
Paragraphs 5.138-5.139	The NPSNN to the potential for ‘nature based solutions’ as part of adaptation and mitigation, including BNG, as well as to considering the ***risks of flooding*** or impacts (direct or indirect) on flood-risk NPSNN prioritises use of Sustainable Drainage Systems as one of the mitigation features to be secured, along with vegetation and other ‘design’ elements	The drainage strategy includes Sustainable Drainage System (SuDS) which would include the provision of water storage and balancing areas to manage and control surface run-off (EMG 2 main site and the proposed highways works). The development would provide betterment in terms of reducing existing localised flood-risk issues from the EMG2 Main Site (and Community Park site). With regard to the Highways Works proposals, a specific **Sustainable Drainage Statement** has been submitted for the Highways Works (ES Appendix 13K: Sustainable Drainage Statement – Highways Works, Document DCO 6.13K/MCO 6.13K). The EMG1 Works would tie-in to the existing on-site drainage infrastructure including through the proposed provision of new drainage basins. ES Appendix 13L contains a Sustainable Drainage Statement – EMG1 Works, Document DCO 6.13L/MCO 6.13L). Proposed Development would contribute towards delivering sustainable development including in terms of managing and responding to the climate change agenda. It fully accords with relevant NPSNN polices.

Land contamination and instability		
Paragraphs 5.152 – 5.153	The NPSNN identifies the risks of not considering and addressing land instability, including to human health and safety, as well as wider environmental risks. Land contamination can similarly harm human health, plus a range of environmental features such as water, soils, and habitats. Development should to remediate despoiled or contaminated land where possible.	The submitted ES includes an assessment of ground conditions (**Chapter 14**, document DCO 6.14/MCO 6.14). This, and the technical appendices, provide a comprehensive assessment of the proposals in terms of both soil and ground characteristics (geotechnical), and contamination, following appropriate desk-based and site evaluations and investigations. For the Highways Works, the assessment drew partly on evidence and analysis gathered during the original EMG1 SRFI scheme DCO, including the approved highways works which delivered the current M1 Junction 24 and other associated parts of the highways network. Similarly, the assessment of the EMG1 Works also referred to analysis and evidence undertaken in the context of the original EMG1 scheme. The now proposed EMG1 Works are proposed in the context of the existing, already consented and developed, EMG1 site, and these (and all other relevant considerations from NPSNN policies) were considered and approved when the existing DCO was approved. Residual effects from both the EMG1 works, and the Highways Works, alone and in-combination (including with the EMG2 Main Site Works), are assessed as negligible and not significant. This element of NPSNN policy has been fully addressed.
Paragraphs 5.154 – 5.156	The NPSNN expects both issues to be addressed and "*unacceptable risks*" prevented, with Applicants expected to seek appropriate technical and environmental expert advice to ensure appropriate assessments are undertaken. "*Applicants should ensure that any necessary investigations are undertaken, in accordance with Land Contamination Risk Management guidance, to ascertain the risk from contamination and identify sensitive receptors and that their sites are, and will, remain stable or can be made so as part of the development*." (paragraph 5.156)	
Paragraphs 5.157 – 5.159	The NPSNN identifies examples of the types of measures which may form mitigation to minimise both risks of land instability, and risks of land and groundwater contamination. These include: - Consideration to layout to avoid known hazards; - Structural designs to cope with expected ground movement or other hazards; - Ground improvement techniques to reduce risks, including remediation.	

Landscape and Visual		
Paragraphs 5.162 and 5.164. Paragraph 5.166 Paragraph 5.169	NPSNN requires consideration of impacts, and mitigation to be identified, during both construction and operational phases. NPSNN refers to the potential for measures such as bunds or other earthworks to form part of mitigation to minimise effects and impacts Regarding landscape and visual effects the aim should be "*to avoid or minimise harm to the landscape, where adverse impacts are unavoidable providing reasonable mitigation and deliver landscape enhancement measures where possible and appropriate*"	**ES Chapter 10** (**Document DCO 6.10/MCO 6.10**) contains the full LVIA for the scheme, and describes the mitigation measures (embedded and any additional measures) to minimise harm. The landscape and visual mitigation proposed across the whole scheme includes use of earthwork bunds and landscape planting, as a key measure to minimise the effects. The **DAD** (**document DCO 5.3/MCO 5.3**) demonstrates how the proposals have evolved over time to minimise harm. For the DCO Highways Works the mitigation is relatively limited, as are the likely effects, with development located within existing highways corridors. The EMG1 Works (MCO) are proposed in the context of the existing, already consented and developed, EMG1 site including the structural landscaping. However, these (and all other relevant considerations from NPSNN policies) were considered and approved when the existing DCO was approved. This important aspect of national policy is considered fully addressed.
Historic Environment		
Paragraphs 5.204 – 5.215	The NPSNN provides explanation as to what is considered a 'heritage asset', and how Applicant should address and consider them – this is summarised as: *"The applicant should undertake an assessment of any significant heritage impacts of the proposed project and should describe the significance of any heritage assets affected, including any contribution made by their setting. The*	There is considerable overlap between NPSNN and NPPF policy with regard to heritage and historic environment issues. Extensive desk-top and field-based assessments have been undertaken and are presented and referred to in **ES Chapter 12** (**document DCO 6.12/MCO 6.12**).

	level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance." (paragraph 5.210). Mitigation is required, including recording of assets, and the NPSNN encourages the use of appropriate DCO Requirements to require any post-consent actions or measures regarding investigations or recording of assets.	This shows there are no designated heritage assets in any part of the proposed development site (Order Limits), with a number of nearby designated assets (conservation areas, listed buildings, and scheduled monuments) in the wider vicinity of the scheme. The ES concludes no 'substantial harm or total loss' of any designated assets as a result of the development proposals. The assessment includes descriptions of the significance of any relevant assets, and their settings – the requirements of the NPSNN (and NPPF) are fully complied with, including judgements regarding the level of the residual harm to the setting of two off-site designated heritage assets weighed against public benefits.
paragraph 5.216 - 5226	With regard to decision-making, the NPSNN is consistent with the **NPPF**, with the emphasis on significance of the assets affected, and the scale or nature of the likely impact, and on mitigation to avoid or minimise adverse impacts or harm, with residual harm weighed against public benefits. There is a presumption against "*substantial harm or total loss*" of designated assets (paragraphs 5.220 to 5.222).	
Noise and vibration		
Paragraphs 5.227 – 5.232	The NPSNN recognises the potential for excessive noise to impact quality of life and health, and use and enjoyment of areas of value, as well as effects on wildlife and biodiversity. The NPSNN requires an assessment where noise impacts are likely to arise, "*proportionate to the likely noise* impact*" (paragraph 5.231*), with an emphasis on direct likely impacts. At paragraph 5.230 the NPSNN sets out elements expected to feature in assessments, including: - Description of likely noise sources, and characteristics of likely noise; - Identification of sensitive premises or areas (receptors); - Predictions of likely change to the existing noise environment, including in the construction period;	Noise and vibration issues are addressed in **ES Chapter 7** (document DCO 6.7/MCO 6.7). It contains a full assessment of noise and vibration for construction and operational phases of the development as a whole, including the DCO, and MCO elements of the scheme. The assessment includes details of the existing noise environment, which is known in many areas in the vicinity of the proposed development to already experience some noise from existing highways and other infrastructure, including East Midlands Airport. The assessment consider the likely additional noise effects of the proposed development, and also identifies mitigation

	- Measures to mitigate likely effects.	measures to help reduce those effects. The conclusions are referred to in summary the Planning Statement. The assessment complies with these elements of the NPSNN.
paragraph 5.233 paragraph 5.241	The NPSNN sets specific guidance as to what should be included in assessments of **noise and vibration**, recognising that effects can be relevant to ecological as well as human 'receptors', and relate to both construction and operational phases. The NPSNN requires assessments to use the principles of the relevant British Standards and other guidance. Key tests defined by the NPSNN regarding noise and vibration in decision-making are set out (at NPSNN paragraph 5.241) and are to: • "*avoid significant adverse impacts on health and quality of life from noise*"; • "*mitigate and minimise other adverse impacts on health and quality of life*"; • "*contribute to improvements to health and quality of life through effective management and control of noise, where possible*".	
Socio-Economic impacts		
Paragraph 5.243	The NPSNN recognises (emphasis added): "*The construction and operation of nationally significant infrastructure projects may have short or longer term economic and social impacts on local communities, businesses or services. The construction period for significant projects can be lengthy; however, this can generate employment through the construction period and benefit the local economy.* ***Applicants should look to maximise local employment opportunities during construction and operational phases****.*"	As set out in the socio-economic assessment (**ES Chapter 5,** Document DCO 6.5/MCO 6.5) the proposals would generate high quality employment opportunities across a range of occupations as well as training and upskilling opportunities. These training opportunities will support unemployed and economically inactive local residents, helping them return into work and reduce local skills gaps during the construction phase of all components of the proposals. In addition, occupiers (of EMG 2, and Plot 16 within the EMG 1 Works) would commonly be expected to provide ongoing learning and skills development opportunities continually throughout career progression, which is recognised as vital to retaining

		employees in the workforce in the sector (as other sectors). (also see below re: a proposed Employment Scheme). ES Chapter 5 sets out that the percentage of people (age 16-64) with no qualifications in the Study Area (7.5%) is higher than the East Midlands (5.1%) and England (4.7%) averages, providing opportunities for local improvement in skills and training. The Applicant has extensive experience of delivering (constructing) and operating major development sites across the UK, including SRFIs, and of delivering initiatives to "*maximise local employment opportunities*". As set out in Section 5.5 of ES Chapter 5, the Applicant has committed to preparation and implementation of a '*Community Investment Plan*' through an Employment Scheme. The Employment Scheme would apply the '*Responsible SEGRO*' Framework across both construction and operational phases, and include measures directly focused on "*upskilling and training*", and ensure local residents benefit from it. This would continue the implementation of similar measures as those delivered at EMG1, as described in Section 5.6 of the ES. The Employment Scheme is secured via proposed draft Requirements (25.1 and 25.3) within the draft DCO. The proposals are considered to fully accord with this element of the NPSNN.
Paragraph 5.244 – 5.246	The NPSNN requires applications to include an assessment of likely impacts, and sets out (at paragraph 5.245) elements and issues which may feature in the assessment. This includes an expectation of assessments describing the existing socio-economic conditions, and how proposals "*correlate with local planning policies*" (paragraph 5.246).	The proposals are considered to fully accord with this element of the NPSNN. The ES includes a full assessment of the likely socio-economic impacts, including setting out the existing baseline conditions. The main body of the Planning Statement considers the 'correlation' with local planning policies.

Paragraph 5.247	NPSNN requires **SRFI** proposals to (emphasis added) "*outline the benefits to workforce conditions of the new development once it is operational. This **should include improved facilities for drivers (including HGVs) such as parking**, hygiene facilities and hospitality establishments*." There is overlap between this element of the NPSNN and other national (and local) policies regarding both **'transport'** (below) and '**health'** (in Section 4 of the NPSNN, above), with other references to the importance of HGV parking.	The proposals do not comprise of a new SRFI, but do represent a 2nd phase of the existing EMG1 SRFI scheme. The issue of HGV parking is also raised by the NPPF (below) which relates more directly to the EMG2 Main Site. See the **NPPF section** of this Tracker and references to the EMG2 Main Site which includes a new HGV parking facility including welfare facilities for drivers accessing the site.
Water quality and resources		
Paragraph 5.254	The NPSNN states: "*Where development is likely to have adverse effects on the water environment, the applicant should undertake an assessment of the existing status and impacts of the proposed project on water quality, water resources and physical characteristics of the water environment as part of the Environmental Statement….. The assessment should also include how this might change due to the impact of climate change on rainfall patterns and consequently water availability across the water environment*".	Also see the section regarding flood-risk and drainage, above. With regard to the Highways proposals, a specific Sustainable Drainage Statement has been submitted for the Highways Works (ES Appendix 13K: Sustainable Drainage Statement – **Highways Works, Document DCO 6.13K/MCO 6.13K**). The EMG1 Works would tie-in to the existing on-site drainage infrastructure including through the proposed provision of new drainage basins. ES Appendix 13L contains a Sustainable Drainage Statement – EMG1 Works, **Document DCO 6.13L/MCO 6.13L**). Proposed Development would contribute towards delivering sustainable development including in terms of managing and responding to the climate change agenda, but also ensuring a drainage strategy which conserves water quality. The approach taken fully accords with relevant NPSNN polices.
Paragraph 5.256	*"Under the Environmental Permitting Regulations, applicants are required to manage surface water during construction by treating surface water runoff from exposed topsoil prior to*	The Application includes a **Construction Environmental Management Plan** (CEMP, **Document DCO 6.3A**), which provides a framework for detailed measures to minimise

	discharging and to limit the discharge of suspended solids. For example, from car parks or other areas of hard standing, during operation."	construction effects, including those relating to effects on the water environment during construction.
Paragraph 5.258 – 5.259	The NPSNN sets out a number of issues which should be described in Applicant's assessments – these are: *"• the existing quality of waters affected by the proposed project, and how climate change will impact on this;* *• existing water resources affected by the proposed project, the impacts of the proposed project on water resources, and how climate change will impact on this;* *• existing physical characteristics of the water environment (including quantity and dynamics of flow) affected by the proposed project, and any impact of physical modifications to these characteristics;* *• any impacts of the proposed project on water bodies or protected areas under the Water Framework Directive Regulations and source protection zones around potable groundwater abstractions; and how climate change will impact on this;* *• any cumulative effects."* The NPSNN also requires assessments to identify "*any protected areas and other water usages within the vicinity of any discharge*", with reference to the Local Nature Recovery Strategy or 'catchment plans'.	**ES Chapter 13** provides a comprehensive assessment of the 'water environment', including regarding current baseline conditions, and likely impacts.
Paragraphs 5.260 – 5.264	These paragraphs refer to 'mitigation', and include a number of relevant elements or requirements, including: • Using a construction management plan which may help "*codify*" mitigation; • Adhere to any national standards for Sustainable Drainage Systems (with a cross-reference to national guidance from 2015);	As above, the Application includes a **Construction Environmental Management Plan** (**CEMP** – Document DCO 6.3A), which provides a framework for detailed measures to minimise construction effects, including those relating to effects on the water environment during construction. The drainage strategy integrates sustainable drainage (SUDS) attenuation features with the wider green infrastructure and

	• projects should "*identify opportunities and secure measures to protect and improve water quality and resources through green and blue infrastructure and sustainable drainage*"; • design measures to facilitate "*adherence to good pollution control practice*", such as designated areas for storage and unloading.	landscape strategy ensuring both 'green and blue' infrastructure are provided in a coordinated way. The SUDS features as proposed accord with the technical guidance, with further details of the drainage infrastructure required in due course as plots and buildings are brought forward. This includes direct consideration of measures required to ensure pollution risks are controlled. The EMG1 works integrate with the existing on-site drainage system (and on-site landscaping context), and the proposed Highways Works include new attenuation, again, integrating with the existing highways drainage regime.
Impact on transport networks		
Paragraphs 5.269 – 5.270	This section of the NPSNN focuses both on: - *"the impact of construction on local networks whilst the scheme is being developed* - *the impact of the scheme on wider transport networks once it is operational"* The NPSNN emphasises Government commitment to 'sustainable travel' "t*hrough facilitating a modal shift to active travel and public transport and reducing transport emissions including through delivering the infrastructure needed to support a transition to alternative fuels including electric vehicles."* (paragraph 5.270) The NPSNN requires construction traffic effects to be minimised.	The submitted **Transport Assessment (TA,** document DCO 6.6A/MCO 6.6A) sets out the impacts of the scheme on the local and strategic road networks during both construction and operational phases. Mitigation measures are proposed to minimise construction traffic, including consideration not only to practical issues such as the need for Construction Traffic Routeing strategies, but also ensuring an earthworks balance to reduce the need for trips. The **Construction Environmental Management Plan (CEMP)** provided as Appendix 3A (Document DCO 6.3A), which will be secured via draft DCO Requirement. For the MCO Application, construction mitigation measures are controlled though the existing EMG1 DCO construction management framework plan and phase-specific CEMP, also to be secured by DCO Requirement.
Paragraphs 5.271 - 5.274	Consultation and engagement by Applicants with relevant highways bodies is required, including the LPA, as well as having regard to relevant policies and plans.	A Transport Working Group (TWG) was established early in the application process, and has met regularly (monthly) since April 2022 - the TWG involves the local and strategic highways

<table>
<tr><td></td><td>The NPSNN includes a range of generic policy for all NSIPs, including such requirements as minimising construction traffic impacts on local networks, and ensuring the needs of all relevant user groups or types are considered.

‘Integrated outcomes’ are encouraged by the NPSNN, looking across modes, and considering wider accessibility, including vulnerable groups and users.</td><td rowspan="2">authorities, and has engaged and advised on the detail of the TA and the methodology, inputs, and responses to the outputs.

An extensive sustainable transport strategy has been development for the EMG2 Project (ES Appendix 6B document DCO 6.6B/MCO 6.6B). The proposals fully consider the necessary sustainable travel infrastructure and services, and the needs of different user groups.

The submitted Transport Assessment (TA, document DCO 6.6A/MCO 6.6A) sets out the impacts of the scheme on the local and strategic road networks, and has been informed by close and ongoing engagement by the TWG.</td></tr>
<tr><td>Paragraph 5.275</td><td>In terms of the Applicants assessment, the NPSNN says: “For road and rail developments, the applicant’s assessment should include an assessment of the transport impacts on other networks as part of the application, based on discussions with the Local Highway Authority/Local Transport Authority/Local Planning Authority.”</td></tr>
<tr><td>Paragraph 5.281</td><td>Transport mitigation is required to be “proportionate and reasonable”.</td><td>Taken forward in liaison and with regular engagement with the TWG, the package of highways mitigation measures are considered both proportionate and reasonable. They include highways infrastructure, including new walking and cycling infrastructure, and as well as public transport related proposals and measures as part of the scheme.</td></tr>
<tr><td>Paragraph 5.283</td><td>”The applicant should provide evidence that the development improves the operation of the network and assists with capacity issues.”</td><td>The TA, summarised in the ES Chapter 6, confirms the beneficial impacts on capacity and operation of the network. That includes benefits to both key parts of the strategic road network as well as a range of beneficial environmental effects on other parts of the road network. The latter includes ‘reassignment’ effects as a consequence of improvements proposed to the Strategic Road Network which sees traffic attracted back to appropriate strategic routes (with environmental and traffic related benefits to more local, and less appropriate routes).</td></tr>
</table>

		This element of the NPSNN is considered satisfied by the proposals as set out in the assessment of likely 'residual effects' in the ES, and results of the TA.

NPPF

National Planning Policy Framework, 2024 *Provides the primary source of national policy for the EMG2 Works application.*		
Policy or Paragraph Reference	***Policy Requirement or Text***	***Proposed Scheme Details – response/compliance***
Paragraph 8 Paragraph 11 Paragraph 32	The NPPF defines 'sustainable development' at paragraph 8 and the three "*overarching objectives*", which includes economic, social, and environmental. At paragraph 8 a) the economic objective refers to the need to ensure "*sufficient land of the right types is available at the right places and at the right time to support growth*". This is supported by other sections of the NPPF, including the clear stated need to plan for, and respond to, "*market signals*" (paragraph 32) regarding the needs of the economy when preparing plans. Paragraph 11 of the NPPF sets out the 'presumption in favour' of sustainable development.	The objective of delivering sustainable development is relevant to both plan-making and decision-taking as defined by the NPPF, with an emphasis on the importance of decisions being taken in the context of 'up to date' development plans. The appraisal provided in the Planning Statement allows a judgement to be taken regarding the degree to which the proposed development represents sustainable development.
Building a strong, competitive economy (Section 6)		
Paragraph 85	The NPPF attaches "*significant weight*" to delivering sustainable economic development through planning and	The 'freight and logistics' sector is a major strength of the local (as well as regional and national) economy, and the proposals

<table>
<tr><td></td><td>development, and the need to take account of local business needs and wider opportunities for economic development.</td><td rowspan="3">are located in the heart of an area of recognised economic activity and opportunity, including in a designated Freeport. The scheme is a response to the changing needs of the economy and the opportunities to deliver further growth in a highly accessible and strategically attractive location well served by strategic infrastructure. Although not yet formally allocated, emerging policies (referred to below) are also considering the need and opportunity for the proposed site.

Therefore, the proposals align positively with these elements of the NPPF.</td></tr>
<tr><td>Paragraph 86</td><td>The NPPF includes explicit recognition 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.</td></tr>
<tr><td>Paragraph 87</td><td>The NPPF recognises that different sectors have “specific locational requirements” which should be recognised and addressed. This includes (at paragraph 87 b)) the locational requirements of “storage and distribution operations”. In more general terms, the NPPF also makes provision for the expansion of other industries “of local, regional or national importance and to support economic growth and resilience” (paragraph 87 c)).</td></tr>
<tr><td></td><td></td><td></td></tr>
<tr><td colspan="3">Promoting healthy and safe communities (Section 8)</td></tr>
<tr><td>Paragraph 96</td><td>Key policy objectives of the NPPF include (paragraph 96):
a) Promoting social interactions, in part through layouts and easy connections by walkers and cyclists;
b) Safe accessible places which address or prevent crime and fear of crime, with well-used, accessible and well-designed places and spaces;
c) Promote good health and prevent ill-health, with reference to green infrastructure provision, but also “layouts that encourage walking and cycling”

Paragraph 98 a) seeks to ensure decisions (i.e. applications) “plan positively for the provision and use of shared spaces, community facilities (such as…..open space…) to enhance the sustainability of communities”.</td><td>The proposed Community Park, and the new and retained (enhanced) rights of way within the EMG2 Main Site are directly relevant to these elements of NPPF policy. The existing Hyam’s Lane bridleway route is retained and incorporated into a green corridor running through the site, with new connectivity proposed in addition, linked to new cycle and public transport connections beyond the EMG2 Main Site.

The network of formal and informal routes proposed within the green infrastructure proposed would enable informal recreation and exercise, with new public access above and beyond that currently. This includes for new employees of Plot 16 within the EMG 1 works which will benefit from its existing accessibility and connectivity.</td></tr>
</table>

Paragraph 102	Although encompassing wider ‘security’ considerations which may be of less direct relevance, this paragraph of the NPPF includes the requirement to “promote public safety”, including with reference to considering safety with regard to “*proximity to open water, railways and other potential hazards*”.	The ‘Major Accidents and Disasters’ Chapter of the ES is also relevant in broad terms to the issue of healthy and safe communities. There is clear overlap with the ‘design’ elements of NPPF policy, and the proposals clearly satisfy this element of the NPPF. The technical design of any new water features has been undertaken with regard to safety issues, and where detailed approval is required in due course, would be subject to detailed review and approval by the LPA. Also see the ‘Transport’ section below (Section 9) which contains a similar emphasis on the link between walking and cycling (‘active travel’) and health.
Paragraph 103 - 105	Section 8 also includes a section specifically relating to **‘open space and recreation’** which underlines the importance of access to “*a network of high quality open spaces and opportunities for sport and physical activity*” (paragraph 103) to the health and well being of communities. The policy includes reference to ‘protection and enhancement’ of public rights of way and access, and “*taking opportunities to provide better facilities for users*” (paragraph 105).	
Promoting Sustainable Transport (Section 9)		
Paragraph 109	The NPPF expects transport issues to be considered from the earliest stages of development proposals, using “*vision-led*” approaches to identify solutions and “*deliver well designed, sustainable and popular places*”. There is some overlap and synergy with the wider ‘design’ elements of NPPF policy (covered below). Paragraph 109 identifies a number of issues actions or outcomes of relevance: d) Making transport considerations “*an important part of early engagement with local communities*” e) Ensuring transport considerations (movement, streets, parking) are “*integral to the design of schemes, and contribute to making high-quality places*”; f) Understand and assess the potential impacts of development on transport networks; g) Realising opportunities from existing or proposed transport infrastructure, and changing technology or use;	The proposed development has responded positively to these elements of NPPF Policy: a) Transport issues have been a constant focus of engagement and dialogue with a range of consultee bodies and the community since the outset of the project. The TWG was established early in the life of the proposals (April 2022) and has met regularly (monthly) since with the relevant consultee bodies. b) Section 10 of the NPPF (below) deals with design in general terms – the access required in operational terms, plus to enable access to and from local public transport and walking and cycling networks have been embedded in the overall design parameters defined for the scheme. The Highways Works which form part of the proposals are integral to the overall development in

	h) "*identifying and pursuing opportunities to promote walking, cycling and public transport use*"; and i) "*identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure*", with reference to avoiding and mitigating any adverse effects, and for net environmental gains.	terms of mitigation and ensuring suitable access to the strategic road network. c) The submitted **Transport Assessment (TA,** document DCO 6.6A/MCO 6.6A) sets out the impacts of the scheme on the local and strategic road networks. d) The proposals include new and enhanced existing infrastructure relating to private and public transport; e) The proposals include extensive 'active travel' links and improvements, maximising opportunities to enable multi-modal access, including a new public transport interchange linked to the existing EMG1 site and the existing network of services. f) The TA forms part of the ES and a wider assessment of the overall environmental impacts of the proposals. For example, the assessments of air quality and noise and vibration directly draw on traffic data outputs from the TA. The impacts of the proposed highways infrastructure (Highways Works) are also considered explicitly in the ES. These elements of national policy are fully satisfied.
Paragraph 110	The NPPF says "*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*." This is linked to objectives of reducing congestion and improving air quality and health. The NPPF recognises that "*opportunities to maximise sustainable transport solutions will vary between urban and rural areas*" and this should be taken into account in decision-making.	The proposals represent 'significant development', and are located at a key location on the national road network, and with good accessibility by a range of modes of travel to a number of major cities and other urban areas. The proposals would see extension of existing highly successful bus services which currently serve EMG1 and East Midlands Airport, providing links to nearby local communities and the cities of Nottingham, Leicester and Derby. In addition, the proposals would enhance and extend walking and cycling links and connectivity, enabling access to new jobs by these 'active travel' modes. This element of national policy is therefore fully satisfied.

Paragraph 114	Explicit expectation in the NPPF that "*new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use*."	The EMG2 Main Site includes a new HGV parking facility including welfare facilities for drivers accessing the site. This is shown on the submitted plans, including **DCO Parameters Plan (document DCO 2.5)**. This will meet the needs of drivers using the site, and as a complementary measure alongside 'on-plot' parking across the proposed site. This responds to the recognised shortage of HGV overnight parking in general, and to ensure that the proposed development does not add to concerns relating to parking on nearby roads or laybys, or in communities, close to EMG2. Although the NPSNN is not the primary source of policy for the EMG2 Main Site, it is material, and the inclusion of this element in the Main Site also satisfies the NPSNN which seeks new HGV Parking facilities at new SRFIs – as an extension to EMG1, this is considered relevant, and beneficial. This will meet the needs of drivers using the site, and as a complementary measure alongside 'on-plot' parking across the proposed site. This responds to the recognised shortage of HGV overnight parking in general, and to ensure that the proposed development does not add to concerns relating to parking on nearby roads or laybys, or in communities, close to EMG2. This element of national policy is therefore fully satisfied. This element of national policy is therefore fully satisfied. There is overlap between this element of the NPSNN and other national (and local) policies regarding both 'transport' and 'health'.
Paragraph 116	NPPF contains a clear direction that proposals should be refused where the effects on the road network are shown to	The submitted **Transport Assessment** (TA, document DCO 6.6A/MCO 6.6A) shows there would not be 'severe' effects, and no unacceptable impacts on highway safety.

<table>
<tr><td></td><td>be “severe”, or the effects on highway safety are “unacceptable”</td><td></td></tr>
<tr><td>Paragraph 118</td><td>Developments likely to generate significant amounts of movement to provide travel plans, and to be supported by a transport assessment.</td><td>A comprehensive TA (document DCO 6.6A/MCO 6.6A), and a site-wide Travel Plan (document DCO 6.6C/MCO 6.6C) form part of the application.</td></tr>
<tr><td></td><td></td><td></td></tr>
<tr><td colspan="3">Making effective use of land (Section 11)</td></tr>
<tr><td>Paragraphs 124 - 128</td><td>With regard to decisions on applications, Section 11 (paragraph 125) requires or encourages:

a) “multiple benefits from both urban and rural land, including through……taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside”.

The NPPF expects policies and decisions to:
“reflect changes in the demand for land. They should be informed by regular reviews of both land allocated for development in plans, and of land availability.” (paragraph 127)</td><td rowspan="2">These elements of the NPPF guidance overlaps to some degree with Section 12 (below) regarding design. It is clear that the proposed development responds positively to these requirements, by seeking to take a comprehensive approach to the design and delivery of the site (addressing the Freeport designation of the site), and integrating both built and ‘green and blue’ infrastructure. In this way, the proposals would meet the need for ‘multiple benefits’ including a net gain in biodiversity.

The proposals are a clear response to the market conditions and evidence of need – as set out in the Planning Statement, these include the context provided by the Freeport and associated economic growth strategies which recognise and seek to take advantage of the economic growth opportunities provided at and around Junction 24 of the M1.

Infrastructure improvements form an integral part of the proposals, including not only highways capacity improvements, but also additional infrastructure to enable the expansion and integration of public transport (and walking and cycling) to the benefit of both the development proposals but also the local area.

The green infrastructure and accessible spaces provided on-site will also be of benefit to the local community, including employees at the site, who will be able to make use of the new</td></tr>
<tr><td>Paragraphs 129 - 130</td><td>Under the sub-heading ‘Achieving appropriate densities’, this section has a strong focus on residential development, but does contain some relevant elements to these development proposals. The NPPF says that decisions should “support development that makes efficient use of land, taking into account:
a) The identified need for……development, and the availability of land suitable for accommodating it;
b) Local market conditions and viability;
c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope</td></tr>
</table>

	to promote sustainable travel modes that limit future car use; *d) the desirability of maintaining an area's prevailing character and setting…… or of promoting regeneration and change;* *e) the importance of securing well-designed, attractive and healthy places.*	walking and cycling routes to and within the site. A new Community Park will provide a range of habitats, sustainable drainage, and new public access to deliver a multi-functional area. Opportunities have also been taken for existing rights of way to be incorporated into the Proposed Development, with new active travel links created as part of the wider provision of green and other infrastructure.
Achieving well-designed places (Section 12)		
Paragraph 131 - 134	The NPPF provides clear guidance and expectations regarding the importance of design stating that "*Good design is a key aspect of sustainable development*" (paragraph 131). There is a clear emphasis on the importance of engagement between applicants, LPAs and communities with regard to design (relevant to applications and policies).	The **DAD** (document DCO 5.3/MCO 5.3) presents the scheme and the design approach with reference to the wider context of 'sustainable development'. The vision as set in the DAD is multi-faceted, responding to key themes and issues relevant to delivery of development which responds to environmental, social and economic issues – the Planning Statement provides relevant references to the DAD, and to the comprehensive approach taken to landscaping as part of a wider green infrastructure strategy as a key element of the design vision for the scheme. With regard to engagement and consultation regarding the scheme and its design, other parts of the application set out the extensive informal and statutory consultation and engagement undertaken over the period since the inception of the proposals. The **Consultation Report (document DCO 5.1/MCO 5.1)** also helps explain changes made to the scheme in direct response to local consultation and engagement.
Paragraph 135 - 136	NPPF addresses good design both in functional as well as aesthetic terms. Paragraph 135 sets out criteria for policies and decisions – developments should: a) "*function well*", and "*add to the overall quality of the area, not just for the short term but over the lifetime of the development*";	The scheme responds positively and directly to these requirements of the NPPF: a) The proposed function (use) of the different components of the proposals has driven the design parameters and vision as defined in the applications. The EMG2 Main Site

	b) be "*visually attractive*" with reference to architecture, layout, and "*effective landscaping*"; c) be "*sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change*"; d) "*establish or maintain a strong sense of place*", using streets, spaces, buildings and materials to create "*attractive, welcoming and distinctive places to live, work and visit*"; e) "*optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space)"* f) "*create places that are safe, inclusive and accessible*", promote health and well-being and address any concerns or risks relating to crime, with "*a high standard of amenity*" for users. Paragraph 136 notes the important contribution of **trees** to "*the character and quality of urban environments, and can also help mitigate and adapt to climate change*", and encourages incorporation of trees in developments with examples given of "*parks and community orchards*".	is to accommodate strategic scale distribution warehousing and manufacturing buildings located within a Freeport, as well as a new public transport interchange, and HGV parking facility. The disposition of development within the site, and the inclusion of a Community Park area as part of the wider landscaping and green infrastructure, ensure an appropriate balance between functional elements and adding features which will contribute to local environmental quality and amenity over the longer-term. b) The Community Park and wider green infrastructure across the EMG2 Main Site set an attractive context for the future buildings and other development. In addition, the DAD includes a Design Code to provide a high-quality and consistent context for future development. It is considered that the landscaping proposed is effective, with detail of layout and architecture not yet fixed. c) The proposals seek to balance the requirement for large-scale, modern commercial (logistics) buildings and associated built infrastructure with the need to respond to the local context (built and environmental). The extensive green infrastructure proposed, including the screen bunding, is a key response to minimising the adverse impacts on nearby character (focused on Diseworth), as is retention of Hyam's Lane (a historic route) within the EMG2 Main Site. The Community Park helps further establish a new landscape context for the site, but also enhance the local context and access to open areas. The EMG1 works are within the context of the approved, complete and operational site, and integrate into that context. However, a limited number of significant residual effects are identified as discussed in the Planning Statement. d) The EMG2 Works proposals would create a clearly defined, legible new employment site while also

		enhancing local access to the site and to existing and new walking and cycling routes for employees and other local visitors or residents. On plot landscaping and layouts (in due course) would help define and establish a sense of place. e) As above, the proposals seek to balance functional requirements and the need to maximise the benefits of the Freeport with the need to ensure appropriate mitigation to minimise the local effects and impacts. There is a comprehensive approach to structural green infrastructure and landscaping, including extensive use of trees, which serves both as mitigation, but also delivers local benefit (access and biodiversity). f) The scheme responds to local issues and concerns regarding crime or anti-social behaviour, with changes made following local engagement to accessibility to the site and nearby existing routes. Lighting and other design measures are proposed to help ensure a safe environment for visitors and employees. These elements of the NPPF are fully addressed by the proposed approach to design.
Paragraph 137	The NPPF suggests design quality should be "*considered throughout the evolution and assessment of individual proposals*", and encourages early discussion between applicants, LPAs and the local community. Applicants are expected, where applicable, to "*provide sufficient information to demonstrate how their proposals will meet the design expectations set out in local and national policy, and should work closely with those affected by their proposals to evolve designs that take account of the views of the community*."	The **DAD** (DCO 5.3/MCO 5.3) helps present the evolution of the proposals, and how assessment and understanding of the site and context, and local input via informal and formal engagement and consultation, has informed the design overall. The **Planning Statement**, including this Compliance Tracker, provides an assessment against local and national policies. The **Consultation Report** (document DCO 5.1/MCO 5.1) explains the chronology and forms of consultation, and changes made to the scheme in direct response to that local consultation and engagement.

Paragraph 139	The NPPF is clear that development that is "*not well designed should be refused*", and conversely that "*significant weight*" should be given to proposals which reflect local and national policy or guidance, and/or which represent outstanding or innovative design which promotes high levels of sustainability.	The proposals do not include detailed design of layout or buildings at this stage – the scheme would establish key parameters how, with design details to be approved locally in due course. However, as set out in the **DAD** (document DCO 5.3/MCO 5.3), there is a clear vision for the proposed development, and the DAD includes a Design Code, reflecting the Applicant's commitment to ensure a high-quality built and landscaped environment is created.
Paragraph 141	Refers specifically to advertisements, and the negative impact they can have on quality and character when poorly sited.	The parameters plan makes provision for totems to be confined to the area of the EMG2 Main Site close to the proposed site access on the A453. This would be consistent with the character of this part of the A453 which serves as a key access route both to the Pegasus Business Park and East Midlands Airport. While the proposed Parameters Plan identifies a location and maximum dimensions, details would be subject to local approval.
Climate Change, flood risk and coastal change (Section 14)		
Paragraph 161	The NPPF sets out that 'the planning system' should *"support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change."* It identifies a series of ways in which this should be achieved, including some of direct relevance: - *shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience;* - *support renewable and low carbon energy and associated infrastructure*	The application is supported by an assessment in the ES (ES Chapter 19, **reference DCO 6.19/MCO 6.19**) of Climate Change issues and effects. It includes a series of technical appendices: • **Appendix 19A: Climate Change Policy Review** (Document DCO 6.19A/MCO 6.19A) • **Appendix 19B: Greenhouse Gas Assessment** (Document DCO 6.19B/MCO 6.19B)

<table>
<tr>
<td>Paragraph 163</td>
<td>"The need to mitigate and adapt to climate change should [also] be considered in preparing and assessing planning applications, taking into account the full range of potential climate change impacts."</td>
<td rowspan="2">

Appendix 19C: Climate Change Risk Assessment (Document DCO 6.19C/MCO 6.19C)
Appendix 19D: Energy Report (Document DCO 6.19D/MCO 6.19D)
Appendix 19E: Carbon Management Plan (Document DCO 6.19E/MCO 6.19E)

The scope of the EIA – agreed with relevant consultees – includes:
- The greenhouse gas (GHG) emissions caused directly or indirectly by the EMG2 Project;
- The effect of changes in climate on the Project, and resulting risks;
- The effect of changes in climate on the Project which cold modify its other effects ('in combination' effects).

The assessment has direct regard to the UK's 'net zero' trajectory and UK policies and commitments, including the Climate Change Act 2008 and national 'carbon budgets', as well a local planning policies. The Chapter includes details of the embedded and other mitigation measures (with details also contained in Appendix 19C) to help minimise effects, including achieving an earthworks balance on site removes the need for extensive movements of material on or off-site, integration of 'green infrastructure, and building design principles and measures linked to energy and water consumption (including EPC A and BREEAM 'Excellent' standards being met. The scheme includes the ability for occupiers to be net zero in operation, through solar PV installed on 20% of unit roof areas to provide renewable energy supply (but with the structural design of the buildings allowing for 100% of unit roof areas to be covered by solar PV should there be additional demand for renewable energy on-site).
</td>
</tr>
<tr>
<td>Paragraph 164 and 166</td>
<td>These paragraphs identify a series of measures or approaches to planning for new development – the relevant ones are:
- "avoid increased vulnerability to the range of impacts arising from climate change", but where located in vulnerable areas "ensure that risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems" (paragraph 164 a)

- "help to reduce greenhouse gas emissions, such as through its location, orientation and design." (paragraph 164 b)

Paragraph 166:
"a) comply with any development plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and

b) take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption." (paragraph 166 a) and b))</td>
</tr>
</table>

		The residual effects of the scheme during both construction and operational phases are assessed and set out in the ES (minor adverse for both) in the context of the UK carbon budgets. The application and proposals comply fully with the requirements of the NPPF with regard to Climate Change.
Paragraphs 170 - 175	These paragraphs from a sub-section of Section 14 dealing with '**Planning and flood risk**'. Relevant elements of the policy to these proposals are: - *Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).* (paragraph 170) - *"A sequential risk-based approach should also be taken to individual applications in areas known to be at risk now or in future from any form of flooding"* (paragraph 173) – the aim of the sequential test is explicitly to "*steer new development to areas with the lowest risk of flooding from any source*." (paragraph 174) - *"Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding."* (paragraph 174) - *"The **sequential test** should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable*	The application is supported by an assessment of Flood Risk and Drainage issues (**ES Chapter 13**, document DCO 6.13/MCO 6.13). It confirms that the EMG2 Main Site is entirely within Flood Zone 1 and it is therefore considered to be at low probability of flooding from rivers. In this respect, it fully accords with NPPF Policy. However, some limited and isolated areas within the EMG2 Main Site are shown on the EA's 'Flood Map for Planning' to be at low to medium risk of surface water flooding. As a result, in accordance with the NPPF, a **sequential test** has been undertaken with regard to the DCO Application, focused on the **EMG2 Works** (excluding the proposed substation), which forms the main built development component of the proposed EMG2 Project. These areas include land at the proposed site access, and other small areas which cannot be avoided (as set out in the submitted Sequential Test, which is appended to the Planning Statement). For context, the Highway Works are intrinsically linked to the delivery of development at the EMG2 Works and are not considered in their own right in sequential test terms. The Sequential Test reviews the strategic context for the proposed EMG2 Project before considering reasonable available sites to establish whether the proposed development

	elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk).” (paragraph 175) - Paragraphs 177 – 179 refer to the ‘exception test’ which may be required “*if it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives)*”.	could be accommodated on land with a lower risk of flooding. The conclusions are summarised in the Planning Statement along with other points from the assessment of flood-risk contained in the ES. The approach taken, and the assessments provided, are fully compliant with the NPPF.
Paragraph 181 and footnote 63	This paragraph says: *“When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:* *a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;* *b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;* *c) it incorporates sustainable drainage systems* [SUDS]*, unless there is clear evidence that this would be inappropriate;* *d) any residual risk can be safely managed; and*	As above, the application is supported by an assessment of Flood Risk and Drainage issues (**ES Chapter 13**, document DCO 6.13/MCO 6.13). It confirms that the EMG2 Main Site is entirely within Flood Zone 1 and it is therefore considered to be at low probability of flooding from rivers. As set out in the ES and accompanying drainage strategy (**Appendix 13J** (Document DCO 6.13J/MCO 6.13J and **Appendix 13K** (Document DCO 6.13K/MCO 6.13K), the EMG2 Main Site proposals incorporate sustainable drainage systems (SUDS), which themselves are integrated with the wider extensive green infrastructure strategy for the EMG2 Main Site. The assessment identifies that the strategy (with discharge rates below the current baseline) will result in a beneficial effect to the Diseworth Brook floodplain. The applicant has engaged with the LLFA, and had regard to all relevant standards. The need for maintenance details are understood and the ES Chapter refers to the Non-Statutory Technical Standards for Sustainable Drainage Systems which includes issues relevant

	e) *safe access and escape routes are included where appropriate, as part of an agreed emergency plan.* Footnote 63: *"A site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more; land which has been identified by the Environment Agency as having critical drainage problems; land identified in a strategic flood risk assessment as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use."*	to maintenance. The submitted drainage details confirms that regular inspection and maintenance of the drainage systems will take place throughout the life span of the DCO Scheme to ensure that they remain in good operational condition and work efficiently. The need to submit and agree confirmed drainage maintenance details are included as Requirements within the draft DCO (see Requirements 16, 17 and 18). The proposals fully accord with NPPF Policy in terms of the evidence and assessment material provided, and the likely outcomes in terms of design and mitigation of any risks, and the use of SUDS.
Paragraphs 182	*"Applications which could affect drainage on or around the site* ***should incorporate sustainable drainage systems*** *to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal. These should provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity. Sustainable drainage systems provided as part of proposals for major development should:* a) *take account of advice from the Lead Local Flood Authority;* b) *have appropriate proposed minimum operational standards; and* c) *have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development.* (Paragraph 182)	

Conserving and enhancing the natural environment (Section 15)		
Paragraph 187	The criteria in the opening paragraph to Section 15 identify ways policies and decisions should "*contribute to and enhance the natural environment*", and includes: a) *"protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);* b) *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;* c) *maintaining the character of the undeveloped coast, while improving public access to it where appropriate;* d) "*minimising impacts on and providing net gains for biodiversity*" e) linked to '**pollution',** prevent "*unacceptable risk*" to or from development relating to "*soil, air, water or noise pollution or land instability*", with a requirement to "*wherever possible, help to improve local environmental conditions".*	Section 15 the NPPF places the emphasis on landscape and ecological ('habitats and biodiversity') issues, with the focus of landscape being on protected or designated areas such as National Parks and other protected areas, included "*valued landscapes*", none of which apply to the development proposals: the proposals do not have any direct effects on any 'valued landscapes' or National Parks. Neither does it have any relevance to the coast (criteria c). **ES Chapter 10** (**Document DCO6,10/MCO 6.10**) contains a full **LVIA** for the scheme, including reference to relevant landscape character assessments and other relevant evidence. Overall, the LVIA identifies that the EMG2 Works site is relatively contained in the wider landscape, particularly to the north and north east. However, the proposals would clearly result in change to the landscape and character of the site, as identified in the submitted assessment. While these are minimised, there are some adverse residual effects on the immediate local landscape, and from some nearby views and properties which will reduce over time, but which are considered significant. Also see comments regarding Section 12 re: 'achieving well designed places', and appraisal provided in the Planning Statement. The criteria b) reference to **agricultural land** is addressed via the assessment provided in **ES Chapter 15** (document DCO 6.15/MCO 6.15). With regard to criteria d), the existing (baseline) ecological conditions are assessed and described in **ES Chapter 9** (document DCO 6.9/MCO 6.9). Also **see below** regarding paragraphs 192 – 195 re: habitats and biodiversity. The DCO proposals overall would deliver in excess of 10% BNG.

		The NPPF requirements to fully consider these issues, and to seek to minimise or prevent unacceptable impacts, are addressed.
Paragraphs 192 - 195	Under the heading **'habitats and biodiversity'** the NPPF requires actions by plan-makers, as well as principles for decisions on applications (at paragraph 193) – of relevance are: a) If significant harm to biodiversity cannot be avoided it should be "*adequately mitigated, or, as a last resort, compensated for*" – if none of these are possible "*planning permission should be refused*"; b) Development causing adverse impacts on SSSIs "*should not normally be permitted*"; c) Loss or deterioration of irreplaceable habitats (e.g. ancient woodland or ancient/veteran trees) should be refused, "*unless there are wholly exceptional reasons*" and where a suitable compensation strategy exists. The '*exceptional reasons*' referred to in at paragraph 193 c (footnote 70) includes the example of 'nationally significant infrastructure projects'.	The **ES Chapter 9** (document DCO 6.9/MCO 6.9) provides a comprehensive assessment of the Ecological baseline and impacts of the proposed development. Overall, the EMG2 Main Site is shown to be of relatively low ecological value given the extent of intensive arable agricultural use. The assessment includes consideration of any inter-relationships (direct or in combination) on nearby SSSIs and other designated areas or habitats. No likely significant effects on ecological features or biodiversity are identified. Only minor adverse impacts are identified during construction on retained habitats, including veteran trees and hedgerows with minor adverse impacts also on fauna including some bird populations and invertebrates. However, residual construction effects are considered to be mostly negligible with mitigation in place as proposed (including through the CEMP). There are a small number of minor adverse residual effects once operational, including on veteran trees with some unavoidable losses (while others are retained). It is noted that the '*exceptional reasons*' referred to in NPPF paragraph 193 c (footnote 70) includes the example of 'nationally significant infrastructure projects'. While not contrary to Policy, this adverse effect forms part of the overall planning balance. The proposals include the retention of hedgerows and associated trees around the periphery of the site and along the majority of the retained Hyam's Lane as part of the wider green infrastructure strategy. Through a range of embedded

		features, including parts of the Community Park, the proposals would deliver (exceed) the required 10% BNG. It's clear from the ES that the proposals comply overall with the NPPF on these issues.
Paragraph 196 - 201	The NPPF provides guidance under a sub-heading of '**ground conditions and pollution'**, with a focus on ensuring sites are properly assessed and confirmed as suitable and appropriate for development with regard to contamination and instability. The NPPF explicitly acknowledges the role of other "*pollution control regimes*" and directs the planning system to assume those regimes "*operate effectively*" as opposed to duplicating or revisiting other regimes. (paragraph 201)	The **ES Chapter 14 (**document DCO 6.14/MCO 6.14) provides a full assessment of ground conditions, and confirms there are no issues or risks (or likely environmental effects) which could contradict the guidance of the NPPF.
Conserving and enhancing the historic environment (Section 16)		
Paragraphs 207 - 211	These paragraphs of the NPPF deal with '*proposals affecting heritage assets*', and include guidance relevant to both applicants and LPAs – key relevant requirements are: - Applicants should "*describe the significance of any heritage assets affected, including any contribution made by their setting*" – the level of detail required is to be proportionate to the assets' importance "*and no more than is sufficient to understand the potential impact of the proposal on their significance*" (paragraph 207); - LPAs are required to have regard to the available evidence to "*identify and assess the particular significance of any heritage asset that may be affected*" (paragraph 208)	Extensive desk-top and field-based assessments have been undertaken and are presented and referred to in **ES Chapter 12** (reference DCO 6.12/MCO 6.12), and the associated appendices. This shows there are no designated heritage assets in any part of the proposed development site (Order Limits), but identifies a number of nearby designated assets (conservation areas, listed buildings, and scheduled monuments) in the wider vicinity of the proposed development. The assessment includes descriptions of the significance of any relevant assets, and their settings, and identifies both embedded and additional mitigation in response to those assessments. The assessment of residual effects shows no

	- Where a proposed development site includes or has potential to include heritage assets with archaeological interest, LPAs should require "*an appropriate desk-based assessment and, where necessary, a field evaluation."* (paragraph 207).	likely significant effects on either archaeological or built heritage receptors. The requirements of the NPPF are fully complied with.
Paragraphs 212 - 221	These paragraphs of the NPPF deal with '*considering potential impacts'* – key relevant requirements are: - "*great weight*" is given by the NPPF to the conservation of assets, with weight increasing with importance. *"This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm*" (paragraph 212); - "*Any harm to, or loss of the significance of a heritage asset (from alteration or destruction, or from development within its setting), should require clear and convincing justification*" (paragraph 213); - Substantial harm to grade II listed buildings or registered park and gardens "*should be exceptional*", with the highest category of significance (including scheduled monuments, grade I and II* listed buildings, world heritage sites "*should be wholly exceptional*" (paragraph 213). - Where "*substantial harm (or total loss of significance of*" a **designated** asset would result, consent should be refused "*unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss*" (paragraph 214), or where a series of criteria (a – d) all apply; - Where "*less than substantial harm*" to significance of a designated asset would result, this harm "*should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.*" (paragraph 215).	The **ES (Chapter 12**) provides an assessment of the significance of all heritage assets, and considers the potential impact on significance. As described above, the assessment includes descriptions of the significance of any relevant assets, and their settings, and identifies both embedded and additional mitigation in response to those assessments. The assessment of residual effects shows no likely significant effects on either designated archaeological or built heritage receptors. In terms of the NPPF, the likely residual effects on designated heritage assets are considered to be '*less than substantial*', with some at the low end of this category, as set out in detail in **ES Appendix 12A – Built Heritage Statement** (document DCO 6.12A.). This assessment provides an evidence base and context for the decision-maker in due course, in full accordance with the NPPF.

	- For **non-designated assets**, the effect on significance from a development proposal "*should be taken into account in determining the application*" (paragraph 216). The NPPF requires "*a balanced judgement*" in weighing direct or indirect affects "*having regard to the scale of any harm or loss and the significance of the heritage asset*". - Developers should be required to "*record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact*" and to make evidence or an archive accessible (paragraph 218), although the ability to record should not be a factor in deciding whether the loss is acceptable.	

National Planning Practice Guidance (NPPG)

National Planning Practice Guidance *The NPPG adds further practical detail to reinforce the policy provided in the NPPF and to aid its use and application. Selected relevant elements of the NPPG (with reference to EMG2 where the NPPF has primacy) have been set out below.*		
Policy Reference	***Policy Requirement or Text***	***Proposed Scheme Details – response/compliance***
'Planning for well-designed places'		
Paragraph: 001 Reference ID: 26-001-20191001	***How are well-designed places achieved through the planning system?***	This sits alongside Section 12 of the NPPF regarding the importance of good design (referred to above and in the Planning Statement).

Revision date: 01 10 2019	*Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage. This guidance explains the processes and tools that can be used through the planning system and how to engage local communities effectively.* *To be read alongside this guidance, the National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.* *As set out in paragraph 134 of the National Planning Policy Framework, development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.* *Good design is set out in the National Design Guide under the following 10 characteristics:* • *context* • *identity* • *built form* • *movement* • *nature* • *public spaces* • *uses* • *homes and buildings* • *resources*	The content of the submitted **Design Approach Document (DAD)** (Document DCO 5.3/MCO 5.3) is directly relevant to this guidance, and to the NPPF, and sets out a comprehensive explanation of the design evolution and principles, including a Design Code, to secure a high-quality design.

	• *lifespan* *The National Design Guide can be used by all those involved in shaping places including in plan-making and decision making.*	
'Housing and economic needs assessment'		
Paragraph: 031 Reference ID: 2a-031- 20190722 Revision date: 22 07 2019	***How can authorities assess need and allocate space for logistics?*** *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).* *Strategic facilities serving national or regional markets are likely to require significant amounts of land, good access to strategic transport networks, sufficient power capacity and access to appropriately skilled local labour. Where a need for such facilities may exist, strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas. This can be informed by:* • *engagement with logistics developers and occupiers to understand the changing nature of requirements in terms of the type, size and location of facilities, including the impact of new and emerging technologies;* • *analysis of market signals, including trends in take up and the availability of logistics land and floorspace across the relevant market geographies;* • *analysis of economic forecasts to identify potential changes in demand and anticipated growth in sectors likely to occupy logistics facilities, or which require support from the sector; and*	The latest NPPF (2024) in Section 6 includes additional references to the importance of the distribution and logistics sector, and to the specific '*locational requirements*' of that and other key economic sectors. The NPPG further expands the recognition of the "*critical role*" played by the logistics sector, and the need to consider and reflect the requirements of the sector through planning policies. It should be read alongside paragraph 87 of the NPPF which refers to both "*policies and decisions*" with regard to addressing the specific locational requirements of different sectors, including "*storage and distribution*". The NPPG expands on the NPPF with additional detail regarding the need to identify the scale of the need and appropriate market areas. The Planning Statement, and the submitted **Industrial and Logistics Need Assessment** (Document DCO 5.5/MCO 5.5), provide an overview of the market, and of the levels of need, with reference to evidence gathered by other parties (including the Local Authorities).

	• *engagement with Local Enterprise Partnerships and review of their plans and strategies, including economic priorities within Local Industrial Strategies.* *Strategic policy-making authorities will then need to consider the most appropriate locations for meeting these identified needs (whether through the expansion of existing sites or development of new ones).* *Authorities will also need to assess the extent to which land and policy support is required for other forms of logistics requirements, including the needs of SMEs and of 'last mile' facilities serving local markets. A range of up-to-date evidence may have to be considered in establishing the appropriate amount, type and location of provision, including market signals, anticipated changes in the local population and the housing stock as well as the local business base and infrastructure availability.*	
Paragraph: 032 Reference ID: 2a-032-20190722 Revision date: 22 07 2019	***How can the specific locational requirements of specialist or new sectors be addressed?*** *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. For example, this might include the need for greater studio capacity, co-working spaces or research facilities.*	As above, this guidance sits alongside the NPPF to further underline the need for the planning system to understand and seek to address the needs of key specialist sectors. As identified in this part of the NPPG (and in Section 6 of the NPPF) this includes 'logistics' as one of the key economic sectors or industries to be considered and planned for, where appropriate. The Planning Statement, and the submitted **Industrial and Logistics Need Assessment** (Document DCO 5.5/MCO 5.5), provide an overview of the market requirements, and the levels of need.

	These needs are often more qualitative in nature and will have to be informed by engagement with businesses and occupiers within relevant sectors.	

2. Local Planning Policy

North West Leicestershire – Adopted Local Plan, 2021

North West Leicestershire Local Plan		
Policy Reference	***Policy Requirement or Text***	***Proposed Scheme Details – response/compliance***
Local Plan ‘vision’ – paragraph 4.5	The **‘vision’** for North West Leicestershire as defined in the Local Plan is to ensure that (emphasis added): *“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 Fright Interchange, will be recognised as a key destination in its own right****”*.	It is clear that the existing EMG1 SRFI is established as a key strategic element of the local economy, and forms part of a wider strategic focus for development, infrastructure and economic activity. The proposals would see further investment and improvements at EMG1 itself as well as the integration of a directly complementary additional phase of development at the EMG2 Main Site which would directly respond to the vision that this area be a ‘key destination’ for business growth and investment.
Policy S2	**Settlement Hierarchy** Policy S2 defines the settlement hierarchy and the principle that “*settlements higher up the hierarchy will take more growth than those lower*”, and that the type of development “*is appropriate to the scale and character of the settlement and its place in the hierarchy*”.	The proposals are not identified within any defined settlement – see below re: ‘Countryside’ - and to that extent there is some policy harm with Policy S2, albeit this is tempered by the provisions in Policy Ec2 also described in this Compliance Tracker and the Planning Statement.

	The hierarchy as defined is: - Principal Town – Coalville; - Key Service Centres – Ashby del la Zouch and Castle Donington; - Local Service Centres – Ibstock, Kegworth, Measham; - Sustainable Villages – including Diseworth, Long Whatton, Breedon on the Hill - Small Villages – including Hemington, Lockington. - Hamlets – considered as part of 'countryside'.	
Policy S3	**'Countryside'** Policy S3 'provides guidance on how employment proposals in the countryside will be assessed. In regards to matters relating to landscape and visual amenity it states that proposals will be supported where the following criteria are met: *"i) the appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness is safeguarded and enhanced. Decisions in respect of impact on landscape character and appearance will be informed by the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Study, National Character Areas and any subsequent pieces of evidence; and*	This policy is broadly consistent with the NPPF in terms of the focus on '*safeguarding and enhancing*' appearance and character. This clearly creates some tension with greenfield development and large-scale logistics development which generally requires a settlement edge, or motorway junction location, and to some degree creates a tension with the provisions of Ec2(2) – below - which allows for such sites to come forward in appropriate locations. Any such internal conflicts would ultimately form part of the overall 'planning balance' and are a matter of planning judgement on each application and its specific context, including the nature and scale of the wider benefits and harms. As identified in the Planning Statement there is some residual landscape and visual harm, however, the proposals would not contribute towards reducing the physical or perceived separation of settlements (criteria b), nor result in ribbon development (c). Criteria d) is met in terms of the wider context of built development to the north. The issues relating to harm, and overall 'planning balance' are addressed in the Planning Statement.

	ii) it does not undermine, either individually or cumulatively with existing or proposed development, the physical and perceived separation and open undeveloped character between nearby settlements either through contiguous extensions to existing settlements or through development on isolated sites on land divorced from settlement boundaries; and *iii) it does not create or exacerbate ribbon development; and* *iv) built development is well integrated with existing development and existing buildings, including the re-use of existing buildings, where appropriate;"*	
Policy D1	**Design of new development** *The Council will support proposed developments that are well designed and as a minimum offer a good standard of design:* *(1) All developments must be based upon a robust opportunities and constraints assessment and be informed by a comprehensive site and contextual appraisal;* *(2) New non-residential developments must positively address our Place* *Making principles:* *a) A National Forest or locally inspired identity;* *b) Streets and Spaces shaped by buildings;* *c) A greener footprint;*	This criteria-based policy is relevant to a number of other policy themes and topics of the ES, albeit part 3 of the policy is not considered relevant (relating to non-residential scheme). The submitted **DAD** (document DCO 5.3/MCO 5.3) submitted with the application sets out the approach to design overall, and alongside the ES, helps inform an assessment of the effects or impacts on the natural, built and historic environment, and the response taken to the relevant constraints and context. It provides details regarding the response to 'sustainable design' with reference to low carbon initiatives and measures, as well as renewable energy, of relevance to criteria 5 of the Policy. The separate **'Energy Report'** (document **ES Appendix 19D** (document DCO 6.19/MCO 6.19) is also relevant.

	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.* *(3) For residential developments Building for Life 12 will be used instead of the Place Making Principles. New residential development will need to perform positively against Building for Life 12;* *(4) Existing neighbour amenity should be safeguarded in accordance with Local Plan Policy D2;* *(5) New development should have regard to sustainable design and construction methods.* *New development designed in accordance with the above principles should be able to demonstrate that they have been designed to reduce anti-social behaviour and the risk of crime.*	As referred to elsewhere under other relevant policies, the proposals fully consider key issues including connectivity and accessibility issues, incorporates SUDS and integrate drainage features with the wider green infrastructure while also delivering new well-designed public space in the form of the Community Park – all directly relevant to criteria 2 of this Policy. Amenity issues are referred to directly with reference to Policy D2 below. The relevant requirements of Policy D1 are considered to be satisfied, as referred to in the Planning Statement.
Policy D2	**'Amenity'** *Proposals for development should be designed to minimise their impact on the amenity and quiet enjoyment of both existing and future residents within the development and close to it. As such, development proposals will be supported where:* *1) They do not have a significant adverse effect on the living conditions of existing and new residents through loss of privacy, excessive overshadowing and overbearing impact*	There is some overlap and synergy between this Policy and Policy D1 above. However the focus of D2 on a range of environmental issues requires a broader consideration of other technical topics covered by **the Environmental Statement** (ES). The ES includes assessments of issues referred to in Policy D2, including: - Noise and Vibration - Lighting - Visual effects.

	2) *They do not generate a level of activity, noise, vibration, pollution or unpleasant odour emission, which cannot be mitigated to an appropriate standard and so, would have an adverse impact on amenity and living conditions.* *Development which is sensitive to noise or unpleasant odour emissions will not be permitted where it would adversely affect future occupants.* *Proposals for external lighting schemes should be designed to minimise potential pollution from glare or spillage of light. The intensity of lighting should be necessary to achieve its purpose, and the benefits of the lighting scheme must be shown to outweigh any adverse effects.* *The Council will prepare a Supplementary Planning Document which will include new Development Guidelines.*	The minimal likely residual effects identified in the ES show that the proposals have responded positively to these requirements, and as such the proposals accord fully with Policy D2.
Policy Ec2(2)	**'New Employment Sites'** *"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*	This policy reflects a positive and appropriate response to the NPPF, which was strengthened in 2024, regarding the requirement to consider and address the "*locational requirements*" of key sectors, including freight and logistics, and the NPPF requirement for flexibility, and responsiveness in policies, and being able to respond to changes in economic circumstances (part of responding to 'market signals'). The proposed development of the EMG2 Main Site wholly complies with Policy Ec2(2). The Planning Statement concludes that there is clear evidential need for additional employment land, and the ES submitted with the proposal demonstrates overall compliance with the three criteria required to be met under the policy. The provisions made by this policy are relevant in the context of potential conflicts with other policies, including Policies S2 and S3 referred to above. By according with Policy Ec2 – which essentially allows for sites to come forward on unallocated sites

	the capacity of that network, including any junctions; and • *Not being detrimental to the amenities of any nearby residential properties or the wider environment".*	outside of settlements - it is considered that any potential conflict with other policies is addressed.
Policy IF1	**Development and Infrastructure** *Development will be supported by, and make contributions to as appropriate, the provision of new physical, social and green infrastructure in order to mitigate its impact upon the environment and communities. Contributions may be secured by means of planning obligations and/or a Community Infrastructure Levy charge, in the event that the Council brings a Charging schedule in to effect.* *The type of infrastructure required to support new development includes, but is not limited to:* *(a) Affordable housing; and* *(b) Community Infrastructure including education, health, cultural facilities and other public services; and* *(c) Transport including highways, footpaths and cycleways, public transport and associated facilities; and* *(d) Green infrastructure including open space, sport and recreation, National Forest planting (either new provision or enhancement of existing sites) and provision of or improvements to sites of nature conservation value; and* *(e) The provision of superfast broadband communications; and* *(f) Utilities and waste; and* *(g) Flood prevention and sustainable drainage.* *The infrastructure secured (on or off-site) will be provided either as part of the development or through a financial contribution to the appropriate service provider and may*	There is notable overlap between the requirements of Policy IF1 and other policies, including D1, IF4, En1, and climate change policies relating to flood-risk and drainage. The Infrastructure based elements of the proposals – including the Highways Works – have been devised with direct regard to the evidence of likely impacts of the proposals. The comprehensive approach taken in the proposals to defining design parameters, and the integration of green infrastructure and landscaping, SUDS, and the new Community Park, are considered to fully accord with the requirements of Policy IF1.

	include the long-term management and maintenance of the infrastructure. *In negotiating the provision of infrastructure the Council will have due regard to viability issues and where appropriate will require that the applicant provide viability information to the Council which will then be subject to independent verification.* *The District Council will work closely with infrastructure providers to ensure inclusion of infrastructure schemes within their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming forward. The Council will also work with partners and other stakeholders to secure public funding towards infrastructure, where possible.*	
Policy IF4	**Transport Infrastructure and new development** *(1) The Council, working with the highway authorities, will ensure that development takes account of the impact upon the highway network and the environment, including climate change, and incorporates safe and accessible connections to the transport network to enable travel choice, including by non-car modes, for residents, businesses and employees. In assessing proposals regard will be had to any Transport Assessment/Statement and Travel Plan prepared to support the application.* *(2) New development will be expected to maximise accessibility by sustainable modes of transport, having regard to the nature and location of the development site, and contribute towards improvement of the following where there is a demonstrable impact as a result of the proposed development:*	The Application is supported by a full **Transport Assessment** (TA), and **Framework Travel Plan**, as part of the **ES Chapter 6** (appendix 6A of the ES DCO 6.6A/MCO 6.6A, and Appendix 6C DCO 6.6C/MCO6.6C respectively). The application also includes a **Sustainable Transport Strategy** (Document DCO 6.6B/MCO 6.6B). These submitted documents confirm the approach to the assessment of highways effects, safety, and mitigation to minimise or prevent adverse impacts, as well as measures and actions focused on enabling accessibility and travel by a range of modes other than the private car. The proposals include the Highways Works which serve to ensure appropriate access to the scheme, but also deliver appropriate and comprehensive mitigation for the additional traffic generated by the proposals. The proposals include extensive provision of public transport and walking/cycling infrastructure as well as highways infrastructure, including the integration of new routes and links for ‘active travel, as well as a

	(a) The provision of cycle links within and beyond sites so as to create a network of cycleways across the district, including linkages to key Green Infrastructure; *(b) The provision of public footpath links within and beyond sites so as to enhance the network of footpaths across the district, including linkages to key Green Infrastructure;* *(c) The provision of new public transport services, or the enhancement of existing services, to serve new developments so that accessibility by non-car modes to essential services and facilities, such as shops, schools and employment, is maximised.* *(3) Where new development has a demonstrable impact upon the highway network contributions towards improvements will be sought commensurate with the impact. The following specific highway improvements are identified* *as priorities:* *(a) Strategic road improvements* *• J22 of M1* *• J13 of A42* *(b) Local road improvements* *• the A511 corridor between J22 of the M1 and J13 of the A42*	new public transport (bus) interchange within the EMG2 Main Site. The infrastructure proposed is considered to be proportionate and commensurate with the likely impacts, and is shown to mitigate the effects successfully.
Policy En1	**Nature Conservation** *(1) Proposals for development will be supported which conserve, restore or enhance the biodiversity in the district.* *(2) Where a proposal for development would result in significant harm to one of the following and which*	The proposals accord with the requirements of Policy En1 overall – there are no likely significant effects on any of the designated sites listed (which also receive protection through national policies and/or under other protection regimes), and the scheme includes appropriate mitigation for the losses of on-site trees, hedges and other habitats. A 10% net gain in biodiversity will be delivered, with substantial new tree and other planting as part of the structural and other

	cannot be avoided, or mitigated or compensated for, then planning permission will be refused: *(a) Special Areas of Conservation (SAC);* *(b) Sites of Special Scientific Interest (SSSI);* *(c) Local and Regionally Important Geodiversity Sites (RIGS) and candidate Regionally Important Geodiversity Sites (cRIGS);* *(d) Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs) and candidate Local Wildlife Sites (cLWSs) which meet the Leicester, Leicestershire and Rutland LWS criteria;* *(e) Local and National Biodiversity Action Plan-related (BAP) priority habitats;* *(f) River corridors;* *(g) Irreplaceable habitats (defined as Ancient woodlands; Mature plantation or secondary woodland; Species-rich ancient hedgerows; Aged or veteran trees; Species-rich neutral grassland; Acid grassland and heath grassland; Dry and wet heathland; Bogs and Sphagnum pools and Rock outcrops).* *(3) New development will be expected to maintain existing ecological networks, hotspots and landscape features (such as water courses and waterways, disused railway lines, trees and hedgerows) for biodiversity, as well as for other green infrastructure and recreational uses.* *(4) Where a proposed development would attract additional visitors to an area or facility it should be demonstrated how any potential impact upon an area or feature of biodiversity interest will be managed as part of the new development.*	landscaping within the scheme, with key features – including the hedges associated with Hyam's Lane – retained within the EMG2 Main Site. As referred to in the context of the NPPF regarding veteran trees, while specimens are retained there are also some unavoidable losses. There are compensatory and mitigation measures relating to how those lost specimens are to be managed as part of wider biodiversity enhancement, and significant new tree planting. Read overall, there is a degree of compliance, against this policy criteria however the loss forms part of the overall planning balance. As referred to elsewhere under other relevant policies, the proposals incorporate SUDS and integrate drainage features with the wider green infrastructure proposals.

	(5) The use of Sustainable Urban Drainage Systems (SuDS) to create wetland and marshland habitats will be encouraged subject to the provisions of Policy Cc4.	
Policy HE1	**Conservation and Enhancement of North West Leicestershire's Historic Environment** *(1) To ensure the conservation and enhancement of North West Leicestershire's historic environment, proposals for development, including those designed to improve the environmental performance of a heritage asset, should:* *a) Conserve or enhance the significance of heritage assets within the district, their setting, for instance significant views within and in and out of Conservation Areas;* *b) Retain buildings, settlement patterns, features and spaces, which form part of the significance of the heritage asset and its setting;* *c) Contribute to the local distinctiveness, built form and scale of heritage assets through the use of appropriate design, materials and workmanship;* *d) Demonstrate a clear understanding of the significance of the heritage asset and of the wider context in which the heritage asset sits.* *(2) There will be a presumption against development that will lead to substantial harm to, or total loss of*	Policy HE1 is consistent with the NPPF (above). As set out in ES Chapter 12, and the associated Appendices, mitigation measures will ensure the likely effects are minimised or avoided on designated and non-designated heritage assets. The assessment shows mostly negligible residual effects, with up to 'moderate to minor' adverse residual effects on the setting of the Grade II* Church of St Michael and All Angels in Diseworth. The are no significant effects identified on archaeological or built heritage receptors, with the residual effects on designated assets considered '*less than substantial'.* The proposed development is considered to meet the requirements of Policy HE1.

	significance of a designated heritage asset. Proposals will be refused consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss or all of the following apply: *• The nature of the heritage asset prevents all reasonable uses of the site; and* *• no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and* *• conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and* *• The harm or loss is outweighed by the benefit of bringing the site back into use.* *Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.* *(3) Where permission is granted, where relevant the Council will secure appropriate conditions and / or seek to negotiate a Section 106 Obligation to ensure that all heritage assets are appropriately managed and conserved.*	

	(4) The District Council will support development that conserves the significance of non-designated heritage assets including archaeological remains.	
Policy Cc2	**Flood Risk** *1) The risk and impact of flooding will the minimised through:* *(a) Directing new development to areas with the lowest probability of flooding; and* *(b) Ensuring that all new development addresses the effective management of all sources of flood risk; and* *(c) Ensuring that development does not increase the risk of flooding elsewhere; and* *(d) Ensuring wider environmental benefits of development in relation to flood risk.* *(2) A proposal will be supported where:* *(e) It is located in an area that is not at risk of flooding with reference to the Environment Agency flood risk maps and the Council's Strategic Flood Risk Assessment (SFRA), unless a Sequential Test, and if necessary an Exception Test, as set out in the National Planning Practice Guidance on flood risk, proves the development is acceptable; and* *(f) Site-specific Flood Risk Assessments should consider the issues of flooding from sewers, canal infrastructure failure, groundwater rising from former coal mining areas, and watercourses; and* *(g) Suitable flood protection / mitigation measures can be agreed as appropriate to the level and nature of flood risk and satisfactorily implemented and maintained; and*	The proposals respond positively to, and accord with, this policy – flood-risk has been assessed through **Flood Risk Assessments** (ES Appendix 13G for the EMG2 Main Site and Appendix 13I EMG1 Works) and mitigated through design and other measures. The proposals are not located in areas of high flood-risk, albeit small areas have been identified from the latest 'flood maps for planning' and those have been assessed as required by national policy. As set out in **ES Chapter 13** (DCO 6.13/MCO 6.13), and summarised in the Planning Statement, there are anticipated off-site benefits due to better management and controlled release of surface water in storm events (ensuring no adverse off-site effects as required by criteria d)).

	(h) There will be no increase in the risk of flooding for properties elsewhere. For previously undeveloped sites the rate of runoff from the development sites should be no greater than the existing (greenfield) rate of runoff from the site. For developments on previously developed (brownfield) sites the rate of runoff should not exceed the runoff of the site in its previously developed condition.	
Policy Cc3 –	**Sustainable Drainage Systems** *1) When assessing development proposals where it is necessary to manage surface water drainage, Sustainable Drainage Systems (SuDS) should be incorporated into developments in accordance with national and local standards unless it can be clearly demonstrated;* *a) That SuDS are not technically, operationally or financially deliverable or viable and that surface water drainage issues from the development can be alternatively mitigated; or* *b) That the SuDS scheme will itself adversely affect the environment or safety.* *2) Where appropriate, every effort should be made to link SuDS into wider initiatives to enhance green infrastructure, improve water quality and benefit wildlife or contribute to the provision of the ecosystem service.* *3) Arrangements in accordance with national policy will need to be put in place for the management and maintenance of the SuDS over the whole period during which they are needed.*	This policy has been positively responded to, and is complied with, through the integration of SUDS as part of the proposals, and due to the SUDS forming part of the site-wide green infrastructure with associated ecological and water quality benefits, as well as mitigating flood-risk in a sustainable way. **ES Chapter 13** includes **Sustainable Drainage Statements** as Appendices 13j, 13K and 13L) for the various components of the proposed development which help underline the compliance with this element of the Local Plan.

NWLDC emerging (draft) Local Plan

The consultation draft (Regulation 18) Local Plan was prepared in the context of an older version of the NPPF (dated September 2023). At the time of writing, these emerging draft policies do not yet carry 'weight' in the planning system, but are relevant as an indication of the direction of emerging local policy.

NWLDC 'Regulation 18' draft local plan consultation document, 2024		
Policy Reference	***Policy Requirement or Text***	***Proposed Scheme Details – response/compliance***
Plan Objectives	Section 4 of the Local Plan Consultation document includes 11 'plan objectives' setting out what the new Local Plan aims to achieve. These include: *3. Achieve high quality development which is sustainable, which responds positively to local character and which creates safe places to live, work and travel. ['Achieving high quality development'].* *4. Reduce the need to travel including by private car and increase opportunities for cycling, walking and public transport use, including connecting homes, workplaces and facilities and through the delivery of dedicated new infrastructure. ['Reducing the need to travel'].* *5. Support the district's economy, including its rural economy, by providing for a range of employment opportunities and sufficient new sites which respond to the needs of businesses and local workers. ['Supporting the district's economy'].*	There is clear synergy and compliance between the proposed development and these emerging 'objectives' for the emerging new Local Plan. There is also clear links and consistency between these objectives and key themes or topics within national planning policies in the NPPF. The relevant topics or issues addressed by these objectives, albeit high-level in this form, translate into emerging draft policies, several of which are referred to below. These objectives indicate a clear sign that the emerging Plan will retain the adopted Plan's emphasis on the importance of planning for a strong local economy. It also indicates the new Plan is likely to retain a focus on delivering high quality development, with appropriate infrastructure, and which responds to the challenges of climate change while recognising and seeking to enhance the diverse local context and character across the District. All of these issues and objectives are reflected in the application through not only the ES, but also the DAD and other submitted information, and are considered in other parts of the Planning Statement and this Compliance Tracker.

	7. Ensure new development mitigates for and adapts to climate change, including reducing vulnerability to flooding, and contributes to reduced net greenhouse gas emissions to support the district becoming carbon neutral by 2050. [‘Mitigating for and adapting to climate change’]. *8. Conserve or enhance the district’s built, cultural, industrial and rural heritage and heritage assets and their setting. [‘Conserving and enhancing our heritage’].* *9. Conserve and enhance the district’s natural environment, including its biodiversity, geodiversity, water environments and landscape character, notably the River Mease Special Area of Conservation, the National Forest and Charnwood Forest as well as its other valued landscapes and pursue opportunities for biodiversity net gains. [‘Conserving and enhancing our natural environment’].*	
Draft Policy S1	***Future Development Needs (Strategic Policy)*** The policy sets out draft requirements for housing and employment land. With regard to strategic employment land it says: *“The requirement for land for strategic B8 (warehousing) of more than 9,000 sqm will have regard to the outcome from the Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace study.”*	In accordance with the latest NPPF, this emerging Policy confirms the intention to make provision in the new Local Plan for ‘strategic’ scale warehousing and distribution uses, as distinct from (but alongside) making provision for local employment uses. The draft plan refers to the Leicester and Leicestershire Strategic Distribution Study (2021) which identified a need for an additional 307 hectares at rail served sites and 112 hectares at non-rail served sites across Leicester and Leicestershire over the period 2020-41. Notwithstanding the Freeport context for the proposed development, this clear indication of the Local Planning Authority’s intention to assess and understand the requirements of the sector and allocate suitable sites as part of work within a wider market area is directly relevant and positive. Also see below re: draft Policy EM90 regarding the potential allocation of the EMG2 Main Site.

Draft Policy S2	***Settlement Hierarchy (Strategic Policy)*** The draft document confirms that the existing adopted settlement hierarchy would remain unchanged albeit with a change to the name of the 'small villages' to 'local needs housing village', and with the inclusion of the proposed new settlement at Isley Woodhouse between 'key service centres' and 'local service centres'.	This proposed change is relevant the EMG2 Project given the relative proximity of the new settlement at Isley Woodhouse further west on the A453. That new village would form part of the wider context for the EMG2 Project in terms of issues such as proximity to local labour, but also in terms of the environmental and development context in this part of the District. In a related policy, **draft Policy S4 *Countryside*** is noted as essentially remaining unchanged from the **adopted Policy S3**, referred to above.
Draft Policy AP2	***Amenity*** *The draft policy is essentially unchanged from adopted policy D2 (above), but 'tidies up' the numbering to ensure clarity.*	As above regarding **adopted Policy D2**, the minimal and localised likely residual effects identified in the ES show that the proposals have responded positively to these requirements, and as such the proposals accord fully with current and emerging Local Plan policy with regard to 'amenity' issues.
Draft Policy AP4	***Reducing Carbon Emissions (Strategic Policy)*** *(1) Development is required to contribute to the Council's aim for a carbon neutral district by 2050. To achieve this, all new development will be required to demonstrate how the following requirements are satisfied:* *(a) Achieve energy efficiency targets in line with the latest standards at the time a planning application is determined, as set by national policies* *(including any transitional arrangements); and* *(b) Demonstrate that measures have been taken to minimise energy consumption by following the steps in the energy hierarchy; and* *(c) Major developments will be required to demonstrate that measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.*	Draft Policy AP4 represents a new emerging policy, and it is indicated that draft Policy AP4 would, if adopted, be applicable to 'major developments', and so would be relevant to the EMG2 Works. The proposed development includes a range of energy efficiency, renewable energy, and carbon reduction measures as part of embedded design, or as proposed as part of mitigation. This is described above in the context of the NPSNN and NPPF policies, with reference to the submitted details found in the **DAD** (document DCO 5.3/MCO 5.3), plus the **ES Climate Change Chapter** and appendices which include a **Greenhouse Gas Assessment** (Appendix 19B, document DCO 6.19B/MCO 6.19B), and a **Carbon Management Plan** (Appendix 19E, DCO 6.19E/MCO 6.19E).

	(2) Renewable energy generation should be maximised as much as possible onsite. *Where the use of on-site renewables to match the total energy consumption of the development/site is demonstrated not to be technically feasible or economically viable, a financial contribution will be required to the council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.*	Mitigation and adaptation measures incorporated within the proposals include not only comprehensive landscaping and green infrastructure proposals, but also sustainable drainage, and provision for on-site renewable energy generation. The requirements of emerging Policy AP4 are addressed through the proposed development.
Draft Policy AP5	***Health and Wellbeing (Strategic Policy)*** *(1) Development that maintains and improves the health and wellbeing of our residents, encouraging healthy lifestyles by tackling the causes of ill health and inequalities will be supported. Health considerations will be embedded in decision making and the Council will support the creation of a high quality, accessible and inclusive environment.* *(2) To achieve this, the Council will:* *(a) Ensure homes are high quality, good homes and allow people to live healthy lives within them and remain in their homes for longer.* *(b) Facilitate the creation of healthy and resilient communities with opportunities for social interaction, and where people feel safe.* *(c) Support the delivery of a safe walking and cycling network to increase access to active travel, considering active design within development and connections with the wider community, services and employment opportunities.*	This represents a new emerging policy, but picks up on health related issues which feature in adopted Local Policies, plus national planning policies. Although not all elements of the emerging policy are relevant to the proposed development (i.e. references to new homes), there is a good level of alignment with the emphasis on issues such as walking and cycling opportunities, access to green spaces and recreation opportunities, and preventing adverse impacts from noise or other forms of pollution.

	(d) Promote and increase access to, and the protection and improvement of, green and blue spaces, sports facilities and play and recreation opportunities. *(e) Maintain and improve accessibility to healthcare, social care, education and community facilities and wider support services.* *(f) Prevent negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality.* *(g) Support healthy eating and promote healthy food choices, through opportunities for sustainable food development, such as allotments and community growing places, and controlling the location of, and access to, take away uses.*	
Policy AP7	***Flood Risk (Strategic Policy)*** The emerging new Policy AP7 is broadly consistent with the existing adopted Policy Cc2, referred to in detail above.	This policy follows from, and updates, **adopted Policy Cc2** referred to above. The consultation document explores, and consults on, the necessity of a local policy (as compared to relying on the NPPF alone), but indicates the preference is to retain a policy. As above, the proposed development accords with adopted Policy Cc2, and with relevant (more up to date) national policy regarding flood-risk. The applications are accompanied by Flood Risk Assessments as part of the ES (Chapter 13), and flood-risk is managed as part of the proposed SUDS. A Sequential Test has been undertaken and submitted (Appendix 5 of the Planning Statement). The proposals would therefore accord with the emerging draft Policy AP7, if brought forward in the new Local Plan.
Policy AP8	***Sustainable Drainage Systems***	This policy follows from, and updates, **adopted Policy Cc3** referred to above.

	The emerging new Policy AP8 is broadly consistent with the existing adopted Policy Cc3, referred to in detail above.	This emerging policy is complied with through the integration of SUDS as part of the proposals. **ES Chapter 13** includes **Sustainable Drainage Statements** as Appendices 13j, 13K and 13L) for the various components of the proposed development which help underline the compliance with this element of the emerging (and adopted) Local Plan.
Draft Policy AP9	***Water Efficiency*** (1) All proposals for new residential development are required to achieve the national optional water efficiency standard of a maximum of 110 litres of water per person per day, this will be secured by a planning condition. (2) All proposals for new non-residential buildings are required to demonstrate that BREEAM excellent credits for WAT 01 are being targeted and this will be secured by a planning condition. An assessment of the building's water efficiency performance should be carried out by a BREEAM approved assessor using the BREEAM Wat 01 calculator, or equivalent best practice standard, and should be submitted as part of a planning application.	This represents a proposed new policy. The proposed development is targeting delivery of BREEAM 'Outstanding' – higher than the 'excellent' rating referred to in the draft policy - as confirmed in the submitted application documents, and the proposals will ultimately be assessed by an approved BREEAM assessor. The Applicant expects the proposed development to comply fully with this emerging Policy.
Chapter 7 'Economy'	Chapter 7 of the consultation Local Plan document sets out some broad context for the evolving strategy and policies relating to the economy, and refers to directly relevant issues including: • The District's location on key strategic roads, and in the 'Golden Triangle' for logistics in the UK. • The presence of key facilities including EMG1 SRFI and East Midlands Airport. • The local strengths in the 'transport and storage' sector. • Relevant economic development strategies and initiatives, including the Council's published 'Economic	The narrative provided for Chapter 7 of the emerging Plan helps underline the compliance and alignment between strategic issues (including opportunities) facing the District and the proposed development. The role and strength of the distribution and logistics sector in this area is well-understood and recognised, and this is appropriately reflected in the emerging Local Plan. The further expansion of the EMG1 rail freight interchange scheme would further enhance the sector's presence and contribution to local and regional (and national) growth, including through further investment and

	Growth Plan', the Leicester & Leicestershire Strategic Growth Plan, and the East Midlands Freeport. While some details are provided regarding employment development requirements, the emerging Plan was silent on the detail of polices relating to strategic distribution development pending further work, but does set out a general proposed approach to next steps, with direct reference to the NPPF.	employment creation, and towards maximising the opportunities to shift freight from road to rail.
Draft Policy Ec4	***Employment Uses on Unidentified Sites*** *(1) Proposals for employment development (offices; industrial; storage/distribution) within the Existing Employment Areas will be supported subject to Policy Ec5* *(2) Proposals for employment development outside the Existing Employment Areas and within the Limits to Development will be supported where these do not have an unacceptable adverse impact on the amenities of any nearby residential properties or the wider environment and the local highway network.* *(3) Exceptionally, to provide the degree of flexibility required by the NPPF, proposals for employment development on unidentified land outside of the Limits to Development will be supported where the following criteria are met:* *(a) It is demonstrated to the satisfaction of the Council that there is;* *(i) an immediate requirement for the employment land of the type proposed in North West Leicestershire; and* *(ii) either the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate; or the development is required*	This draft policy follows from, and updates, **adopted Policy Ec2** referred to above. The emerging Plan indicates the Council's generally positive approach to the need for the new Local Plan to plan positively for economic growth, and specifically to reflect and address the needs of the distribution sector as a key part of the local (and wider regional) economy. Although the draft policy currently includes an expanded list of criteria and more direct cross-reference to the NPPF (many of which relate to other policies or design considerations – for example, highways impacts, or amenity, etc) , the thrust of the emerging policy retains the same intention as the adopted Policy to ensure flexibility and an ability to respond positively to changing circumstances over the plan's lifetime. The applications are supported by evidence of market need and unmet requirements, and the wider economic context of the proposals – including the Freeport, but also the nationally significant and strategic location in terms of the logistics and distribution sector in the UK – is widely understood and reflected in local and regional growth strategies and policies.

	for the reasons set out in NPPF paragraph 82b (or its replacement), namely it is to accommodate needs not anticipated in this Plan, it is to allow for new and flexible working practices or it is needed because of changes in economic circumstances. ***And**,* *(b) It is demonstrated to the satisfaction of the Council that the immediate requirement cannot be met on any of the following within the relevant search area;* *(i) previously developed land;* *(ii) an Existing Employment Area as identified in Policy Ec5; or* *(iii) land allocated for employment development in the Local Plan; or* *(iv) on land with planning permission for employment development.* *For general employment proposals, the search area is the district and for strategic B8 proposals, the search area is the relevant Area/s of Opportunity.* ***And,*** *(c) The development is in an appropriate location and;* *(i) Is 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* *(ii) Has 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* *(iii) Will not be detrimental to the wider environment or the amenities of any nearby residential properties as a result of loss of privacy, excessive overshadowing or an overbearing impact, activity levels, noise, vibration, pollution or odours.*	The applications are considered to align well with emerging draft Policy Ec4.

Draft Policy/Site Allocation EMP90 (part)	Chapter 6 of the Regulation 18 'Site Allocations' Consultation Local Plan document refers to the ongoing work across the Leicester and Leicestershire area regarding new policies and site allocations for 'strategic distribution'. The Freeport is referred to as part of the context for that ongoing work, including reference to the inclusion of land south of the A453 and east of Diseworth within the Freeport. The land included within the Freeport was also considered in the Council's '*Strategic Housing and Employment Land Availability Assessment'* with site reference 'EMP90'. The consultation document refers to the Council not having reached "*a firm position*" on the allocation of the site, but does identify part of the Freeport site – referred to as 'EMP90(part)' - as having the potential for allocation 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. Those criteria include: - Provision of safe and appropriate vehicular access; - Accessibility via a range of sustainable transport options, including walking and cycling; - No harmful impact on Diseworth Conservation Area or it setting; - Provision of appropriate landscaping, in part to minimise the impact of development on Diseworth; - Provision of evidence regarding biodiversity impacts; - Provision of a Flood Risk Assessment and Drainage Strategy; - No detrimental impacts on safe and efficient operation of East Midlands Airport;	As above. the emerging Plan indicates the Council's generally positive approach to, and recognition of, the Freeport designation, as well as to the need for the new Local Plan to plan positively for economic growth, and specifically to reflect and address the needs of the distribution sector as a key part of the local (and wider regional) economy. The indications that the proposed EMG2 Main Site (and Community Park) site may be allocated in the new Local Plan clearly aligns positively with the application.

	- Satisfactory design and layout.	
Draft Policy IF1	**Development and Infrastructure (Strategic Policy)** Albeit with some changes to the numbering and structure, this is essentially an unchanged policy from the **adopted Policy IF1**.	This draft policy follows from, and updates, **adopted Policy IF1** referred to above. The Infrastructure based elements of the proposals – including the Highways Works – have been devised with direct regard to the evidence of likely impacts of the proposals. The comprehensive approach taken in the proposals to defining design parameters, and the integration of green infrastructure and landscaping, SUDS, and the new Community Park, are considered to fully accord with the requirements of emerging (and adopted) Policy IF1.
Draft Policy IF5	**Transport Infrastructure and New Development** Emerging draft Policy IF5 is broadly consistent with adopted Policy IP4 with a focus on multi-modal accessibility, and safety.	This draft policy follows from, and updates, **adopted Policy IF4** referred to above. Submitted documents confirm the approach to the assessment of highways effects, safety, and mitigation to minimise or prevent adverse impacts, as well as measures and actions focused on enabling accessibility and travel by a range of modes other than the private car. The proposals include the Highways Works which serve to ensure appropriate access and deliver appropriate and comprehensive mitigation for the additional traffic generated by the proposals. The proposals include extensive provision of public transport and walking/cycling infrastructure as well as highways infrastructure, including the integration of new routes and links for 'active travel, as well as a new public transport (bus) interchange within the EMG2 Main Site. The infrastructure proposed is considered to be proportionate and commensurate with the likely impacts, and is shown to mitigate the effects successfully, compliant with this emerging Policy.

Draft Policy En1	**Nature Conservation/Biodiversity Net Gain (Strategic Policy)** Draft Policy En1 is broadly consistent with adopted Policy En1 with the same focus on conserving key habitats, and delivering BNG.	This draft policy follows from, and updates, **adopted Policy En1** referred to above. The proposals accord with the requirements of Policy En1 – there are no likely significant effects on any of the designated sites listed and the scheme includes appropriate mitigation for the losses of on-site trees, hedges and other habitats. A 10% net gain in biodiversity will be delivered, with substantial new tree and other planting as part of the structural and other landscaping within the scheme, with key features retained to minimise harm. As referred to elsewhere under other relevant policies, the proposals incorporate SUDS and integrate drainage features with the wider green infrastructure.
Draft Policy En7	**Conservation and Enhancement of the Historic Environment (Strategic Policy)** Emerging Policy En7 is very similar to adopted Policy HE1, referred to in detail above.	This draft policy follows from, and updates, **adopted Policy HE1** referred to above, with changes proposed to ensure the new Local Plan takes a "*straightforward and pragmatic approach*" to reference the NPPF in the policy (as opposed to repeating the NPPF). As referred to above with reference to ES Chapter 13, there are no significant effects identified on archaeological or built heritage receptors, with the residual effects on designated assets considered '*less than substantial'.* The proposed development is considered to meet the requirements of Policy HE1, and would meet the requirements of draft Policy En7, if taken forward.

3. Neighbourhood Plans

<table>
<tr><td colspan="3">Long Whatton & Diseworth Draft Neighbourhood Plan (LWDNP), January 2025 – this Draft Plan has been submitted to NWLDC but not yet progressed further. It is not a 'made' (final) Neighbourhood Plan and as such does not form part of 'the development plan'. The LWDNP has been subject to various consultation comments including unresolved objections from interested parties and the Applicant.
The following provides a high-level overview of the current content of the draft Plan, and some narrative about specific policies of relevance. Where the draft LWNDP policies require standard or best practice actions – such as submission of noise assessments or construction management/method plans for major applications – this has not been set out in the interest of brevity.</td></tr>
<tr><td>Policy Reference</td><td>Policy Requirement or Text</td><td>Proposed Scheme Details – response/compliance</td></tr>
<tr><td>2. Profile</td><td>The 'Profile' section of the LWDNP reflects on the strategic location and context of the LWNDP area, recognising the economic importance of key sites and facilities. It notes (paragraphs 2.14-2.16) that the area falls within the 'Leicestershire International Gateway' area identified within the 'Leicester & Leicestershire Strategic Growth Plan' (of 2018), and acknowledges that the Growth Plan envisages the area "will continue to grow" with reference to new homes as well as economic development.

The Profile notes that the extent of development in the area is having a significant impact on the parish's physical environment, the socio-economic character of the area and the quality of life of local people.

The Profile section recognises the NWLDC Local Plan evidence base regarding employment land requirements (including the 'Warehousing and Logistics' specific assessment work undertaken at the Leicester and Leicestershire level), and the Freeport and 'EMAGIC' cluster.

The Profile section goes on to recognise the existing EMG1 site (at paragraph 2.29), as well as the East</td><td>The context provided by the LWNDP 'Profile' is useful in general. It refers to the North West Leicestershire Regulation 18 draft Local Plan consultation and the identification of a potential allocation of employment land (strategic distribution) on a site very similar to the EMG2 Main Site and Community Park. Recognition of the Freeport is also relevant and appropriate, and means there is a degree of consistency between the context provided for the emerging draft LWDNP, the emerging new Local Plan, and the proposed development.</td></tr>
</table>

	Midlands Freeport (at paragraphs 2.30 – 2.34), including the emerging EMG2 proposals (at paragraph 2.35).	
Draft Policy LW&D1	**Countryside** *"The Countryside (land outside the Long Whatton and Diseworth Limits to Development, East Midlands Airport, SEGRO Logistics Park East Midlands and Donington Park Services, as defined on Map 3) will be protected for the sake of its intrinsic character, beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all. Development in the Countryside will be strictly controlled in accordance with North West Leicestershire Local Plan Policy S3."*	The tone and wording of the policy is not consistent with Local Plan Policy S3 which is referred to in the draft policy, but which contains more nuance and context than this draft policy. The need for the draft Policy is not clear given the presence of existing Local Plan Policy S3, and emerging draft Local Plan Policy S4 which represents an update but continuation of the same policy. The degree of compliance with those two policies is set out above including the issues arising when read alongside Local Plan policy Ec2 – that explanation is also relevant to this element of the draft emerging LWDNP.
Draft Policy LW&D2	**Landscape Sensitivity** *"Development should be located and designed in a way that is sensitive to the open landscape, natural and historic features that characterise the Neighbourhood Area having regard to landscape sensitivity (Appendix 1)."*	This draft policy is informed by a landscape assessment undertaken specifically for the LWDNP. The LVIA undertaken as part of the EMG2 applications identifies and assesses landscape sensitivity. The LVIA identifies the EMG2 Main Site and Community Park as of 'medium' sensitivity, with reference to County wide and local studies and published material. This is not dissimilar to the draft LWDNP (Appendix 1) which identifies the same site as of 'medium-high' landscape sensitivity with respect to employment development. However, as currently drafted, there would be conflict between this draft policy and the proposed development.
Draft Policy LW&D3	**Locally Important Views** *"Where a development proposal within the Neighbourhood Area would have a significant visual impact on the*	A LVIA has been undertaken and submitted with the Applications for DCO and MCO, and reaches judgements regarding the likely impacts having considered the landscape context, quality and sensitivity. The submitted LVIA was undertaken with regard to key

	Representative and Key Viewpoints at Appendix 2, a Landscape and Visual Impact Assessment or similar study should be provided to demonstrate that the levels of effects are acceptable, and that the scheme has been sited and designed sensitively and appropriately reflecting, respecting, and where possible, enhancing its landscape context. Particular sensitivity should also be shown for the Key Viewpoints that are regarded as highly characteristic, as identified at Appendix 2."	viewpoints, agreed with the LPA (NWLDC), and which have some similarity with some of the key views identified in the draft LWDNP.
Draft Policy LW&D4	**Countryside Access** *"Development should protect Rights of Way or reinstate or replace with enhanced provision and, wherever possible, create new links to the network including footpaths and cycleways. An improved off-road footpath/cycle link between Long Whatton and Diseworth is encouraged."*	The proposed development of the EMG2 Main Site and Community Park site would comply with this draft LWDNP Policy. The proposals would protect key existing rights of way, including Hyam's Lane, but also add new links and connectivity for pedestrians and cyclists, including ensuring retained accessibility for equestrians. Wider connectivity to off-site facilities, including to public transport and employment opportunities at and around East Midlands Airport, and EMG1, would be enhanced.
Draft Policy LW&D8	**Non-Designated Heritage Assets** *"Development proposals that will affect the following locally valued heritage assets or their setting will be assessed having regard to the scale of any harm or loss and the significance of the heritage asset: Features of Local Heritage Interest (Maps 12 and 13 and Appendix 5)"*	This emerging draft policy is supported by a long list of locally identified non-designated assets, with an accompanying maps. This confirms the very limited relevance of the site with regard to known heritage assets. The applications are accompanied by a full assessment of the heritage context, and likely impacts on designated and non-designated assets.
Draft Policy LW&D9	**Design** "*To support the creation of high quality, beautiful and sustainable buildings and places, development should reflect the Long Whatton and Diseworth Design Code (Appendix 7). Development that is not well designed will not be supported, especially where it fails to reflect the*	The design guide provides guidance on design issues, with a focus on the integration of new development within the villages, and on detailed design issues relevant to (smaller-scale) residential development. However, there are also general design principles which apply more widely, including with regard to issues such as ecology, green spaces, energy efficiency, flood resilience, and the importance of enabling movement and accessibility.

	Long Whatton and Diseworth Design Code and government and local guidance on design."	The Applications are supported by the **Design Approach Document** (DAD, document DCO 5.3/MCO 5.3) which establishes key principles for the proposed development and includes a design code. It is considered that the relevant aspects of the Long Whatton & Diseworth Design Code are addressed through the DAD.
Policy LW&D10	**Water Management** The draft Policy lists specific local flood protection or alleviation schemes which would be supported. It also sets out the following: *"New development should take full account of flood risk especially from rivers, groundwater and overland flow. It should also take account of the Long Whatton and Diseworth Flood Risk Mitigation studies. Development sites should be designed to manage surface water sustainably and utilise resources sustainably during use. All new developments where the construction area is of 100sq.m or more should incorporate:* *A. Sustainable Drainage Systems (SuDS) unless demonstrated to be inappropriate. All schemes for the inclusions of SuDS should demonstrate they have considered all four aspects of good SuDS design, Quantity, Quality, Amenity and Biodiversity, and the SuDS and development will fit into the existing landscape. The completed SuDS schemes should be accompanied by a maintenance schedule detailing maintenance boundaries, responsible parties and arrangements to ensure that the SuDS are maintained in perpetuity;* *B. Surface water discharges that have been carried out in accordance with the drainage hierarchy, such that*	The local context with regard to flood-risk and concerns about the management of surface water are well understood. Draft policy LW&D10 has a similar emphasis to adopted Local Plan policies Cc2 and Cc3. As set out above, the proposed development accords with adopted local (and national) planning policy, and with emerging draft replacement Local Plan policies with regard to flood-risk and SUDS which form a key element of the drainage strategy proposed. The application addresses the requirements of this draft Policy through the submitted **ES Chapter 13** (DCO 6.13/MCO 6.13) and associated Appendices including the FRA and drainage strategy. The SUDS proposed on the EMG2 Main Site and Community Park would integrate with the wider green infrastructure proposed, contributing towards biodiversity, as well as amenity and recreation benefits with new accessible green space delivered. The proposed development would also deliver some betterment in terms of reducing off-site flood-risk. The proposed development would accord with this emerging draft LWDNP Policy if taken forward in this form.

	discharge to the public sewerage systems is avoided, where possible; *C. Incorporate water efficient design and technology;* *D. Protection of existing drainage systems. No development shall prevent the continuation of existing natural or manmade drainage features, where watercourses or dry ditches are present within a development site, these should be retained and where possible enhanced;* *E. A betterment of 20% reduction or more on greenfield discharge rates. The discharge rate should not exceed 80% of the pre-development discharge rate for any sub-catchment of the site; and* *F. SuDS design should take account of any air safety requirements.*	
Draft Policy LW&D30	**Employment Development in the Countryside** *The expansion of existing small business in the countryside, both through the conversion of existing buildings and well-designed new buildings is supported. This includes the business conversion of rural buildings in accordance with Policy LW&D31.* *Major commercial, business and service, general industrial, and storage or distribution developments (Classes E, B2 and B8 of the Use Classes Order) will only be supported where the proposal meets the requirements of North West Leicestershire Local Plan Policy Ec2 and, in the case of the environmental component of Local Plan criterion c:*	Notwithstanding the extent of overlap with Local Plan Policy Ec2 – which essentially allows for additional development on unallocated sites where certain criteria are met – this draft LWNDP policy seeks to extend the scope of the policy with additional criteria added and go much further than either adopted Policy Ec2 or emerging Policy Ec4. Given adopted Policy Ec2, and emerging new Local Plan Policy Ec3, this draft LWDNP policy may be judged unnecessary in any event. However, if adopted in this form, there would be some conflicts with this LWNDP Policy and the proposed development, in particular the cross-reference to landscape sensitivity and Appendix 1 of the LWNDP (referred to above in the context of draft policy LW&D2) – the EMG2 Main Site and Community Park are in an area which the LWNDP considers 'medium-high' sensitivity and

	A. Is sensitive to key viewpoints in accordance with Policy LW&D2; *B. Lies outside areas of high sensitivity to employment development and, in the case of developments containing buildings or structures higher than 7m and/or greater than 2 hectares in size, lies outside areas of medium-high sensitivity to employment development (Appendix 1). In other cases, the development should be located and designed in a way that is sensitive to its landscape setting, retaining and, where possible, enhancing the distinctive qualities of the Neighbourhood Area.* *C. Protects and enhances Public Rights of Way in accordance with Policy LW&D4;* *D. Does not significant harm biodiversity interests identified by Policy LW&D5 unless adequately mitigated, or, as a last resort, compensated for;* *E. Any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification. The effect of development on the significance of non-designated heritage assets identified by LW&D8 should be taken into account in determining the application;* *F. Runoff volumes and flow rates from hard surfaces are managed to reduce the impact of urbanisation on flooding in the villages of Long Whatton and Diseworth in accordance with Policy LW&D10;* *G. Nuisance parking in Long Whatton and Diseworth is managed in accordance with Policy LW&D15;*	therefore inappropriate for large-scale employment development. There is a good degree of alignment with other criteria of this draft policy, including with regard to flood-risk/run-off, rights of way, and biodiversity, but the proposed development would be in direct conflict with criteria B in particular if the draft policy is taken forward in this form.

	H. Noise Impact Assessments should be submitted and adverse noise impacts mitigated in accordance with Policy LW&D16; and *I. The cumulative effects of multiple impacts from individual sites and/or a number of sites in the locality are taken into account. This shall include the expansion plans of East Midlands Airport, the proposed new settlement at Isley Woodhouse and the developments proposed by this Neighbourhood Plan.*	

Lockington – Hemington Neighbourhood Plan (LHNP), February 2024 – *this is a 'made' (final) Neighbourhood Plan. Where the LHNP policies require standard or best practice actions – such as inclusion of SUDS or assessments of potential impacts on heritage or landscape – this has not been set out in the interest of brevity, and in recognition of that fact that while a large part of the existing EMG1 SRFI site is located within the LHNP area, only a small part of the current EMG1 Works and a very limited part of the Highway Works are located within the LHNP area (the LHNP boundary cuts across part of the EMG1 Works Plot 16 site, and excludes Junction 24 of the M1). The proposed development's limited overlap with the LHNP area limits the number of policies considered directly relevant.*		
Policy Reference	***Policy Requirement or Text***	***Proposed Scheme Details – response/compliance***
POLICY H2:	***DESIGN QUALITY*** *"All commercial and residential development proposals should demonstrate a high quality of design, layout and use of materials which make a positive contribution to the special character of the Neighbourhood Area. Any new development application should make specific reference to how the design guide and codes (as detailed in Appendix 3) has been taken into account in the design proposals. New development should seek to contribute to and enhance the existing character."*	The Policy and design guide (the latter available publically as a draft dated October 2022) provides guidance on design issues, with a focus on the integration of new development within the villages, and on detailed design issues relevant to (smaller-scale) residential development. However, the policy explicitly refers to "*all commercial development*", and there are also general design principles which apply more widely, including with regard to issues such as heritage, landscape and open spaces, flood risk, and the importance of enabling movement and accessibility. The specific references in the design guide to 'frontages' and to 'yards and servicing' at commercial developments are noted, including references to '*big box*' structures, and 'code 41' regarding '*sustainability in employment buildings*'.

		The Applications are supported by the **Design Approach Document** (DAD, document DCO 5.3/MCO 5.3) which establishes key principles for the proposed development and includes a design code. It is considered that all relevant aspects of the LHNP Design Code are addressed through the DAD.
POLICY ENV 11	***FLOOD RISK RESILIENCE, WATERCOURSES AND CLIMATE CHANGE*** *"A sequential test will be required for development in areas at risk from flooding as set out in National Planning Practice Guidance. Proposals to construct new (or modify existing) floodwater management infrastructure (ditches, roadside gullies, retention pools, etc.), including within or close to the built-up area, will be supported on condition that they do not increase flood risk for residents and do not unnecessarily and adversely affect historical sites, biodiversity or important open spaces."* The Policy includes a list of criteria (a – j) focused on addressing or reducing flood-risk issues, and adopting SUDS, which are in general alignment with the NPPF and Local Plan Policies including Cc2 and Cc3.	The application addresses the requirements of Policy ENV11 through the submitted **ES Chapter 13** (DCO 6.13/MCO 6.13) and associated Appendices including the FRA and drainage strategy. Also see above regarding local plan policies Cc2 and Cc3. Sequential issues have been considered within the application as set out in the Planning Statement (albeit this is not relevant to the EMG1 Works or Highways Works). The relevant elements of the proposals have been assessed in terms of flood-risk and water management, with both the EMG1 Works and Highways Works integrating with existing drainage infrastructure, and providing additional SUDS as part of the proposed strategy.
POLICY BE2	***ACTIVE ENCOURAGEMENT FOR NEW BUSINESSES AND EMPLOYMENT*** *In supporting additional employment opportunities, new development will be required to:* *a) Fall within the built-up area, unless it relates to small scale leisure or tourism activities, or other forms of commercial/employment related development which specifically benefits a countryside location; and*	The LHNP's recognition of the important economic sites in the NP area is noted, as is the acknowledgement of planned or anticipated growth in terms of freight related activity (at the Airport, EMG1, and the Freeport). The LHNP supports the principle of new development, and there is a good degree of overall alignment between the proposed development and the criteria of policy BE2. The location of the parts of the EMG2 Project of relevance to the LHNP are within the EMG1 site, and within the existing highway corridors which aids

	b) Where possible, be sited in existing buildings or on areas of previously developed land; and *c) Be of a size and scale not adversely affecting the character, infrastructure and environment of the villages and the neighbourhood plan area, including the countryside; and* *d) provide sufficient on-site parking; and* *e) Ensure that no significant or adverse impact arises to nearby residence or other sensitive land uses from noise, fumes, light pollution or other nuisance associated with the work activity; and* *e) Where appropriate, be well integrated into and complement existing businesses.*	the degree to which the scheme would avoid adversely affecting the '*character, infrastructure or environment*' in the villages. **The ES** demonstrates the relationship in terms of noise, light, etc, and the proposals would ensure sufficient parking on-site. The proposals are not within the built-up area of the villages, but are within the boundary of the EMG1 site, and the scale and nature of the proposals would not be consistent within the built-up area of a village. The scheme would complement the existing EMG1 site. There is a good degree of compliance with BE2.

EMG2 Planning Statement

APPENDIX 2 – Maritime letter of support

Maritime Transport Limited
Maritime House
Clickett Hill Road
Felixstowe
Suffolk IP11 4AX

Tel: +44 (0)1394 617300
Fax: +44 (0)1394 617299

Kate Bedson
Two Friargate
Station Square
Coventry
CV1 2GN

17th January 2025

Freeport Land South of East Midlands Airport / EMG 2

Dear Kate,

I write to express Maritime's strong support for SEGRO's proposed 3 million square foot extension of East Midlands Gateway (EMG).

Maritime Transport is the UK's leading provider of integrated road and rail freight logistics, delivering a range of services spanning container transport and storage, domestic distribution, warehousing, freight management and truck sales.

Maritime Transport is owned by Medlog, a global logistics and supply chain provider. Medlog is part of the MSC Group, a world leader in container shipping.

Maritime employs 3,000 personnel across 41 sites including a network of eight strategic rail freight terminals, operating 1,600 trucks and over 30 daily rail services. This network forms the backbone of our operation to provide customers with supply chain service, security and choice for first and final miles.

Maritime aspires to lead the way in combatting climate change and continues to implement its strategy to own and operate the cleanest, most sustainable full-load supply chain in the country. We are investing in our electric fleet and we aspire to make EMG a centre of excellence for this part of our business.

At EMG we operate the 50 acre intermodal rail freight terminal which handles up to six trains per day. We also operate the adjacent Maersk intermodal container yard. Maersk plans to route a further four trains per day via EMG.

All of the occupiers at EMG 1 use the rail freight terminal to some degree.

An additional 3 million square feet of logistics and manufacturing space in such close proximity to the rail terminal will undoubtedly further increase the demand for rail, allowing us to maximise the benefits of the hub and spoke model : long transport legs on low carbon rail with shorter trunking by sustainable low/zero carbon trucks from the rail terminal.

The ability to utilise cranes, rather than reach stackers, in servicing trains in the rail freight terminal, will allow us to increase our efficiency, enabling us to get maximum efficiencies through the terminal as quickly as possible.

The benefits of moving to a crane operation include: reduced emissions and operational noise levels; increased operational efficiency; and a wider range of skilled job creation.

We expect the combined benefits of a comprehensively designed and integrated expansion of EMG 1 with a freeport designation will drive growth of rail freight through our terminal.

Yours sincerely

John Bailey
Managing Director – Intermodal

EMG2 Planning Statement

APPENDIX 3 – Maersk letter of support

MAERSK

Branch Address: Mærsk A/S
12th Floor, The Plaza
100 Old Hall Street
Liverpool
L3 9QJ

Registered office:
A.P. Moller – Maersk A/S
Esplanaden 50
1263 Copenhagen K
Denmark

www.maersk.com
Reg. No: 32345794

To:

Maersk Letter of Support for SEGRO East Midlands Gateway Phase 2

We are writing to set out our strong support for SEGRO East Midlands Gateway Phase 2 (EMG2) proposal.
Maersk is a global multimodal logistics company which utilises air, road and rail modes of transport for freight. We are also one of the world's largest integrated shipping and logistics companies.

In 2021 Maersk made the decision to centre its UK operation at the inland port location at SEGRO Logistics Park East Midlands Gateway.

Maersk already occupies 2 facilities at EMG1: a 65,000 sq m (700,000 sq ft) logistics operation which is already fully utilised and a 15 acre rail freight container handling facility. Both of our operations are located within and take the benefits associated with the East Midlands Freeport. Maersk also makes good use of the air freight facilities at East Midlands Airport. Maersk is therefore a major investor in this strategic location and an important contributor to the success of the Freeport.

Maersk's two key visions of integrating logistics and achieving Net Zero by 2040 are closely aligned with the Freeport's objective of being the UK's pre-eminent multi-modal 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. The new logistics facility at EMG1 has been constructed in accordance with the UKGBC Net Zero Carbon Standard, and Maersk will also make the container handling facility run with net zero emissions through servicing the last mile deliveries between the terminal and Maersk's warehouse with electric HGVs.

Maersk's ambition is to further build upon the existing Freeport warehouse and container facility and centralise its UK operation by investing in further substantial warehousing and co-located office facilities, creating a carbon neutral inland port with access to rail, road and air. The proposed development at EMG2 in such close proximity to the existing facilities would provide us with just that opportunity as our plans require a high quality, comprehensively master planned environment, of a calibre and scale commensurate with what has been delivered by SEGRO at EMG1. There are no other opportunities that would meet all these requirements.

We are fully committed to the principle of supporting the East Midlands Freeport in its ambition to be the UK's pre-eminent green multimodal inland Freeport, a gateway to global trade, and to bring about economic growth, regeneration and job creation in the East Midlands. We believe that the EMG2 project is essential to support the Freeport in achieving these goals.

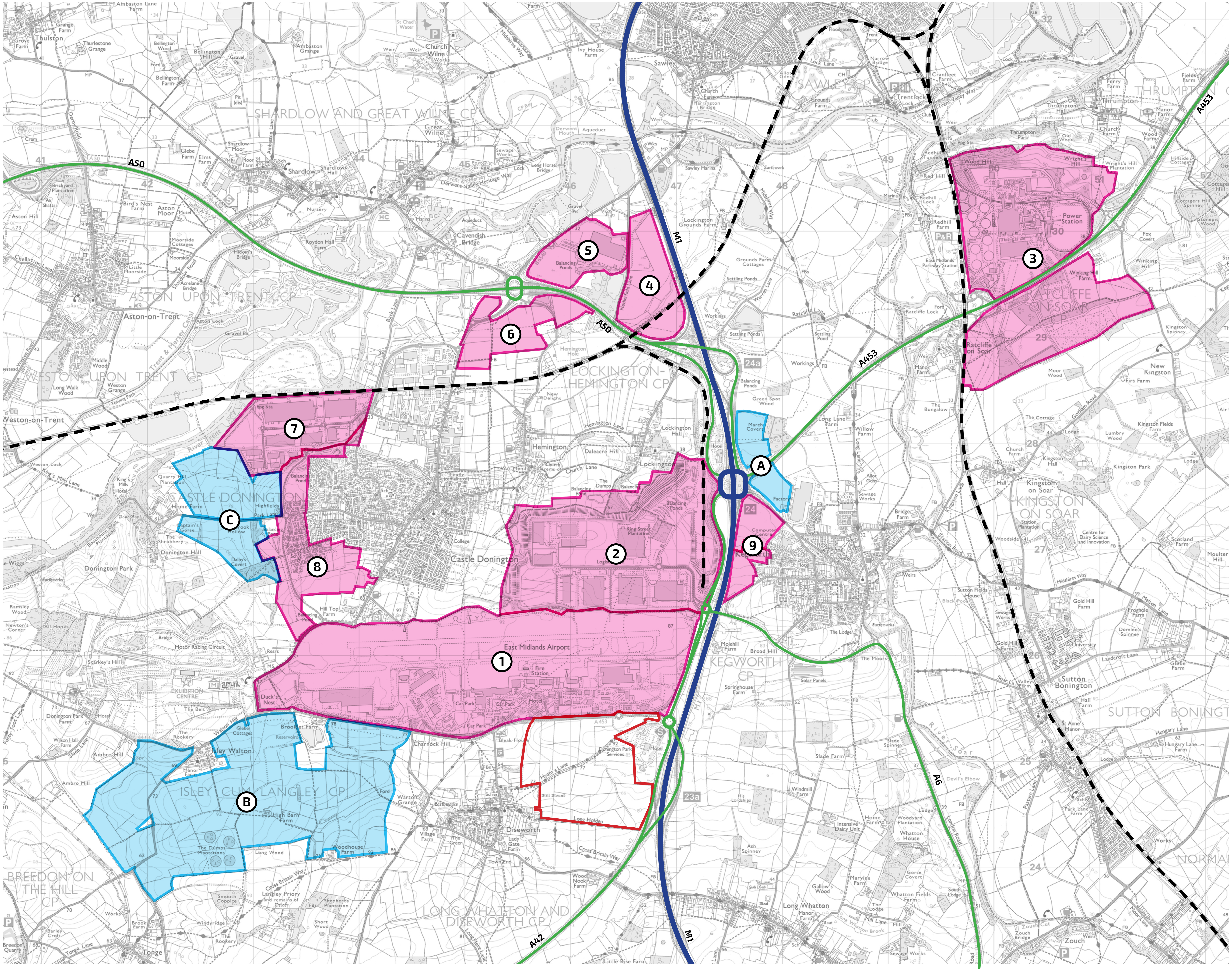
Yours sincerely,

DocuSigned by:

0DBFD17DFC46481...
Paul Woolass
Area Head of L&S Products

EMG2 Planning Statement

APPENDIX 4 – Context Analysis Plan



KEY

East Midlands Gateway Phase 2

Committed Schemes

Employment

1. **East Midlands Airport** (Continued growth proposed)
2. **East Midlands Gateway** (Substantial complete)
3. **Ratcliffe Power Station** (LDO in place for comprehensive redevelopment)
4. **Netherfield Lane** (Consent for regional logistics)
5. **Aldi Distribution Centre** (Consent for additional major logistics unit)
6. **Land South of Junction 1, A50** (Consent for regional logistics)
7. **Castle Donington Power Station** (logistics scheme largely complete)

Housing

8. **Housing West of Castle Donington** (largely complete)
9. **Housing West of Kegworth** (consent for housing)

Proposed Schemes

- A **Land at Northwest Kegworth** (proposed allocation for logistics)
- B **Isley Woodhouse** (proposed allocation for a new settlement)
- C **Land North and South of Park Lane, Castle Donington** (proposed allocation for housing)

M1 Motorway

A-Roads (A453, A50, A42, A6)

Strategic Rail Network

\\fpcr-fs-01\Projects2\10600\10666\LANDS\Drawings\10666-FPCR-XX-XX-DR-L-0008-P02EMG2ContextAnalysisPlan.indd
t: 01509 672772 e: mail@fpcr.co.uk w: www.fpcr.co.uk

N

drwn/chkd		date
CMW / TJ	NTS @ A1	11/08/2025

number	status	rev
10666-FPCR-XX-XX-DR-L-0008	S3	P02

0 500m 1000m

client
SEGRO

project
East Midlands Gateway Phase 2

title
EMG2 CONTEXT ANALYSIS PLAN

SEGRO FPCR environment & design

East Midlands Gateway
Phase 2 (EMG2)

Planning Statement - Appendix 5

Sequential Test

October 2025

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

SEGRO.COM/SLPEMG2

SEGRO

Contents

1. Introduction

1.1. This report has been prepared to accompany applications made by SEGRO Properties Limited (DCO Applicant) and SEGRO (EMG) Limited (MCO Applicant) (together referred to as ‘SEGRO’ or the ‘Applicant’), relating to a second phase of its East Midlands Gateway Logistics Park (EMG1).

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) and is substantially complete.

1.3. This second phase is referred to as the EMG2 Project and the following overarching terms have the same meaning: 'East Midlands Gateway 2'; 'EMG2'; or 'the Proposed Development'. It comprises the following three main components:

Table 1: EMG2 Project Components

Main Component	Summary of Component	Works Nos.
DCO Application made by the DCO Applicant for the DCO Scheme		
EMG2 Works	Logistics and advanced manufacturing development located on the EMG2 Main Site south of East Midlands Airport and the A453, and west of the M1 motorway. The development includes HGV parking and a bus interchange.	DCO Works Nos. 1 to 5 including relevant Further Works as described in the draft DCO (**Document DCO 3.1**).
	Together with an upgrade to the EMG1 substation and provision of a Community Park.	DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (**Document DCO 3.1**).
Highway Works	Works to the highway network: the A453 EMG2 access junction works (referred to as the EMG2 Access Works); significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements), works to the wider highway network including the Active Travel Link, Hyam's Lane Works, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.	DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (**Document DCO 3.1**).

Main Component	Summary of Component	Works Nos.
MCO Application made by the MCO Applicant for the MCO Scheme		
EMG1 Works	Additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (**Document MCO 3.1**).

1.4. The Applicant has made two concurrent applications for the EMG2 Project.

1.5. The first application is for a Development Consent Order (referred to as the DCO Application) for the DCO Scheme comprising both the EMG2 Works and the Highway Works. The second application is for a Material Change Order to the existing EMG1 DCO (referred to as the MCO Application) for the MCO Scheme for the EMG1 Works.

1.6. The National Planning Policy Framework (NPPF) sets out that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. This is referred to as the 'Sequential Test'.

1.7. Guidance on the how and when to apply the Sequential Test was updated in September 2025. The updated guidance states that a proportionate approach should be taken to the Sequential Test. Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remains safe from current and future surface water flood risk for the lifetime of the development, without increasing flood risk elsewhere, then the Sequential Test need not be applied.

1.8. A Sequential Test was carried out in respect of the EMG2 Works prior to the publication of this updated guidance. The submitted FRA (included as Appendix 13G, Document DCO 6.13G/MCO 6.13G) clearly demonstrate that the development will not be at risk of flooding or increase flood risk elsewhere and under the revised guidance, the Sequential Test would no longer have to be satisfied. As an assessment was undertaken which clearly show that there are no alternative sites at lower risk of flooding, it was concluded that it would nonetheless be helpful to submit this report in support of the applications.

1.9. This report firstly sets out national policy and guidance in respect of flood risk and the Sequential Test. It then looks at the strategic context for the proposed DCO Scheme before considering reasonably available sites to establish whether the proposed development could be accommodated on land with a lower risk of flooding.

2. The need for Sequential Test

National Planning Policy Framework (NPPF)

2.1. Paragraph 170 of the NPPF states that *"inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future)."*

2.2. As set out at Paragraph 173, the NPPF requires a sequential risk-based approach to be taken to individual applications in areas at risk of flooding, now or in future, from any form of flooding. This includes surface water flooding.

2.3. Paragraph 175 makes clear that a sequential test will not be required where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source.

2.4. The Environment Agency (EA) Flood Map for Planning shows the EMG2 Works to be located entirely within Flood Zone 1 and it is therefore considered to be at low probability of flooding from rivers. However, some limited and isolated areas within the site of the EMG2 Works are shown on the EA's Flood Map for Planning to be at low to medium risk of surface water flooding as shown on the plan attached at Appendix 1 to this report. This includes land to the south of the A453/Hunter Road roundabout which is proposed as the principal access point to the EMG2 Main Site. Vehicular access to the EMG2 Main site is proposed to be provided via a new arm off the Hunter Road roundabout and would utilise land that is currently shown as being at medium risk of surface water flooding. As part of the transport assessment work, alternative access proposals have been considered but the access proposals included within the DCO Application are considered to provide the best solution.

2.5. As shown on the plan at Appendix 1 of this report, there is also an area at medium risk of surface water flooding within the south-western part of the EMG2 Main Site. This reflects an existing ditch which runs north-east to south-west along existing field boundaries. Other areas affected include small pockets within various field compartments and land immediately to the south of Hyam's Lane. To enable the Proposed Development, substantial earthworks will be required. This affects the whole of the land on which the EMG Works are located with some areas of the land being raised and others lowered to create appropriate development plateaus. To develop an appropriate earthworks strategy that works with the topography of the land, achieves a cut and fill balance and provides the required flat plateaus, it is not possible to entirely avoid all small pockets at risk of surface water flooding.

2.6. The Flood Risk Assessment submitted with the applications (Document DCO 6.13G/MCO 6.13G) has reviewed the EMG2 Project against all potential sources of flood risk including coastal, fluvial, surface water, sewers, groundwater, canals, and reservoirs and large waterbodies. It shows that the overall risk posed by these sources is low. Moreover, the Flood Risk Assessment demonstrates that the EMG2 Project will not increase flood risk to the wider catchment area subject to suitable management of surface water runoff.

National Planning Practice Guidance (NPPG)

2.7. The NPPG clarifies that the Sequential Test should be applied to 'Major' and 'Non-major development' proposed in areas at risk of flooding, but notes that a proportionate approach should be taken. Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied (Para 027 Ref. ID: 7-027-20220825).

2.8. The NPPG provides guidance on how the Sequential Test is to be undertaken including the approach to identifying 'reasonable alternatives'. It states that 'reasonably available sites' are those in a suitable location for the type of development, they are able to meet the same development needs and they have a reasonable prospect of being developed at the same time as the proposal. These could include a series of smaller sites and/or part of a larger site if these would be capable of accommodating the proposed development (Para 028 Ref. ID: 7-028-20220825).

North West Leicestershire Local Plan

2.9. The North West Leicestershire Local Plan reflects national policy in that it seeks to direct new development to areas with the lowest probability of flooding (Policy Cc2: Flood Risk).

2.10. No specific guidance in respect of the sequential test requirements have been published by North West Leicestershire District Council (NWLDC) or Leicestershire County Council (LCC), the relevant lead local flood authority (LLFA).

Emerging Local Plan and Strategic Flood Risk Assessment (SFRA)

2.11. NWLDC is currently preparing a new Local Plan, but this is still at the early stages of preparation. The EMG2 Works (a large part thereof) has been identified as an allocation for strategic employment land in the Preferred Options document which was published for consultation in Spring 2024.

2.12. A SFRA was prepared by Atkins on behalf of NWLDC to inform the preparation of the new Local Plan. It includes consideration of the potential land allocations in terms of flood risk and the sequential test and includes an assessment of the EMG2 Works.

2.13. With regard to the EMG2 Works site, it concludes that the site is suitable for its proposed uses from a flood risk perspective as it is located within Flood Zone 1 and is currently considered to be at low risk from surface water flooding.

2.14. It should be noted that the EA has updated its flood risk maps subsequent to the preparation of the SFRA.

Conclusions on the need for the Sequential Test

2.15. The submitted FRA (included as Appendix 13G, Document DCO 6.13G/MCO 6.13G) clearly demonstrate that the development will not be at risk of flooding or increase flood risk elsewhere. In accordance with the latest national guidance, there is no longer a requirement to undertake a Sequential Test.

2.16. A Sequential Test was undertaken prior to the publication of updated guidance and it was concluded that, although it is no longer a requirement, it would nonetheless be helpful to submit this report in support of the applications.

3. Strategic Development Context

3.1. A key national policy objective that the EMG2 Works aligns with is the Government's commitment to maximising the role of rail in the UK freight distribution and logistics sector expressed clearly through the National Policy Statement for National Networks (NPSNN, 2024) at Paragraph 3.73 onwards. The importance of, and need for, a network of strategic rail freight interchanges (SRFIs) is an explicit part of this national policy which not only seeks to help reduce the environmental impact of transport and distribution (relating to emissions and climate change), but also supports economic growth and development associated with national and international supply chains and distribution networks.

3.2. Likewise, Paragraph 111 of the NPPF recognises the importance of providing for the operation or expansion of strategic facilities including rail freight interchanges which make a contribution to the wider economy. In addition, Section 6 of the NPPF attaches significant weight to delivering sustainable economic development through planning and 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. This includes explicit recognition 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.

3.3. Although the EMG2 Works are not in their own right a SRFI, they would directly enable further use of the SRFI at EMG1 through delivery of new strategic distribution warehousing in close proximity to it. EMG1 has been an incredible success story for the region, having been delivered to meet demand, in a timescale that exceeded pre-construction projections and delivering significant investment and jobs. With common ownership, management, and integrated transport connectivity, the EMG2 Works would be operated as an extension to EMG1.

3.4. In addition to the proximity to EMG1, the EMG2 Works are 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 East Midlands Airport, as well as key sites nearby such as the former Ratcliffe on Soar power station site. For these reasons, the broader area in which the EMG2 Works sit has been identified as a major local and regional focus for growth.

3.5. This locational advantage around East Midlands Airport is recognised in the Midlands Engine Strategy (March 2017), the Leicester and Leicestershire Strategic Growth Plan (September 2018) and the Leicester and Leicestershire Economic Growth Strategy (November 2021). The latter strategies introduced the concept of the 'Leicestershire International Gateway' area which is focussed in and around East Midlands Airport and EMG1 and is identified as a key and important strategic growth location.

3.6. The culmination of these strategies and the strength of this location played an important role in the Government's decision to designate the East Midlands Freeport in 2022. The East Midlands Freeport is the only inland Freeport in England and is intended to create a globally connected, world-leading advanced manufacturing and logistics hub at the heart of the UK.

3.7. The spatial extent of the East Midlands Freeport covers three complementary locations. The first is the 'East Midlands Airport and Gateway Industrial Cluster' (EMAGIC) which includes the EMG2 Works site. Uniper's Ratcliffe-on-Soar site is the second location and the East Midlands Intermodal Park (EMIP) at Derby is the third location. Given the focus of the Freeport programme on trade and development, and on attracting new employment and investment, the inclusion of the EMG2 Works (as well as parts of EMG1) within the Freeport further emphasises their role as an effective 'inland port' which enable and support the strategic environmental and economic objectives described earlier.

3.8. The importance of this location to economic growth is also being recognised by the emerging North West Leicestershire Local Plan. The EMG2 Works (substantial part thereof) was identified as a draft allocation for strategic employment land in the Preferred Options document which was published for consultation in Spring 2024.

3.9. In summary, national policy lends strong support to the provision and expansion of a network of SRFIs as this will make the freight industry more efficient, sustainable and effective in its operation bringing environmental and economic benefits. There is strong regional support for additional logistics growth within Leicestershire and, in light of, its excellent connectivity by road, rail and air, land in and around East Midlands Airport and EMG1 is recognised by regional economic strategies as a strategic location suitable for further growth. The suitability and importance of this location as a growth hub, both regionally and nationally, was further strengthened with its designation as part of the East Midlands Freeport. The EMG2 Works clearly benefit from a distinctive set of locational strength and characteristics not easily replicated elsewhere and are uniquely placed to support the delivery of economic and environmental objectives including the national Freeport's programme.

4. Identification of Reasonable Alternatives

4.1. Given the strategic context set out above, it is clear that only a site closely located to East Midlands Airport and EMG1 would genuinely offer a reasonably available site as required by the Sequential Test. The EMG2 Works site is located circa 1.5km to the south of EMG1. For robustness, a search radius of twice this distance (3km) has been applied. Any site at a greater distance from this core search area would no longer align with the central justification for the EMG2 Project.

4.2. Within this search area, sites with planning permissions for major employment development and employment allocations within the adopted or emerging North West Leicestershire Local Plan were identified. This has resulted in a short list of sites which are considered further within this report. These are:

- Undeveloped land within East Midlands Airport and Gateway Industrial Cluster (EMAGIC);
- Draft employment allocations at Kegworth and Castle Donington identified in Regulation 18 Draft Local Plan Consultation document;
- Land allocation for a proposed new settlement (Isley Woodhouse) in Regulation 18 Draft Local Plan Consultation document;
- Committed employment developments on land to the north and south of the A50, Sawley Junction.

4.3. A plan showing the location of these sites is included as Appendix 2 to this report.

4.4. The list of sites includes sites that are substantially smaller in size than the EMG2 Works as the NPPG advises that a series of smaller sites and/or part of a larger site could be considered to provide a reasonable alternative if it is capable of accommodating the proposed development. Disaggregating the development does however have clear disadvantages as it is unlikely to result in the same comprehensive approach to development or implementation of a comprehensive package of mitigation measures and infrastructure provision including an integrated approach to sustainable transport.

4.5. Large scale commercial development is best planned and delivered in a comprehensive way as this ensures that all parts of the development are compatible with one another and the best and most appropriate form of development is planned and delivered. A comprehensive approach enables the impacts of the development, including its environmental impacts, to be fully assessed and the scheme planned in a way that ensures that these impacts are most effectively minimised and managed.

5. Sequential Test

5.1. In undertaking the Sequential Test, account has been taken of the NPPG advice on what is considered to be a ‘reasonably available’ site. All identified alternatives sites (as listed at Paragraph 4.2) have been considered and an assessment undertaken of whether any of these sites are suitable for the type of development proposed and whether they are preferable in sequential flood risk terms. Setting aside reservations about disaggregating development, the assessment has included consideration of whether a series of smaller sites is available to accommodate the proposed development of 300,000 sq.m. of employment floorspace.

5.2. To be considered ‘reasonably available’, any alternative also needs to be available for proposed development in a similar timeframe as the EMG2 Works site. It is envisaged that the EMG2 Works site will be completed by the end of 2031. Account has therefore been taken of available information on the delivery/development programme for the identified sites (where available) or any known constraints that would affect deliverability and an assessment carried out whether the delivery timescales would align.

5.3. For each of the identified sites, information was gathered on the planning history and current status of the site. The EA’s Flood Map for Planning was consulted to ascertain whether the sites would be at higher flood risk from rivers (Flood Zone 2 or 3) than the EMG2 Works site which is located within Flood Zone 1. Information on surface water flood risk was also obtained by reviewing the EA’s mapping information.

5.4. Based on the EA’s flood risk information, a map for each identified alternative site has been prepared highlighting fluvial and surface water flood risk. These maps are included as Appendix 3 to this report. They show that:

- Undeveloped land within East Midlands Airport and Gateway Industrial Cluster (EMAGIC) – lies within Flood Zone 1 with small areas of the site at medium risk of surface water flooding;
- Draft employment allocation on Land north of Derby Road, Kegworth – lies within Flood Zone 1 with small areas of the site at low to medium risk of surface water flooding;
- Draft employment allocation on Land off Remembrance Way, Kegworth – lies largely Flood Zone 1 with land at the northern boundary located within Flood Zone 2. Small areas of the site are at low to medium risk of surface water flooding;
- Draft employment allocation on Land at Hilltop Farm, Castle Donington – lies Flood Zone 1 with small pocket and land along northern site boundaries at low to medium risk of surface water flooding;
- Proposed new settlement (Isley Woodhouse) – includes land either side of Diseworth Brook located within Flood Zone 2 and 3. The employment areas indicated on Parameters Plan are, however, not affected by fluvial flooding. Some areas within the site are at low to medium risk of surface water flooding;
- Committed employment development on Land at Sawley Interchange, adjacent to Aldi Distribution Centre – part of the site lies within Flood Zone 2, and small areas are at medium risk of surface water flooding;

- Committed employment development on Land at Netherfields Lane, Sawley – majority of the site is located within Flood Zone 2 and 3, and small areas of the site are at medium risk of surface water flooding; and
- Committed employment development on Land south of Junction 1 of the A50, Castle Donignton – majority of site is located within Flood Zone 2 and 3, and small areas of the site are at medium risk of surface water flooding.

5.5. Based on the above information, an assessment was then undertaken to establish whether any of the identified sites would provide a 'reasonably available' alternative to the EMG2 Works site. The assessment is set out at **Table 2** below.

Table 2: Sequential Test Assessment of Alternative Sites

Site	Planning History and Current Status	Flood risk		Sequential Test Considerations
		Fluvial	Surface Water	
Land within EMAGIC Freeport designation	Undeveloped land within East Midlands Freeport designation	Flood Zone 1	Small area of site at medium risk of surface water flooding (1%-3.3% annual likelihood of flooding)	Similarly to the EMG2 Works, small part of the site is affected by medium surface water flood risk and therefore not sequentially preferable
Land to the north of Derby Road, Kegworth	Part of draft employment allocation EMP73 (Reg. 18 Draft Local Plan) allocated for circa 30,000 sq.m. of industry/small scale warehousing (B2, B8)	Flood Zone 1	Small area of site at low to medium risk of surface water flooding (0.1%-1% annual likelihood of flooding)	Site capable of accommodating circa 30,000 sq.m. of employment development. Site is adjacent to Land off A453 Remembrance Way, Kegworth (see below), but even in combination, it is of insufficient size and additional sites would therefore still be required to deliver the remaining 230,000 sq.m. employment development.

Site	Planning History and Current Status	Flood risk		Sequential Test Considerations
		Fluvial	Surface Water	
Land off A453, Remembrance Way, Kegworth	Part of draft employment allocation EMP73 (Reg. 18 Draft Local Plan) allocated for circa 40,000 sq.m. of industry/smaller scale warehousing (B2, B8)	Land along northern site boundary located within Flood Zone 2.	Small area of site at medium risk of surface water flooding (1%-3.3% annual likelihood of flooding)	Site capable of accommodating circa 40,000 sq.m. of employment development. Site is adjacent to Land to the north of Derby Road, Kegworth (see above), but even in combination, it is of insufficient size and additional sites would still be required to deliver the remaining 230,000 sq.m. Similarly to the EMG2 Works, small part of the site affected by medium surface water flood risk and therefore not sequentially preferable
Land at Hilltop Farm, Castle Donington	Draft employment allocation EMP89 (Reg. 18 Draft Local Plan) allocated for circa 6,000 sq.m. of offices and 11,850 sq.m. of smaller scale B2 / B8 Immediately adjacent to employment scheme which was recently completed (Application Ref. 16/00465/VCUMXX and 23/00479/REMM)	Flood Zone 1	Small pockets and land along northern site boundary at low to medium risk of surface water flooding (0.1%-1% annual likelihood of fooding)	Site capable of accommodating circa 18,000 sq.m. of employment development. Additional sites would be required to deliver the remaining 282,000 sq.m. employment development.

Site	Planning History and Current Status	Flood risk		Sequential Test Considerations
		Fluvial	Surface Water	
Isley Woodhouse	Proposed new settlement (Policy H3 of Reg. 18 Draft Local Plan) comprising 4,500 new homes, 23,000sq.m. of employment floorspace, schools and village centre Outline planning application (Ref. 25/00865/OUTM) for residential development of up to 4,250 dwellings, employment floorspace, local and neighbourhood centre, schools and hotels currently with NWLDC for consideration	Land either side of Diseworth Brook located within Flood Zone 2 and 3, but employment areas indicated on Parameters Plan not affected by fluvial flooding	Small area of site at medium risk of surface water flooding (1%-3.3% annual likelihood of flooding)	Employment area indicated on Parameters Plan affected by medium surface water flood risk similar to the EMG2 Works and therefore not sequentially preferable. Development includes circa 23,000 sq.m. of employment floorspace. Additional sites would be required to deliver the remaining 277,000 sq.m. employment development. Given long lead in time and delivery timescales for this new settlement, Draft Local Plan expects that only 4,600 sq.m. of employment development will be delivered by 2040. The EMG2 Project is expected to be fully built out by 2031, much sooner than the Isley Woodhouse development and the temporal scope of the two therefore do not align.

Site	Planning History and Current Status	Flood risk		Sequential Test Considerations
		Fluvial	Surface Water	
Land at Sawley Interchange, adjacent to Aldi Distribution Centre	Application for development comprising circa 60,000 sq.m. of employment floorspace currently under consideration (Ref. 24/01200/FULM); previous planning permission for a similar development on the site (Ref. 15/00015/FULM)	Part of site falls within Flood Zone 2	Small area of site at medium risk of surface water flooding (1%-3.3% annual likelihood of flooding)	In area at higher risk of fluvial flooding and therefore not sequentially preferable
Land at Netherfields Lane, Sawley	Extant planning permission for development of 77,480 sq.m. of logistics floorspace (Ref. 20/00316/OUTM and 22/00954/REMM)	Majority of site located within Flood Zone 2 and 3	Small area of site at medium risk of surface water flooding (1%-3.3% annual likelihood of flooding)	In area at higher risk of fluvial flooding and therefore not sequentially preferable
Land south of Jct. 1 of the A50, Castle Donington	Extant planning permission for employment development of up to 92,500 sq.m. (Ref. 19/01496/OUT)	Majority of site located within Flood Zone 2 and 3	Small area of site at medium risk of surface water flooding (1%-3.3% annual likelihood of flooding)	In area at higher risk of fluvial flooding and therefore not sequentially preferable

6. Conclusions

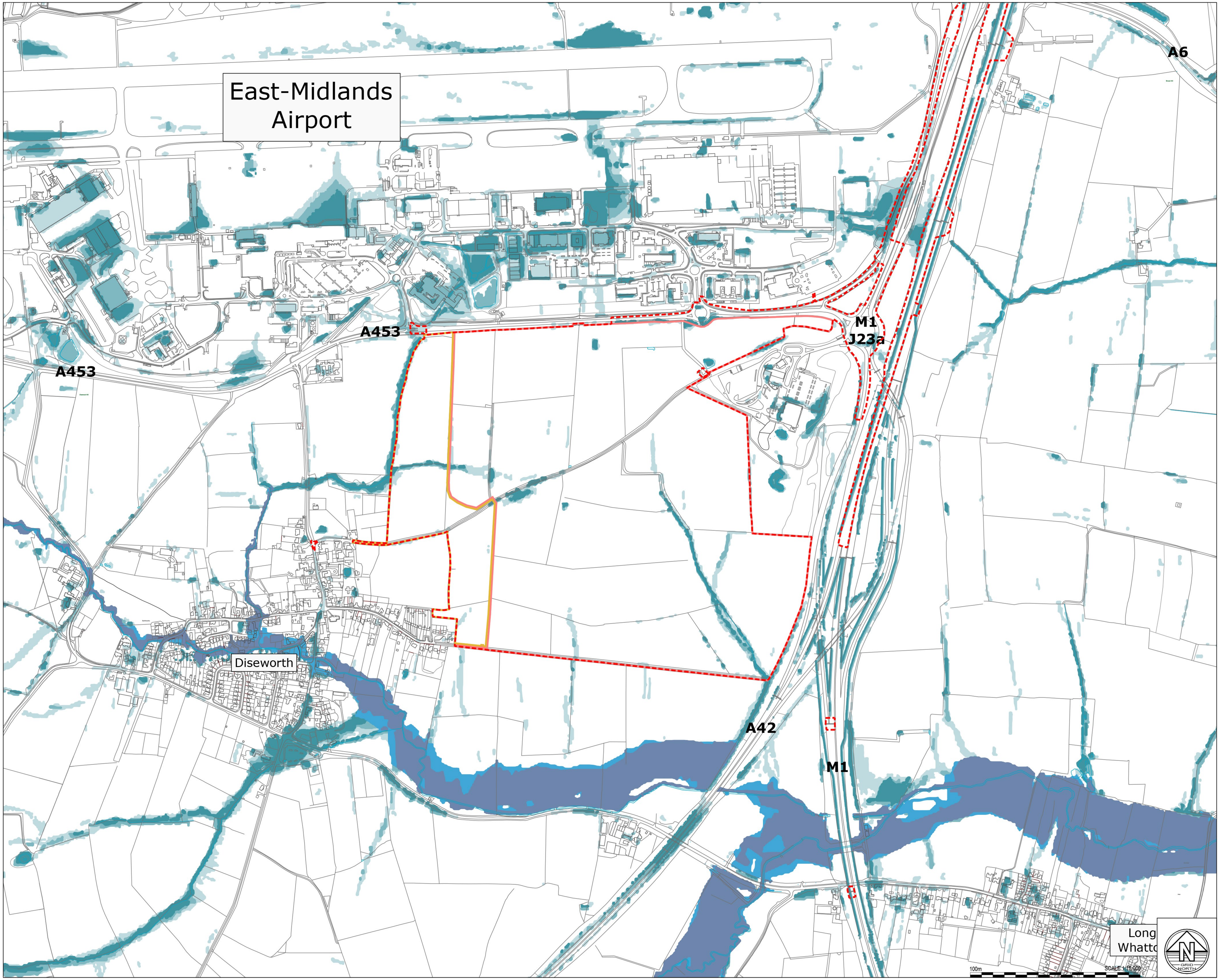
6.1. The assessment set out at Section 5 of this report demonstrates that none of the identified sites would be suitable or sequentially preferable to the EMG2 Works site.

6.2. The majority of the identified sites can be disregarded as they are also affected by similar surface water flood risk issues or fall within areas at higher risk of fluvial flooding.

6.3. There are two sites subject to lower flood risk, land north of Derby Road, Kegworth and land at Castle Hill in Castle Donington. However, these sites are small in size and, together, are only capable of accommodating circa 48,000 sq.m. of development, well below the scale of the proposals for the EMG2 Works. As there are no other sequentially preferable sites available, these two sites could not accommodate the scale of the development proposed and disaggregation has therefore also been discounted.

6.4. Given the above, it can therefore be concluded that there are no reasonable alternative sites capable of accommodating the proposed development available.

Appendix 1 – EMG2 Works, Flood Risk Map



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Key

- DCO Boundary
- EMG2 Main Site
- Proposed Community Park
- Surface water flooding 1:30
- Surface water flooding 1:100
- Surface water flooding 1:1000
- Flood Zone 2
- Flood Zone 3

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

EMG2 - Flood Mapping

Scale	1:5,000	Drawn	LM
Size	A1	Reviewed	MS

Regulation: N/A

Document: N/A

Drawing Status

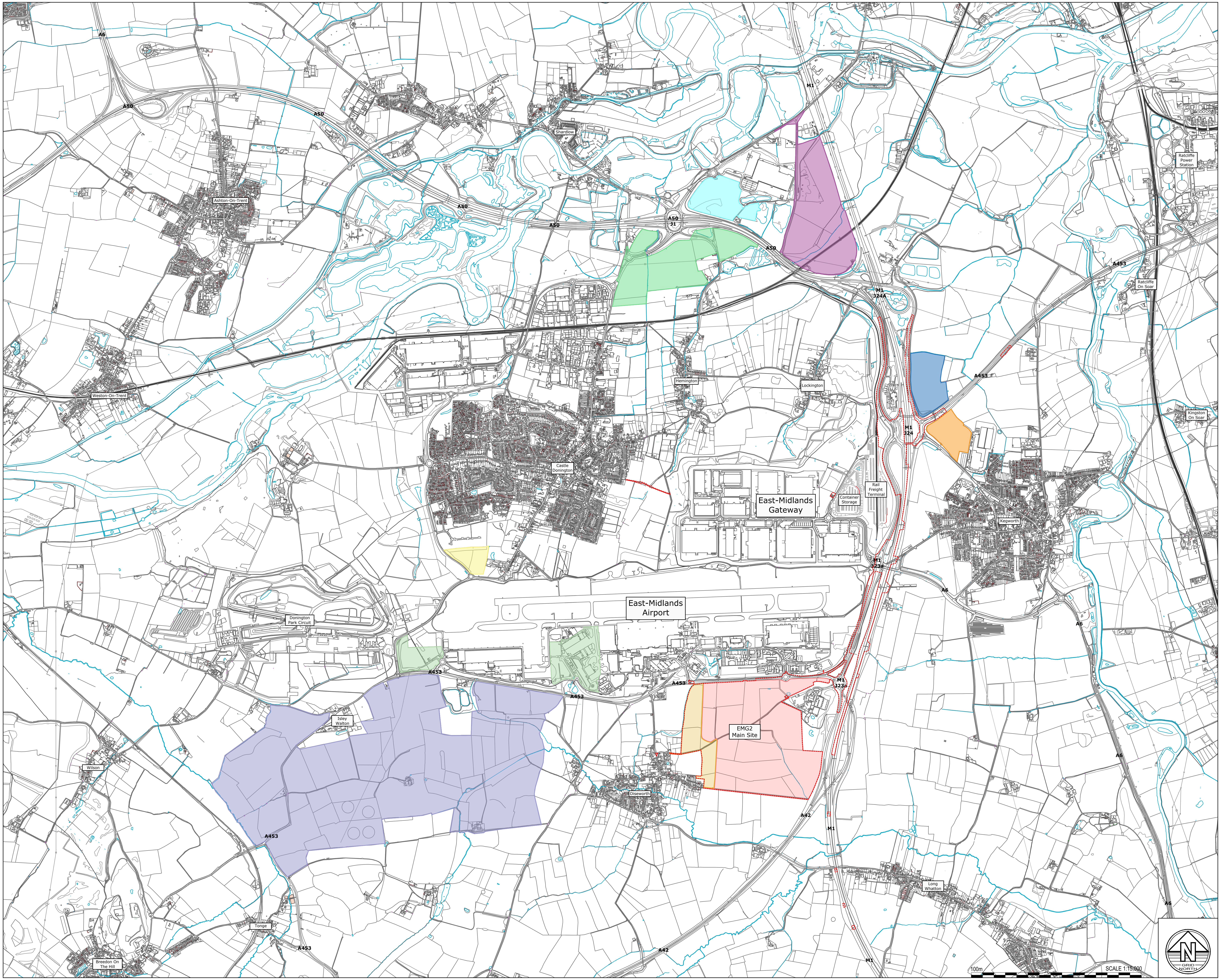
SUBMISSION

Drawing No.: 19232 - SK0110

Revision: D

Appendix 2 – Alternative Sites

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.



Key

- DCO Boundary
- EMG2 Main Site
- Proposed Community Park
- Land off A453 Remembrance Way, Kegworth
- Land to the north of Derby Road, Kegworth
- Land within EMAGIC Freeport designation
- Land at Hilltop Farm, Castle Donington
- Isley Woodhouse
- Land at Netherfields Lane, Sawley
- Land at Sawley Interchange, adjacent to Aldi Distribution Centre
- Land south of Jct 1 of the A50, Castle Donington

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

Sequential Test Sites

Scale	1:15,000	Drawn	LM
Size	A1	Reviewed	MS

Regulation: **N/A**

Document: **N/A**

Drawing Status: **SUBMISSION**

Drawing No.: **EMG1-UMC-SI-01-DR-A-0101**

Revision: **E**

Appendix 3 – Flood Risk Maps for Alternative Sites

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Key

- Site Boundary
- Surface water flooding 1:30
- Surface water flooding 1:100
- Surface water flooding 1:1000
- Flood Zone 2
- Flood Zone 3

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

EMAGIC Freeport - Flood Mapping

Scale	1:5,000	Drawn	LM
Size	A1	Reviewed	MS

Regulation: **N/A**

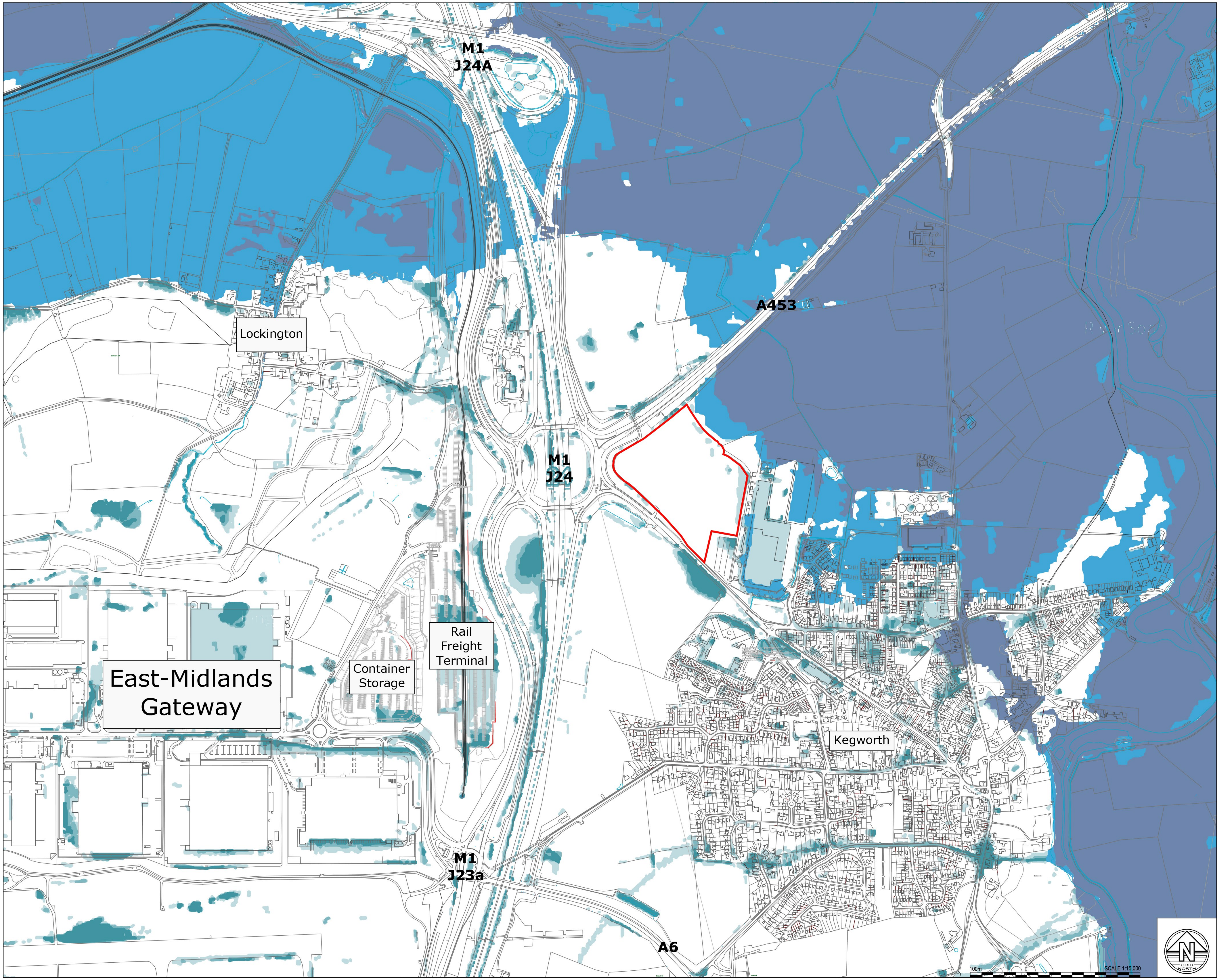
Document: **N/A**

Drawing Status

SUBMISSION

Drawing No.: **19232 - SK0103**

Revision: **C**



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Key

- Site Boundary
- Surface water flooding 1:30
- Surface water flooding 1:100
- Surface water flooding 1:1000
- Flood Zone 2
- Flood Zone 3

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

Derby Road - Flood Mapping

Scale	1:5,000	Drawn	LM
Size	A1	Reviewed	MS

Regulation: **N/A**

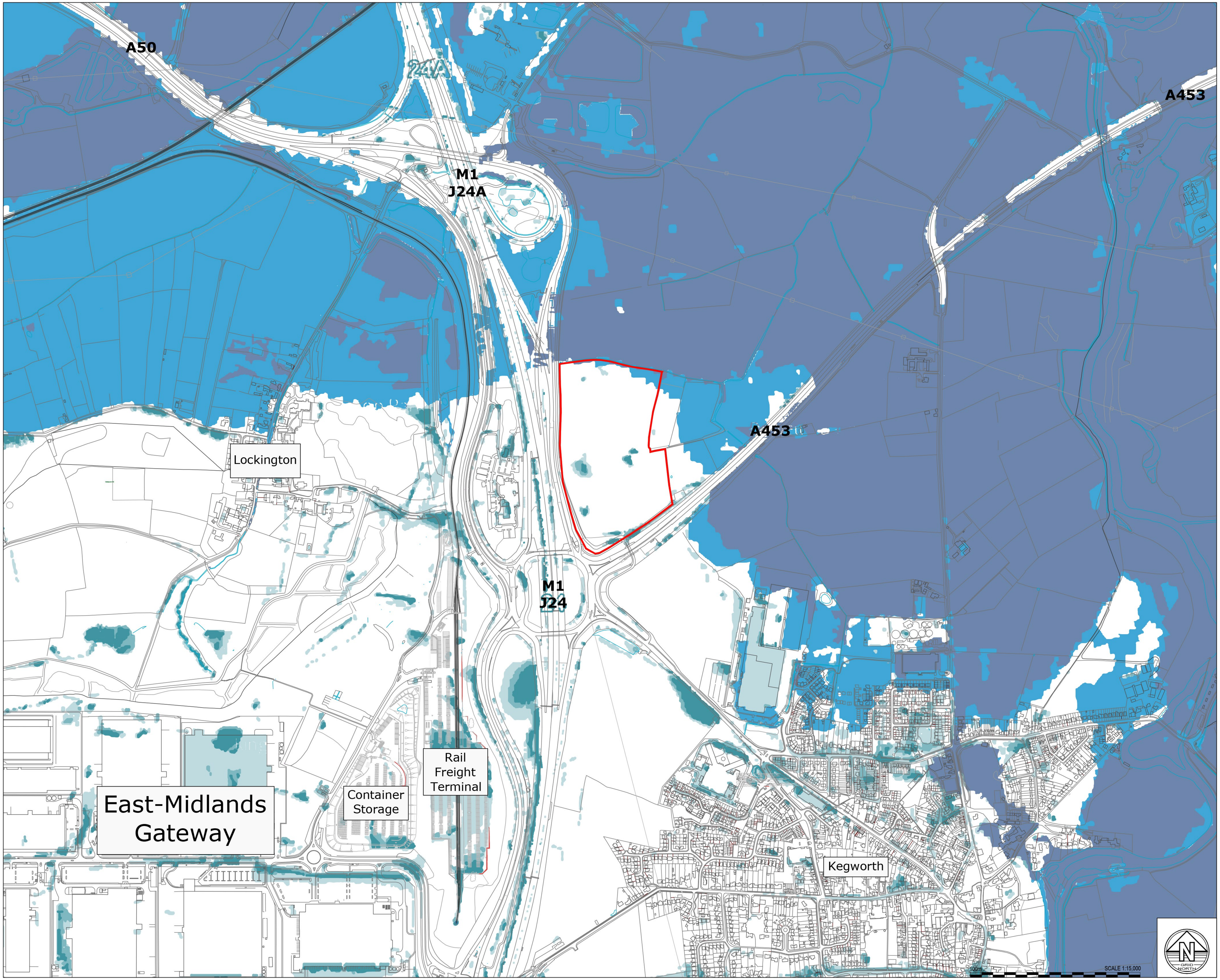
Document: **N/A**

Drawing Status

SUBMISSION

Drawing No.: **19232 - SK0106**

Revision: **D**



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Key

- Site Boundary
- Surface water flooding 1:30
- Surface water flooding 1:100
- Surface water flooding 1:1000
- Flood Zone 2
- Flood Zone 3

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

Remembrance Way - Flood Mapping

Scale	1:5,000	Drawn	LM
Size	A1	Reviewed	MS

Regulation: **N/A**

Document: **N/A**

Drawing Status: **SUBMISSION**

Drawing No.: **19232 - SK0105**

Revision: **D**

- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Key

- Site Boundary
- Surface water flooding 1:30
- Surface water flooding 1:100
- Surface water flooding 1:1000
- Flood Zone 2
- Flood Zone 3

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

Hilltop Farm - Flood Mapping

Scale	1:5,000	Drawn	LM
Size	A1	Reviewed	MS

Regulation: **N/A**

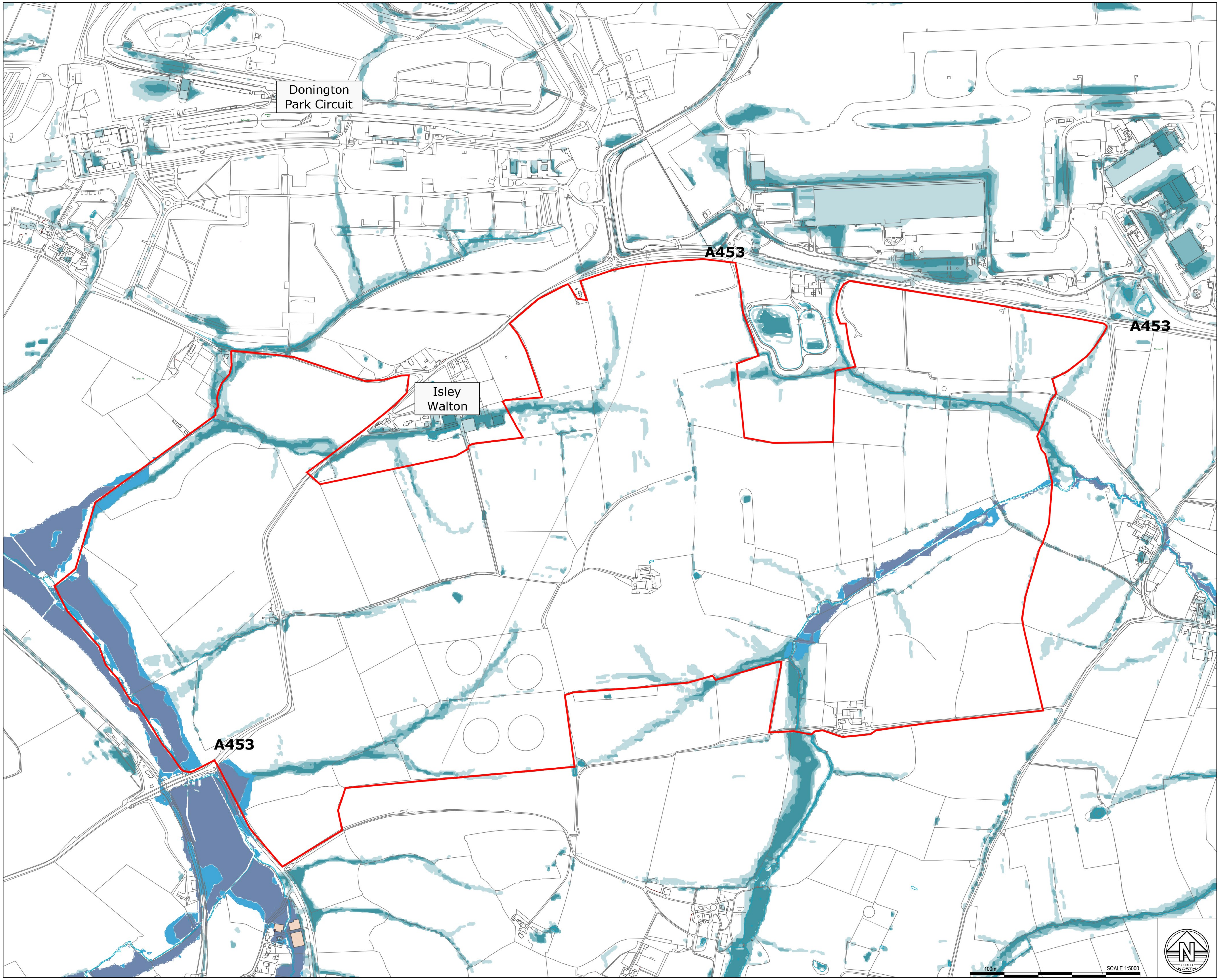
Document: **N/A**

Drawing Status

SUBMISSION

Drawing No.: **19232 - SK0104**

Revision: **C**



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Key

- Site Boundary
- Surface water flooding 1:30
- Surface water flooding 1:100
- Surface water flooding 1:1000
- Flood Zone 2
- Flood Zone 3

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

Isley Woodhouse - Flood Mapping

Scale	1:5,000	Drawn	LM
Size	A1	Reviewed	MS

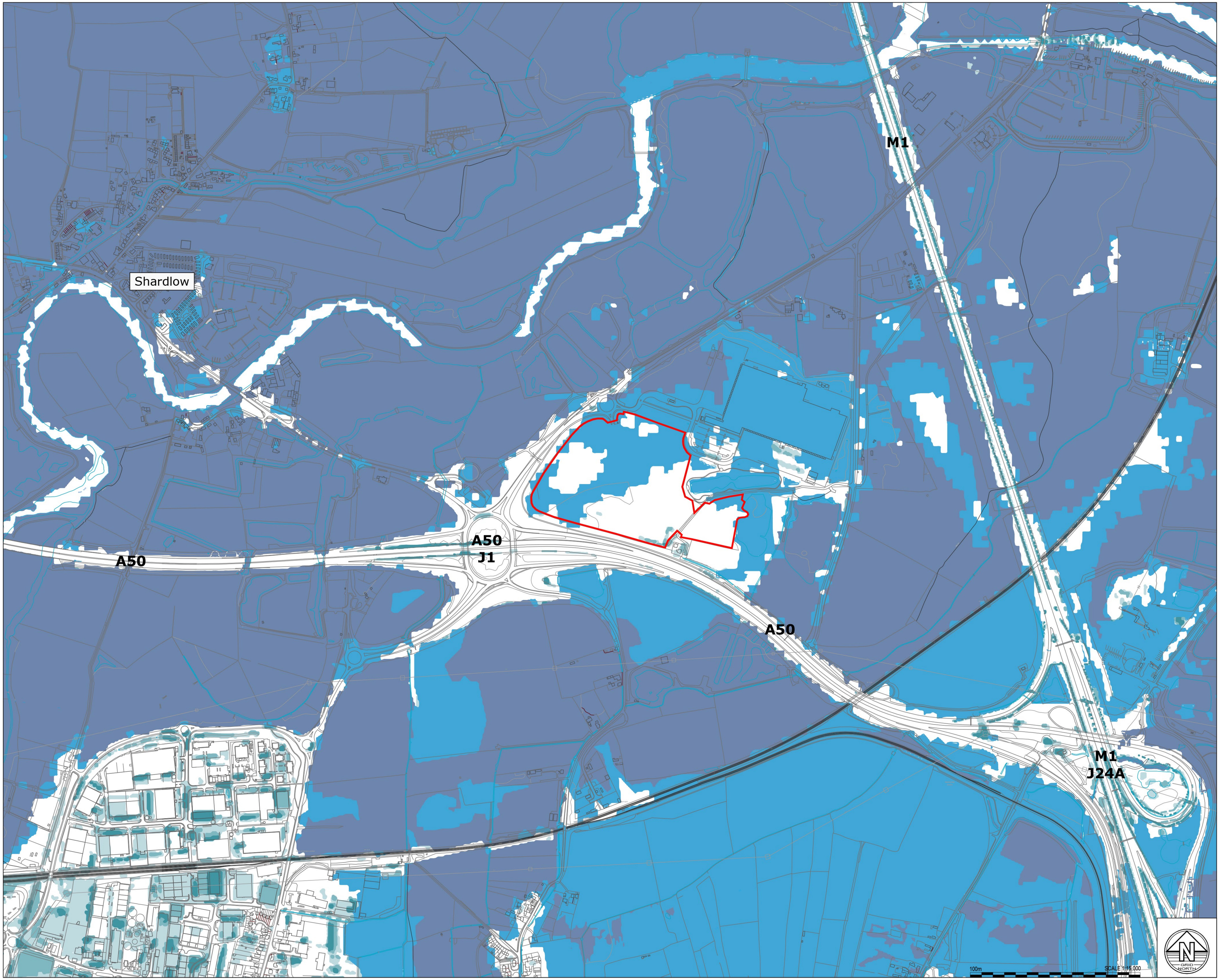
Regulation: **N/A**

Document: **N/A**

Drawing Status: **SUBMISSION**

Drawing No.: **19232 - SK0102**

Revision: **C**



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Key

- Site Boundary
- Surface water flooding 1:30
- Surface water flooding 1:100
- Surface water flooding 1:1000
- Flood Zone 2
- Flood Zone 3

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

Sawley Interchange - Flood Mapping

Scale	1:5,000	Drawn	LM
Size	A1	Reviewed	MS

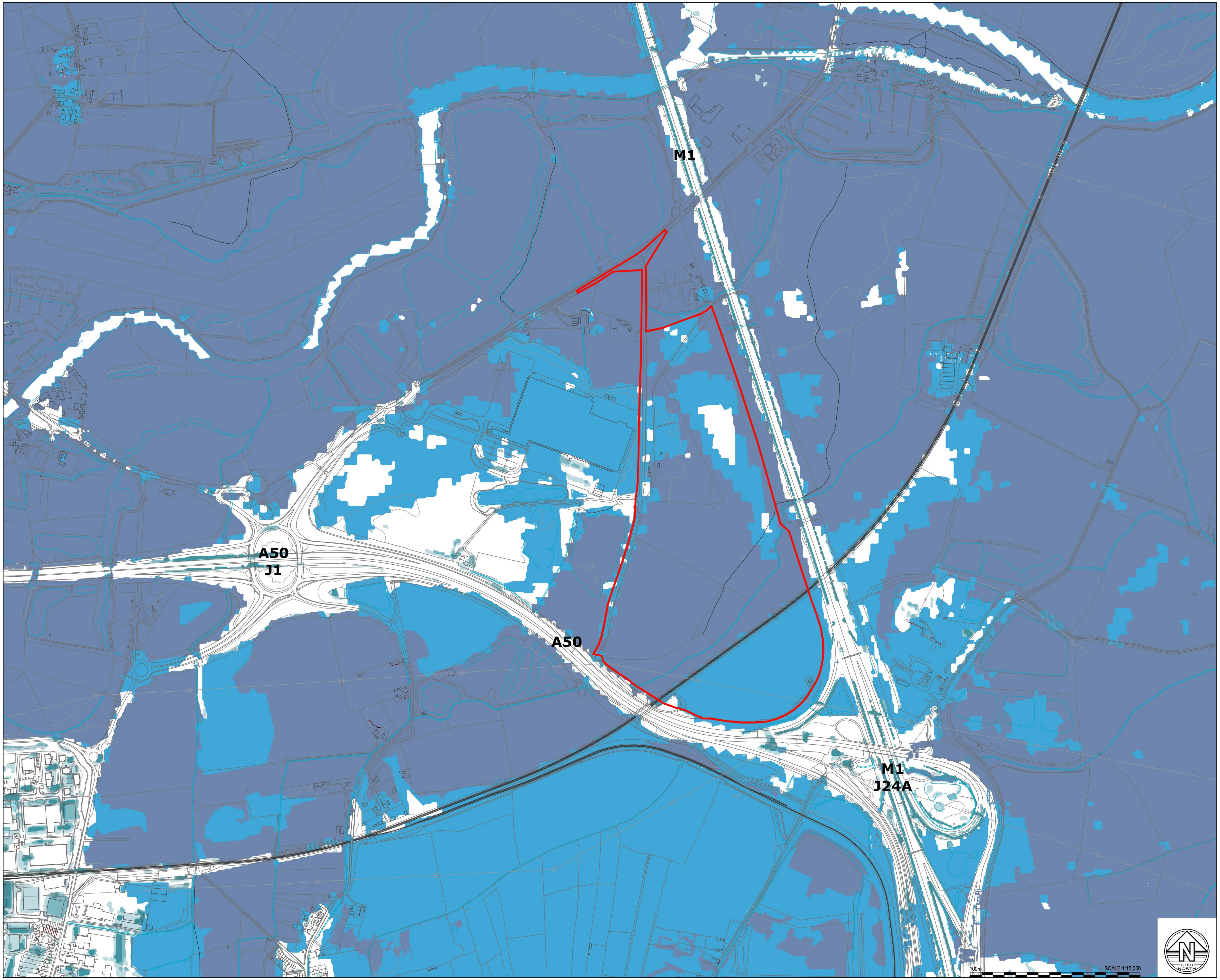
Regulation: N/A

Document: N/A

Drawing Status: **SUBMISSION**

Drawing No.: 19232 - SK0108

Revision: C



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Key

- Site Boundary
- Surface water flooding 1:30
- Surface water flooding 1:100
- Surface water flooding 1:1000
- Flood Zone 2
- Flood Zone 3

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

Netherfields Lane - Flood Mapping

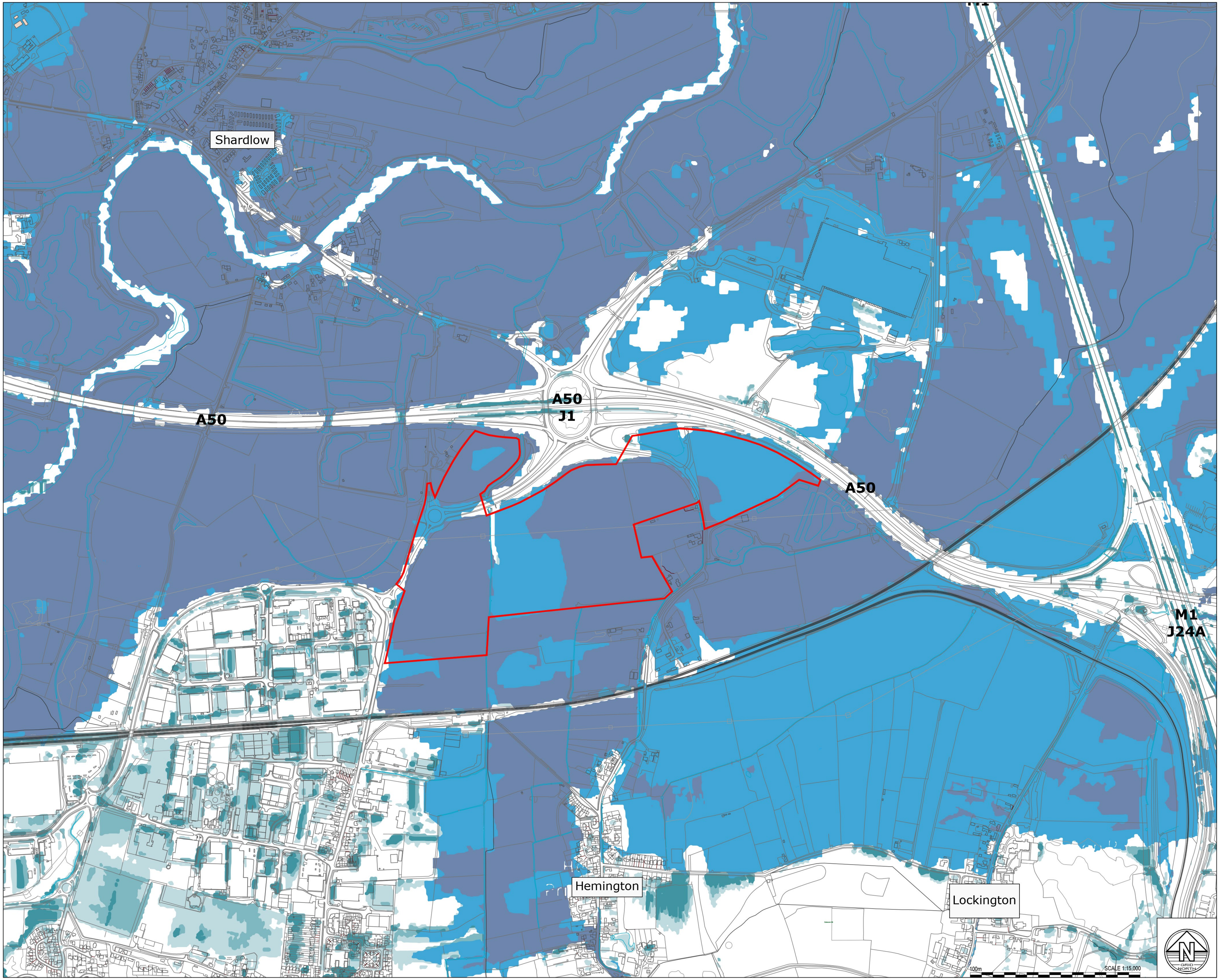
Scale	1:5,000	Drawn	LM
Size	A1	Reviewed	MS

Regulation	Document
N/A	N/A

Drawing Status

SUBMISSION

Drawing No.	Revision
19232 - SK0107	C



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

Key

- Site Boundary
- Surface water flooding 1:30
- Surface water flooding 1:100
- Surface water flooding 1:1000
- Flood Zone 2
- Flood Zone 3

Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

SEGRO

THE EAST MIDLANDS GATEWAY PHASE 2 AND HIGHWAY ORDER 202[ ]

Drawing Title

Junction 1 of the A50 - Flood Mapping

Scale	1:5,000	Drawn	LM
Size	A1	Reviewed	MS

Regulation: **N/A**

Document: **N/A**

Drawing Status

SUBMISSION

Drawing No.: **19232 - SK0109**

Revision: **C**