East Midlands Gateway
Phase 2 (EMG2)

Document DCO 6.3/MCO 6.3

ENVIRONMENTAL STATEMENT

Volume 1 Main Statement

Chapter 3

Project Description

July 2025

03

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

3. Project Description

3.1. Introduction

3.1.1. As set out in **Chapter 1: Introduction** of this ES (**Document DCO 6.2/MCO 6.2**), SEGRO is proposing to develop a second phase of its East Midlands Gateway Logistics Park (EMG1). This second phase is referred to as the **EMG2 Project** or the **East Midlands Gateway 2** or **EMG2** and comprises the following three main components:

Main Component	Details	Works Nos.
DCO Application/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. Together with an upgrade to the EMG1 substation and provision of a Community Park.	DCO Works Nos. 1 to 5 as described in the draft DCO (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; significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements) and works to the wider highway network including active travel works.	DCO Works Nos. 6 to 19 as described in the draft DCO (Document DCO 3.1).
MCO Application/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 access works.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (Document MCO 3.1).

3.1.2. SEGRO has made two concurrent applications for the three component parts. The first is for a Development Consent Order for the **EMG2 Works** and the **Highway Works** (referred to as the DCO Application or the DCO Scheme). The second application is for a material change to the existing EMG1 DCO for the **EMG1 Works** (referred to as the MCO Application or the MCO Scheme).

3.1.3. This chapter of the ES describes the development proposals which have been subject to assessment of likely environmental impacts and against which all the ES chapters are based. It covers the following:

- A description of the component parts of the **EMG2 Project**;
- An overview of the construction processes and the timescales envisaged; and

- An outline of how the proposed development will operate.

3.1.4. The description of the **EMG2 Project** and its component parts set out in this chapter should be read alongside the details set out on the Parameters Plans (**Documents DCO 2.5** and **Document MCO 2.5**) which identify the parameters on which the environmental assessment is based.

3.1.5. In drafting this Chapter, account has been taken of the comments received on the **EMG2 Project** description through the EIA scoping process, and in particular Section 2 of the PINS Scoping Opinion (**Document DCO 6.1D/MCO 6.1D**), and the statutory consultation feedback. A detailed review of the PINS Scoping Opinion comments and statutory consultation feedback on specific environmental aspects and how these have been addressed is set out within the individual chapters of this ES.

3.2. Description of the component parts of the EMG2 Project

3.2.1. The following section describes the three component parts that make up the **EMG2 Project** in further detail, firstly looking at the two components that are the subject of the DCO Application (i.e. the **EMG2 Works** and **Highway Works**), before providing a description of the **EMG1 Works** comprised within the MCO Application.

DCO Application (EMG2 Works and Highway Works)

EMG2 Works

3.2.2. The proposed development comprising the **EMG2 Works** is for a comprehensive logistics and advanced manufacturing development together with supporting and co-located office and other ancillary functions. The development is defined in Schedule 1 of the draft DCO (**Document DCO 3.1**) and comprises the following elements within the EMG2 Main Site:

- Construction of logistics and advanced manufacturing development and ancillary buildings (DCO, Works No. 1);
- Construction of road infrastructure (DCO, Works No. 2);
- Construction of bus interchange (DCO, Works No. 3);
- Construction of HGV parking (DCO, Works No. 4); and
- Provision of hard and soft landscaping (DCO, Works No. 5).

3.2.3. Further elements within the EMG2 Works are as follows:

- Upgrade of the EMG1 substation (DCO, Works No. 20); and
- Creation of a Community Park (DCO, Works No. 21).

3.2.4. In order to respond to occupier demand and the evolving requirements of industry, it is essential that flexibility is built into the proposals. Accordingly, the principles of the 'Rochdale Envelope' approach have been followed in line with the advice contained in Planning Inspectorate's *Advice Note Nine: Using the 'Rochdale Envelope'* (July 2018). 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 EIA process, while also ensuring the flexibility to incorporate a range of occupier requirements regarding building footprints and plot layouts.

3.2.5. The parameters for the development of the EMG2 Main Site are set out on Parameters Plan (**Document DCO 2.5**).

3.2.6. The Parameters Plan (**Document DCO 2.5**) establishes the following key parameters or design principles for the proposed works at the EMG2 Main Site:

a. 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 (such floorspace only to be used 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 (DCO, Works No. 1);

b. 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);

c. Maximum amount of floorspace for each Development Zone and range of units to be erected within each zone (see **Table 3.1** below) (DCO, Works No. 1);

d. 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);

e. Vehicular access from the A453 via a new arm off the Hunter Road roundabout with a possible alternative principal access (new roundabout) further to the west along the A453 (DCO, Works No. 6);

f. A bus interchange terminal at the site entrance which replicates and builds upon the successful sustainable travel strategy for the EMG1 site (DCO, Works No. 3);

g. 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);

h. 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);

i. 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

j. Retention of Hyam's Lane with its surface upgraded to provide enhanced pedestrian/cycle connectivity through the EMG2 Main Site (DCO, Works No. 7).

3.2.7. **Table 3.1** below further defines the proposed logistics and advanced manufacturing development and associated works at the EMG2 Main Site.

Table 3.1 EMG2 Main Site Development Schedule

Zone	Range of Units	Max Floorspace (GIA sq.m.)	Finished Floor Level (m AOD) - allowable deviation +/- 1.5m	Max Ridge Height (metres above ordnance Datum)
1	1 to 2	75,000	67.25	91.25
2	1 to 4	20,000	70.60	88.60
3	1 to 4	60,000	79.40	103.40
4	1 to 2	45,000	76.05	94.05
5	1 to 4	75,000	84.20	102.20
6	1 to 4	40,000	88.00	106.00
7	1 to 4	5,000	89.50	96.50
Maximum Total Floorspace*		300,000		
*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.				
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.				
In addition to the limits set out in the schedule above the following units and floor space are permitted: - Bus terminal and office within Zone 6: 1-2 buildings up to 500 sq.m - HGV parking and amenity building within Zone 7: 1-2 buildings up to 500 sq.m				

Design Approach

3.2.8. Whilst the DCO Application does not seek approval for the layout or design detail, an Illustrative Landscape Masterplan is submitted as part of the application (**Document DCO 2.6**). It shows how the EMG2 Main Site could be developed in accordance with the Parameters Plan (**Document DCO 2.5**) to appropriately respond to the site conditions and requirements of future occupiers.

3.2.9. In relation to building heights, and as noted on the parameters schedule, buildings heights within Development Zones 1 and 3 (furthest away from Diseworth) would be up to 24m whilst heights within Development Zones 2, 4, 5 and 6 (closest to Diseworth) would be 18m. These may change in circumstances where finished floor levels are lowered but, overall, the highest points of any buildings (the height in metres above the Ordnance Datum, or AOD) would not exceed the parameters defined in **Table 3.1** below.

3.2.10. A Design Approach Document (**Document DCO 5.3**) has been prepared and submitted with the DCO Application. It sets out the key design principles that will guide detailed proposals for individual buildings when they come forward in line with the DCO requirements and will ensure consistency in approach in the design and appearance in the buildings.

3.2.11. 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 this ES. 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

3.2.12. 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 'Outstanding' as part of SEGRO base build specification. The implications of this approach are assessed in **Chapter 19** of this ES (**Document DCO 6.19**).

3.2.13. 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 1.15 MWh/yr). 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 5.73 MWh/yr across the site. In this way the buildings to be 'future-proofed' and additional roof mounted PVs can be installed should there be additional demand for renewable energy on-site. **Chapter 19** of this ES (**Document DCO 6.19**) also includes detailed consideration of the role of PVs in addressing the climate change impacts of the **EMG2 Project.**

Strategic Landscaping and Community Park

3.2.14. The proposals for the **EMG2 Works** include provision of significant areas of new landscaping and green infrastructure (GI) to supplement existing retained boundary trees and hedges as shown on the Parameters Plan (**Document DCO 2.5**) and Illustrative Landscape Masterplan (**Document DCO 2.6**). The landscape and GI proposals form an integrated part of the design rationale for the EMG2 Main Site and will be secured through a DCO requirement.

3.2.15. 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**.

3.2.16. 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 proposed bunds is shown on the Parameters Plan (**Document DCO 2.5**). The landscape bunds will rise up gradually from existing ground levels within the proposed 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 proposed bunds will be planted and this will include new woodland, scrub and other planting as further explained at **Chapter 10: Landscape and Visual** of this 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.

3.2.17. A key principle of the design of all landscaped areas will be habitat biodiversity which will contribute towards an overall **EMG2 Project** post development habitat gain of 10% against the pre-development baseline position.

Strategic Drainage Proposals

3.2.18. A surface water drainage strategy for the EMG2 Main Site which 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 this 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.

3.2.19. The strategic drainage infrastructure will be installed as part of the earthworks phase (see **Section 3.3** below for 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 Terminal

3.2.20. A purpose-built bus terminal (DCO, Works No.3) is proposed within Zone 6 to the north-east of the EMG2 Main Site, close to the proposed site access as indicated on the Parameters Plan (**Document DCO 2.5**). The location of the interchange has emerged following discussions with the key local bus operators and the EMG2 Transport Working Group and allows for the interception of existing bus services travelling both along the A453 and via Pegasus Park.

HGV parking

3.2.21. The proposals include the provision of an HGV parking area (of approximately 95 spaces) within Zone 7 to the north-east of the EMG2 Main Site which will also include the construction of an amenity building for HGV drivers (DCO, Works 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

3.2.22. An existing substation located within EMG1 is proposed to be upgraded to accommodate a third circuit and increase capacity of the substation to 33kV in order to meet the power requirements at the EMG2 Main Site (DCO, Works No. 20). This will require a new switch room and

switchgear which will be housed within an extended substation compound. The location of this is shown on the Components Plan (**Document DCO 2.7**).

Highway Works

3.2.23. A package of highways works is proposed including 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. The **Highway Works** are defined in Schedule 1 of the draft DCO (**Document DCO 3.1**) and are shown on the Components Plan (**Document DCO 2.7)**) and the Highways Plans (**Document DCO 2.8**) and comprise the following:

- A453 access junction works to the EMG2 Main Site (DCO, Works No. 6);
- Hyam's Lane works (DCO, Works No. 7);
- Works to the M1 northbound (DCO, Works No. 8);
- Construction of link road from the M1 northbound to the A50 westbound (DCO, Works No. 9);
- Works to the A50 westbound (DCO, Works No. 10);
- Works to the link road from the M1 southbound and A50 eastbound to M1 Junction 24 (DCO, Works No. 11);
- Works to the west side of the M1 Junction 24 roundabout and A453 northbound approach (DCO, Works No. 12a);
- Works to the east side of the M1 Junction 24 roundabout and A453 southbound approach (DCO, Works No. 12b);
- Improvements to the EMG1 access junction (DCO, Works No. 13);
- Construction of the Active Travel Link between the EMG1 access junction and the A453 west of Finger Farm roundabout (DCO, Works No. 14);
- Provision of an uncontrolled crossing of the A453 at the East Midland Airport signalised access junction (DCO, Works No. 15);
- Works to M1 northbound signage on the approach to M1 Junction 23A (DCO, Works No. 16);
- Works to Long Holden (DCO, Works No. 17);
- Works to the A42/A453 Finger Farm roundabout (DCO, Works No. 18); and
- Upgrade to public footpath L57 to a cycle track (DCO, Works No. 19).

3.2.24. Further detail on these Highway Works is provided in **Chapter 6: Traffic and Transportation** of this ES (**Document DCO 6.6**) and the associated appendices. A brief description of the main highway works is as follows:

a. The proposed improvement works at M1 J24 (DCO, Works No. 8 - 12 and 16 as described in Schedule 1 of the draft DCO (**Document DCO 3.1**)) 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 roadmarkings 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.

b. The EMG1 access improvements (DCO, Works No. 13 as described in Schedule 1 of the draft DCO (**Document DCO 3.1**)) comprise widening at the EMG1 roundabout to increase junction capacity.

c. 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 this ES (**Document DCO 6.6C**). This includes the following works (DCO, Works Nos. 7, 14, 15, 17 and 19 as described in Schedule 1 of the draft DCO (**Document DCO 3.1**)):

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.

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

e. 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.

Public Rights of Way (PROW)

3.2.25. In addition to the Active Travel works listed above, the **EMG2 Works** incorporate significant extended public access routes and improved pedestrian and cycle connectivity to the surrounding areas, particularly to and from Diseworth, to EMA and to EMG1. Full details are provided in **Chapter 6: Transportation and Highways** of this ES (**Document DCO 6.6**) and the associated appendices are shown on the Access and Rights of Way Plans (**Documents DCO 2.4, 2.4A and 2.4B**).

3.2.26. In summary, the public rights of way (PROW) works comprise:

- The existing public right of way (PROW L45) 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 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; and
- Restricting access to Long Holden by changing its status from an all-purpose highway to a bridleway which more accurately reflects its character and will allow access to be controlled.

MCO Application (EMG1 Works)

3.2.27. The proposals include 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 MCO 3.1**) and is shown on the Works Plan (**Document MCO 2.3**). In brief it comprises the following elements:

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

3.2.28. To enable the development to be 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**). Further details of the above works are provided below.

Plot 16

3.2.29. The Parameters Plan relating to the MCO Application (**Document MCO 2.5**) establishes the following key principles for the proposed works at Plot 16:

- Provision of a maximum of 26,500 sq.m (approximately 285,000 sq.ft) (GIA) of additional warehousing on Plot 16, with an additional 3,500 sq.m allowance in the form of internal mezzanine space;
- 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;
- Access and drainage to Plot 16 will be gained via the road which serves the EMG1 rail terminal; and
- 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

3.2.30. It is proposed to increase the maximum permitted height of gantry cranes at the rail freight interchange by 4m, to 24m overall.

3.2.31. 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 at the terminal through subsequent approvals granted under the Town and Country Planning Act (NWLDC App Ref: 18/01527/FULM). Therefore, approval is sought to install gantry cranes up to 24m which would provide additional operational efficiency to the terminal.

Expansion of Management Suite

3.2.32. It is proposed to build an extension to the existing management suite located at the entrance to EMG1 to provide 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). Additional car parking spaces within the car park that currently serve the management suite will be provided.

Enhancements to Public Transport Interchange

3.2.33. The public transport improvements include 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.

Drainage

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

3.3. Overview of the construction processes and the timescales

DCO Application (EMG2 Works and Highway Works)

Construction Activities

3.3.1. Construction of the **EMG2 Works** and **Highway Works** will be managed through a Construction Environmental Management Plan (CEMP) provided as **Appendix 3A** to this ES (**Document DCO 6.3A**) and this is referred to throughout this section.

3.3.2. There are no building demolition works associated with the proposals as all parts of the DCO Scheme are proposed on land that is either presently undeveloped or contained within or adjacent to highway infrastructure.

3.3.3. The principal activities associated with the construction stage are as follows:

a. Earthworks including site stripping and earth moving, excavation and site re-profiling to establish development plateaus. This will include the provision of landscape bunds as further detailed below;

b. Installation of surface and foul water infrastructure, including attenuation and sustainable drainage (SuDS) features;

c. Installation of service trenches, ducts and associated service infrastructure;

d. Construction of new roads, site access and installation of bases and surfacing to roads and parking areas. This may include piled foundations for the bridge works as part of the J24 Improvements;

e. Construction of building foundations (piled building foundations are not proposed);

f. Construction of buildings;

g. Landscaping;

h. Alterations to, and construction of, new sections of existing public highway infrastructure. This may include dismantling and creating new overhead signage gantries; and

i. Alterations and improvements to public rights of way (PROW).

Earthworks

3.3.4. To enable the proposed development, substantial earthworks will be required to be undertaken, particularly on the EMG2 Main Site, given that the land slopes towards the south with a significant fall. A cut and fill assessment has been undertaken to develop an appropriate earthworks strategy to establish the flat plateau areas that are required for the buildings. In some areas the site will be lowered from existing ground levels by up to 8.8m and in others it will be raised by up to 9.6m. 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. Hyam's Lane itself will remain in situ. The development plateau levels will step down from north to south (from 89.00m AOD to 66.75m AOD) working with the existing topography of the site, and surplus soil will be used to create the mounding required as part of the landscaping strategy. The cut and fill exercise will be designed to enable a balance across the site to avoid any off-site removal of material. The approach to the earthworks on the EMG2 Main Site is shown within **Appendix 6.14M** to this ES (**Document DCO 6.14M**).

3.3.5. The ground investigation has determined that clean natural soils are present within the areas of cut and these materials are suitable for re-use provided they are carefully selected and managed in accordance with the Site Waste and Materials Management Plan appended to the CEMP provided as **Appendix 3A** to this ES (**Document DCO 6.3A**).

Drainage Infrastructure

3.3.6. As part of the earthworks phase, the main surface water drainage features will be installed. This includes a series of cascading drainage basins and swales through the Community Park and along the southern boundary of the EMG2 Main Site, which will help attenuate and treat surface water runoff from the finished development. To help treat and attenuate runoff from the construction site these will be installed early on in the construction programme.

3.3.7. As set out in **Chapter 13: Flood Risk and Drainage** of this ES (**Document DCO 6.13**), a construction stage surface water drainage strategy will be implemented to ensure that surface water runoff is intercepted, safely stored, and discharged from the construction site at a rate no greater than existing. The outfall from the EMG2 Main Site will be restricted during construction and stored within the proposed drainage basins and swales before discharging to the minor watercourse/A42 culvert in the southern-eastern corner of the EMG2 Main Site. Temporary bunds around construction areas will be provided, as required, to act as a safeguard against exceedance overland flows generated during extreme storm events from leaving the EMG2 Main Site prematurely. Further detail on how surface water will be managed during the construction phase is provided by the CEMP and a summary of the measures is set out in **Chapter 13**.

Services and utilities

3.3.8. There are existing utilities within the land effected by the **EMG2 Works** and the proposed **Highway Works** as further described at **Chapter 16: Utilities** of this ES (**Document DCO 6.16**) and associated appendices. This includes existing overhead and underground electricity cables and poles, existing underground medium pressure gas mains, underground water mains, and underground telecommunication ducts and chambers. Diversions of a number of existing utilities infrastructure will be required as part of the construction of the DCO Scheme as set out at **Chapter 16**.

3.3.9. New services and utilities will be installed as described at **Chapter 16** of this ES. This includes reinforcement works of the electricity network, installation of electricity, gas and portable water connections to the existing and reinforced local network, and an extension to the existing duct network in the A453 Ashby Road to provide telecommunications connections to the EMG2 Main Site.

Ground conditions and geotechnical considerations

3.3.10. Based on the geotechnical information collated to inform the assessment at **Chapter 14: Ground Conditions** of this ES (**Document DCO 6.14**), piling is not expected to be required for the construction of the buildings on the EMG2 Main Site or the majority of the **Highway Works**, although it may be used for the bridge to be constructed as part of the link road from the M1 northbound to the A50 westbound (DCO, Work No. 9).

Construction plant and machinery

3.3.11. Detailed information on construction techniques and consequently the plant and machinery to be used is not available yet and the ES assessment due to the 'Rochdale Approach' under which the DCO Application has been submitted. However, likely predictions based on preliminary information and methods used in similar developments and from experience at EMG1 is used. The types of plant and machinery likely to be used in the construction of the DCO Scheme are listed in **Table 3.2** below with further information on the assumptions used in the ES provided by **Appendix 7B** of this ES (**Document DCO 6.7B**).

Table 3.2: Construction Plant and Machinery

Plant and Machinery	**Bulk earthworks**	**Site infrastructure, i.e. roads and landscaping**	**Building Foundations**	**Construction of buildings**	**Highway Works**
Excavators	✓	✓	✓		✓
Dumpers, dump trucks, tipping dumpers	✓	✓	✓	✓	✓
Dozers	✓	✓			✓
Rollers	✓	✓			✓
Tractors	✓	✓			
Road pavers	✓	✓			✓
Bowsers	✓				
Asphalt spreaders		✓			
Road sweepers	✓	✓			
Truck mixers with pump			✓		

Compressor			✓		
Poker Vibrator			✓		
Vibratory compactor			✓		
HGVs, lorries, vans	✓	✓	✓	✓	✓
Forklift truck				✓	
Concrete pump				✓	
Mobile Cranes				✓	
Wheeled loader				✓	
Mobile elevating work platforms				✓	

Public Rights of Way (PROWs) and Private Accesses

3.3.12. During construction, Public Rights of Way (PROWs) will be diverted from their existing routes to new permanent routes to enable the infrastructure works to be carried out and the proposed new routes will be created as shown on the Access and Public Rights of Way Plans (**Document DCO 2.4, 2.4A and 2.4B**). This includes the temporary closure or diversion of Hyam's Lane to enable the proposed crossing point to be constructed and any proposed improvement works along its route to be undertaken.

3.3.13. A number of private access points, principally field accesses to the EMG2 Main Site which are currently used for agricultural purposes, are proposed to be stopped up as shown on the Access and Public Rights of Way Plans (**Document DCO 2.4**).

Timescales and Phasing

3.3.14. For the purposes of this ES, it is anticipated that the general construction programme for the **EMG2 Works** and the **Highway Works** will be phased over a 5-year period.

3.3.15. If the DCO is made in late 2026/early 2027, it has been assumed that works to construct the DCO Scheme will commence in the middle of 2027. An indicative programme based on these assumptions setting out the broad timescales for construction is attached within the CEMP (**Document DCO 6.3A**). This has formed the basis of the assumptions in this ES.

3.3.16. The construction period can be broadly grouped into four work streams as outlined at **Table 3.3** below.

Table 3.3: DCO Construction programme

Work stream	Timescales		Construction Phase Activities
	From	To	
Pre-construction	Q4 2026 / Q1 2027	Q2 2027	Discharge of DCO requirements Surveys Detailed design Mitigation required prior to commencement of development Site set up including provision of temporary construction access and site compounds Public rights of way diversions

Work stream	Timescales		Construction Phase Activities
	From	To	
EMG2 Works - Infrastructure	Q3 2027	Q3 2029	Site clearance Bulk earthworks Structural landscaping including provision of landscape bunds Installation of strategic drainage infrastructure Construction of access and roads Diversion of utilities and installation of new utilities connections
EMG2 Works - Buildings	Q1 2028	Q3 2031	Phased construction of buildings and associated plot access, service yards and parking Landscaping Installation of plot-specific drainage and utilities connections
Highway Works	Q3 2027	Q2 2029	Alterations to local and strategic road networks and provision of new road infrastructure.

3.3.17. As can be seen from the indicative development programme included within the CEMP, it is anticipated that the earthworks would commence in Q3 2027 and will take some 18 months to complete to create all the development plateaus, provide the mounding and the ground works for the strategic landscape and drainage infrastructure. It is anticipated that these works will be delivered in two main phases. Phase 1 involves the completion of the earthworks for Development Zones 5-7 and provision of landscape bunds along these Development Zones with the landscape bunds to be planted within the first planting season following completion of these works. In Phase 2 the earthworks will be completed for the remainder of the site and the landscape bunds along the southern boundary will be provided with the planting to these landscape bunds to be undertaken within the first planting season following completion of the works. A Development Sequencing Plan is provided within the CEMP and shows the phased approach to the earthworks and provision of development plateaus and landscape bunds.

3.3.18. The phasing allows for commencement of some of the buildings on the EMG2 Main Site from Q1 2028 as and when individual plateaus are complete. Delivery of the buildings will ultimately be market driven and will therefore be built out depending upon occupier requirements and market conditions and timed to maximise the benefit of the Freeport incentives.

3.3.19. It is anticipated that construction of both the on-site and off-site infrastructure and the construction of buildings will be completed by the end of 2031.

Construction Management and Mitigation

3.3.20. The potential environmental effects of the construction phase are assessed in the technical chapters of this ES. As described previously, to protect the environment and local amenity during construction, the DCO Application is accompanied by the following documents which are referenced within the individual assessment chapters where appropriate:

- Construction Environmental Management Plan (CEMP) (**Document DCO 6.3A**) – this outlines measures to ensure compliance and adherence to safe and sustainable construction practices and sets out the controls that will be adopted during construction to minimise any adverse environmental effects (for example, noise, dust, lighting, ecology, surface water run-off, foul water disposal, and soil management).

  A number of specific management plans are appended to the CEMP and include:

  - Construction Traffic Management Plan (CTMP) – sets out the arrangements and management practices that will be adopted during construction to minimise the impact of traffic on the local road network;
  - Silt Management Plan – sets out measures to limit the volume of potential silt laden run-off throughout the earthworks.

- Site Waste and Materials Management Plan (SWMMP) (**Document DCO 6.18D**) – sets out measures to minimise and manage construction waste and considers the suitability of materials for re-use;
- Carbon Management Plan (**Document DCO 6.19E**) – sets out measures to minimise Green House Gas (GHG) emissions throughout the lifetime of the **EMG2 Works** including the construction phase.

3.3.21. Phase-specific construction environmental management plans (P-CEMP) will be prepared for each works package in accordance with the principles set out in the CEMP and submitted for approval pursuant to Requirement 11 of the draft DCO (**Document DCO 3.1**).

Hours of Work

3.3.22. Standard working hours for the construction phase will be controlled by Requirement 19 of the proposed draft DCO (**Document DCO 3.1**) and will be confined to the following unless otherwise agreed in writing with the local planning authority:

- 07:00 - 19:00 hours Monday to Friday; and
- 07:00 - 16:00 hours Saturday.

3.3.23. No works will be undertaken on Sundays or public holidays unless otherwise agreed in writing with the local planning authority.

3.3.24. Certain limited works would fall outside of the above days / hours including, for example, highway works, emergency works and works which do not give rise to noise or vibration which could have an adverse impact.

Construction traffic routing

3.3.25. Principal routes for construction access to the **EMG2 Works** and **Highway Works** and delivery of materials and goods will be taken from the A453. The A453 is a good standard single carriageway road which links into the strategic road network in the form of the M1 via Junctions 23A and 24. Access to the **EMG2 Works** will not involve the use of any roads that principally serve established residential areas. Specifically, no construction access will be taken via Diseworth village, Hyam's Lane or Long Holden.

Safety and Security

3.3.26. Perimeter site hoarding/fencing and access/egress gates will be erected and maintained throughout the duration of the construction works around the relevant construction area. This will segregate the general public from the construction works and help to contain the works within the construction area boundary. The perimeter hoardings will also provide noise mitigation.

3.3.27. As detailed at **Chapter 14: Ground Conditions** of this ES (**Document DCO 6.14**), mitigation to protect construction workers from potential construction hazards will include the development of, and adherence to, a site health and safety plan, pre-approved RAMS, personal hygiene and welfare, correct PPE/RPE, decontamination measures if necessary, the safe and recorded storage of fuels/oils and any other potentially contaminative liquids, and regular cleaning of all construction site roads.

MCO Application (EMG1 Works)

3.3.28. The construction activities associated with the **EMG1 Works** are significantly less substantial than construction activities within the DCO Application**.** The principal activities are as follows:

a. Installation of surface and foul water infrastructure, including attenuation and sustainable drainage (SuDS) features;

b. Installation of service trenches, ducts and associated service infrastructure;

c. Construction of internal access to Plot 16 and installation of bases and surfacing to parking areas;

d. Construction of building foundations (piled building foundations are not proposed);

e. Construction of buildings;

f. Landscaping; and

g. Erection of gantry cranes within the existing rail freight interchange.

3.3.29. The EMG1 DCO already contains provisions pursuant to Requirement 11 as set out in Schedule 2 of the EMG1 DCO requiring a further P-CEMP to be submitted for each phase and this will apply to the **EMG1 Works**. The P-CEMP will need to adhere to the approved construction management framework plan that was approved for EMG1.

Timescale and phasing

3.3.30. It is anticipated for the purposes of this ES that the general construction programme for the **EMG1 Works** will be undertaken over a period of approximately 2 years, from around Q1 2027 to Q1 2029. It would run in parallel with the early years of the construction period for the **EMG2 Works**.

3.4. Outline of operation of the EMG2 Project

3.4.1. Once the **EMG2 Project** is fully completed, approximately 4,000 people will be employed within the new logistics and advanced manufacturing development at the EMG2 Main Site and

warehousing on Plot 16. The employment and economic effects of the **EMG2 Project** are further considered in **Chapter 5: Socio-Economic** of this ES (**Document DCO 6.5/MCO 6.5**).

3.4.2. SEGRO will operate the EMG2 Main Site as a fully integrated part of EMG1 with shared operational management and ownership. SEGRO will own both sites and will manage them as a single entity as further explained in this section.

3.4.3. The existing SEGRO (EMG) Management Company Ltd, owned and controlled by SEGRO will be expanded to fully incorporate the new operations at Plot 16 and on the EMG2 Main Site**.** SEGRO will therefore be responsible for the maintenance of the internal estate roads, landscape areas and footpaths/cycleways proposed at the EMG2 Main Site 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 6.9J**) will be required as part of the DCO requirements and will set 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.

3.4.4. The existing EMG1 Sustainable Transport Working Group will be expanded to fully incorporate the new occupiers on Plot 16 and on the EMG2 Main Site. The highly successful transport strategy on EMG1 has delivered a nationally recognised exemplar scheme which has far exceeded all targets and is currently achieving single use employee car patronage to EMG1 as low as 56%.

3.4.5. The EMG1 rail-freight terminal will serve both EMG1 occupiers and new occupiers on the EMG2 Main Site and Plot 16**,** as well as continuing to serve occupiers based nearby but outside of EMG1 or EMG2 in its function as an 'inland port'.

3.4.6. It is intended that the EMG2 Main Site will be anchored by a new centralised UK operation for Maersk, one of the world's largest integrated shipping and logistics companies, which could potentially make up a third of the EMG2 Main Site.

3.4.7. 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 both logistics buildings and co-located head office functions.

3.4.8. Maersk's two key visions of integrating logistics and achieving Net Zero by 2040 are closely aligned with the East Midlands Freeport objective of being the UK's pre-eminent multimodal inland Freeport. The inter-port rail connectivity provides a key enabler for Maersk in integrating both Ocean and domestic supply chains whilst also meeting environmental objectives. Its new logistics facility at EMG1 has been constructed in accordance with the UKGBC Net Zero Carbon Standard and the ambition is for the new connected container yard to operate with net zero emissions. Maersk aim to link this with electric HGVs which will create further opportunities for supply chain decarbonisation by enabling last mile journeys from the Rail Terminal to Maersk's facilities at EMG1 and the EMG2 Main Site to be undertaken by electric HGVs along with subsequent final mile deliveries.

3.4.9. Staff at many of the buildings are likely to work in shifts, and the facilities at EMG2 Main Site and Plot 16 (as at EMG1) will likely operate on a 24 hour/7 day week basis once fully operational. The assessments in the ES 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. This includes noise mitigation measures such as 'white noise' reversing warning (as further set out at **Chapter 7: Noise and Vibration** of this ES (**Document DCO 6.7/MCO 6.7**)) and a lighting strategy (see **Chapter 11: Lighting** of this ES (**Document DCO 6.11/MCO 6.11**) and associated appendices) designed to minimise light spill, light intrusion, glare and direct upward lighting.

3.4.10. SEGRO is committed to the preparation and implementation of an 'Community Investment Plan'. The Community Investment Plan will apply the 'Responsible SEGRO' Framework for the Scheme, across both construction and operational phases. The three main priorities of the Framework are 'championing low-carbon growth', 'investing in local communities and environments', and 'nurturing talent'.

3.4.11. As set out at **Chapter 19: Climate Change** of this ES (**Document DCO 6.19/MCO 6.19**), SEGRO is committed to reducing operational carbon emissions, including occupier emissions, by 42% of 2020 levels by 2030. To achieve this, 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 **Appendix 19E** to this ES (**Document DCO 6.19E**).

3.4.12. The **EMG2 Project** will lead to an increase in traffic and change in traffic flows and the impacts of this have been assessed in detail in **Chapter 6: Traffic and Transportation** of this ES (**Document DCO 6.6/MCO 6.6**). To mitigate the impacts of the Scheme, a Sustainable Travel Strategy (STS) and Framework Travel Plan (FTP) have been prepared for the EMG2 Main Site and are provided as **Appendix 6B** (**Document DCO 6.6B**) and **Appendix 6C** (**Document DCO 6.6C**) to this ES respectively. A central part of the STS for the EMG2 Main Site will be a Gateway Shuttle Bus service. This will be a free service for all site employees providing a highly sustainable and affordable alternative to single occupancy car travel, 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.

3.4.13. 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.

3.4.14. As part of the Framework, 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. The impacts of SEGRO's commitment to invest in local communities is further explored at **Chapter 5: Socio-Economic** of this ES (**Document DCO 6.5/MCO 6.5**). It will be controlled by Requirement 25 of the proposed draft DCO (**Document DCO 3.1**)

3.5. Decommissioning

3.5.1. The EIA has not assessed decommissioning as the **EMG2 Project** is intended to be a permanent development and consideration for decommissioning at this stage would be hypothetical in nature. Therefore, powers in relation to decommissioning will not be sought through the DCO Application or the MCO Application.