East Midlands Gateway
Phase 2 (EMG2)

Document DCO 5.1C / MCO 5.1C

Consultation Report Appendix 19 Part 2 of 4

OCTOBER 2025

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

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Appendix 19 - Copies of Exhibition Boards

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Our Vision for EMG2 Main Site

Development Proposed for Land South of East Midlands Airport

Our vision for EMG2 Main Site is to create a comprehensively planned best-in-class logistics and advanced manufacturing park designed to provide opportunities for national and international businesses to create thousands of jobs, and support the local community. The development will be a model of excellence in design, functionality and sustainability.

Key components are:

A logistics and advanced manufacturing park of up to 300,000 sq m (3.2 million sq ft) of floorspace, with an allowance of up to 100,000 sq m (c.1.1 million sq ft) of additional internal mezzanine space.

Main vehicular access via a roundabout off the A453.

A new bus interchange and sustainable transport link at the entrance which replicates and builds upon the successful bus interchange at EMG1.

Major improvements to Hyam's Lane, including pedestrianisation, a new all weather surface and retention of hedge rows for wildlife.

Extensive green mounding and landscaping areas helping to screen the development and reduce impacts on neightbours.

Extensive new pedestrian and cycle routes around the site linking to Long Holden, Hyam's Lane, Ashby Road, the Airport and along the A453 to EMG1

A extensive community park to the west of the development adjoining Diseworth. This will provide public access, ecologically diverse planting and sustainable drainage features (dry ponds and ditches).

The application will not include detailed site layouts or building design, but will set parameters, which will fix where development will go on the site, the maximum amount of development, the maximum building heights and the extent and location of landscaping buffers.

Draft Parameters Plan of EMG2 Main Site

EMG 2 Main Site - Development Schedule

Development Zone	Number of units erected (number of DCO)	Maximum amount of floorspace to be erected (as controlled by the DCO) per zone (sqm)	Finished floor level (in metres above ordnance datum) (Finished floor elevation +/- 0.5m)	Maximum Ridge Height (in metres above ordnance datum)
Zone 1	1 to 2	75,000	67.250	91.250
Zone 2	1 to 4	20,000	70.600	88.600
Zone 3	1 to 4	60,000	79.400	103.400
Zone 4	1 to 2	45,000	76.050	94.050
Zone 5	1 to 4	75,000	84.200	102.200
Zone 6	1 to 4	40,000	88.000	106.000
Zone 7	1 to 4	5,000	89.500	96.500
Maximum Total Floor Space*		**300,000**		

* The 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 cap for the site. Subject to the maximum building heights, the maximum total floor space figure, up to 100,000 sqm of floor space can be provided in the form of mezzanine floor space to units within the development.

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	0-2	500	
HGV parking and amenity building within Zone 7	0-2	500	

Please Note:

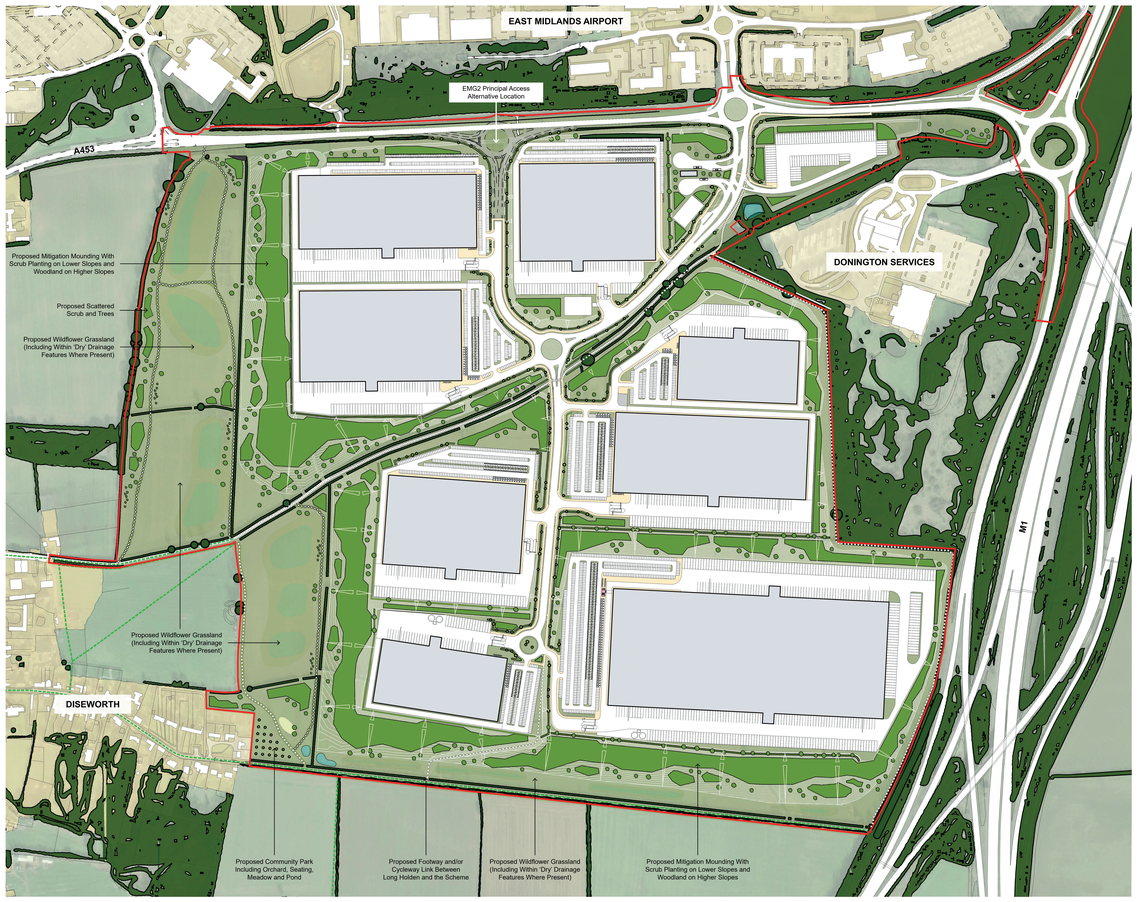
- The Maximum ridge height specified excludes any associated fire escape stairwells or key clamp roof top handrails etc.

- all areas specified are gross internal areas (GIA) unless otherwise stated.

Key

- EMG2 DCO order limits
- Land not in order limits within which existing telecom mast retained
- Development Area - Zones 1-7 Including car parking, service yards, buildings, amenity building's, on plot landscaping, roads, paths, utilities and infrastructure
- No Building Area No buildings in this zone
- Zone 1 and 2 boundary
- Estate Road and zone boundary
- Limits of deviation - Estate Road
- Landscape corridor between development zones with limits of deviation
- Area for development signage for upto 4 signs Sign Board - max size (including supporting frame) 7.5m high x 4.5m, max x 4.5m Deep Totem Sign - max size (including supporting frame) 15.5m high x 4.5m, max x 4.5m Deep
- Pedestrian access from Hyam's Lane
- Pedestrian access for major traffic east of this point
- Hyam's Lane retained and improved west of point of restriction. East of point of restriction to be converted to shared use cycle track.
- Fixed spot heights in metres above ordnance datum, identified along the ridge-line of each length of strategic mitigation mounding +/- 0.5m.
- Between any two consecutive spot heights marked along the ridge-line of each length of bund will be no lower than the lower of the two spot heights and no higher than the higher of the two spot heights.
- Open Land/Landscaping area to include substation, retained vegetation, mitigation mounding, proposed planting, paths, attenuation & SuDs, ecology, drainage, footway/cycle link, publicly accessible landscape space and other applicable features.
- Areas within which strategic mitigation mounding is to be provided
- Existing Hedgerow Retained
- Area within which estate road will cross Hyams Lane

Draft Illustrative Masterplan Image of EMG2 Main Site



KEY:

- Draft Order Limits EMG2 DCO
- Existing Trees / Woodland
- Existing Hedgerows / Other Planting
- Proposed Woodland / Structural and Scrub Planting
- Proposed Tree / Scattered Scrub
- Proposed Hedgerows
- Proposed Grassland
- Proposed Sustainable Drainage (Dry) Features (Indicative)
- Existing Public Rights of Way (PROW)
- Proposed Footways / Redirected PROW and/or Cycleways (Off-Road Routes)
- Proposed Mitigation Mounding (Indicative)

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Our Vision
EMG1 Works

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MARITIME

"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."

Maritime Transport

In addition to the main proposals south of the Airport, SEGRO's proposals also include some additional development at the existing EMG1 site north of the Airport as summarised below:

Additional floorspace: 26,500 sq m (approx. 285,000 sq ft) of new logistics facility next to the rail freight terminal, plus an additional 3,500 sq m (37,700 sq ft) of mezzanine space for added flexibility.

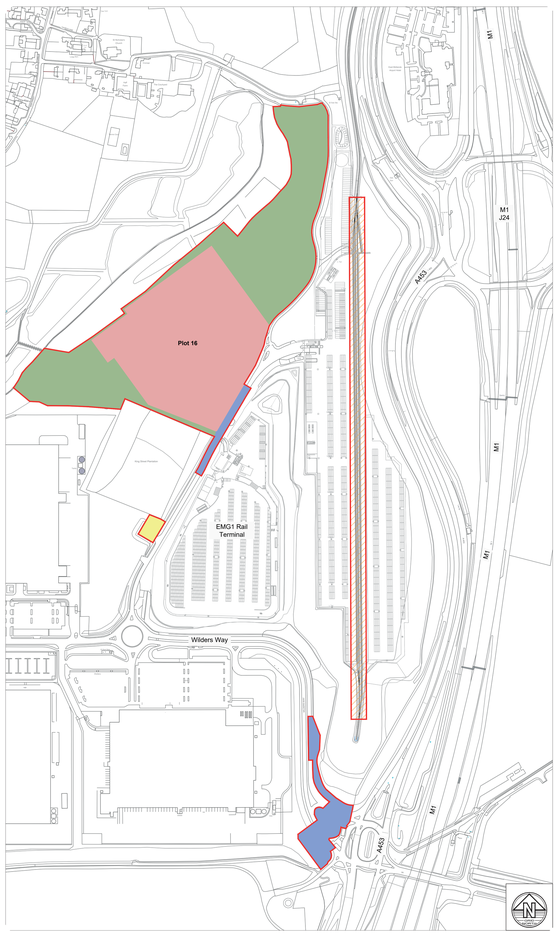
Upgraded gantry cranes: height of the permitted (yet to be installed) gantry cranes at the rail freight terminal from 20m to 24m for greater operational efficiency.

Bigger management suite: expanding the EMG1 Management Suite near the development's entrance to better support our customers.

Public transport improvements: installing EV charging infrastructure for buses and adding a drop-off lay-by next to the transport hub for easier access.

Power infrastructure: upgrading the electricity substation to ensure it supports the growing demand.

Draft Parameters Plan of EMG1 Works



EMG 1 Works - Development Schedule

Development Zone	Number of Units erected pursuant to the MCO	Maximum amount of floorspace to be erected pursuant to the MCO per unit (m²)	Finished floor level (in metres above ordnance datum) (Allowable deviation +/- 1.5m)	Maximum Ridge Height (in metres above ordnance datum)
Plot 16	1 to 2	26,500	53.000	71.000
Maximum Total Floor Space for plot 16		**26,500**		

* This total floor space is the maximum floor space (excluding mezzanine space) that will be developed across Plot 16, in addition to this total floor space figure, up to 3,500 sqm of floor space can be provided in the form of mezzanine floor space.

In addition to the limits set out in the schedule above the following units and floor space are permitted

Access works (management suite extension)	1	500	7m maximum ridge height

Please Note:

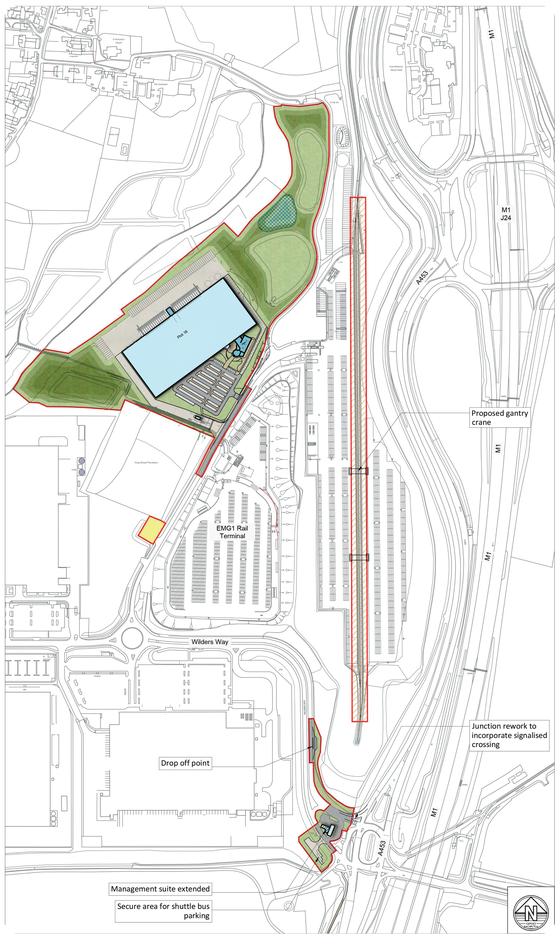
- The Maximum ridge height specified excludes any associated fire escape stairwells or key clamp roof top handrails etc.

- all areas specified are gross internal area's (GIA's) unless otherwise stated.

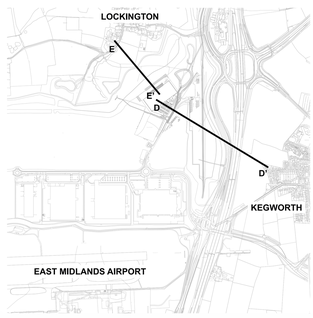
Key

- EMG1 MCO order limits
- Development Area Plot 16 Including car parking, service yards, buildings, amenity building's on plot landscaping, roads, paths, utilities and infrastructure
- Sub-station upgrade works
- EMG1 Access works including access works to plot 16, shuttle bus parking, drop off lay-by, footway connection and extended management suite
- Gantry crane height increase (24m Maximum height)
- Open Land/Landscaping area to include substation, retained vegetation, mitigation mounding, proposed planting, paths, attenuation & SUDs, retaining walls, publicly accessible landscape space and other applicable features.

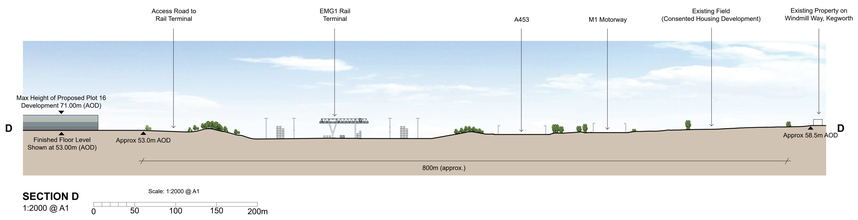
Draft Illustrative Masterplan of EMG1 Works



Cross sections reference plan



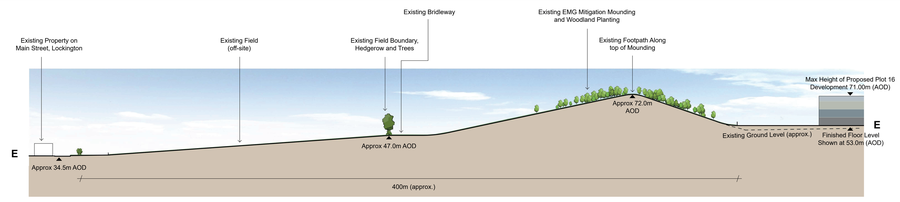
Cross section from Kegworth



SECTION D
1:2000 @ A1

Scale: 1:2000 @ A1
0 50 100 150 200m

Cross section from Lockington



SECTION E
1:1000 @ A1

Scale: 1:1000 @ A1
0 25 50 75 100m

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Traffic and Transport

Building a better transport network

We are addressing the increase in traffic arising from the development while preparing for future needs with significant highway improvements. These upgrades will enhance safety, reduce congestion, and support sustainable transport options.

- Provision of a new free-flow link road from the M1 northbound at Junction 24 to provide a direct link to the A50 westbound, which will bridge the A453
- Lane Widening of the A50 eastbound link/ M1 southbound link to Junction 24 from two lanes to three lanes
- Changes to signage and lane marking amendments on the Junction 24 roundabout itself, in particular to provide two lanes from the A453 northbound to the M1 northbound
- Gantry and signage amendments on the M1 northbound
- Lane Widening at the new EMG1 roundabout, to provide two lanes from the A453 southbound into EMG1
- Provision of a dedicated cycle track alongside the A453 between EMG1 and EMG2 Main Site south of the East Midlands Airport
- Provision of minor junction widening at the A453/The Green junction
- Upgrade of footpath L57 to Castle Donington to cycleway

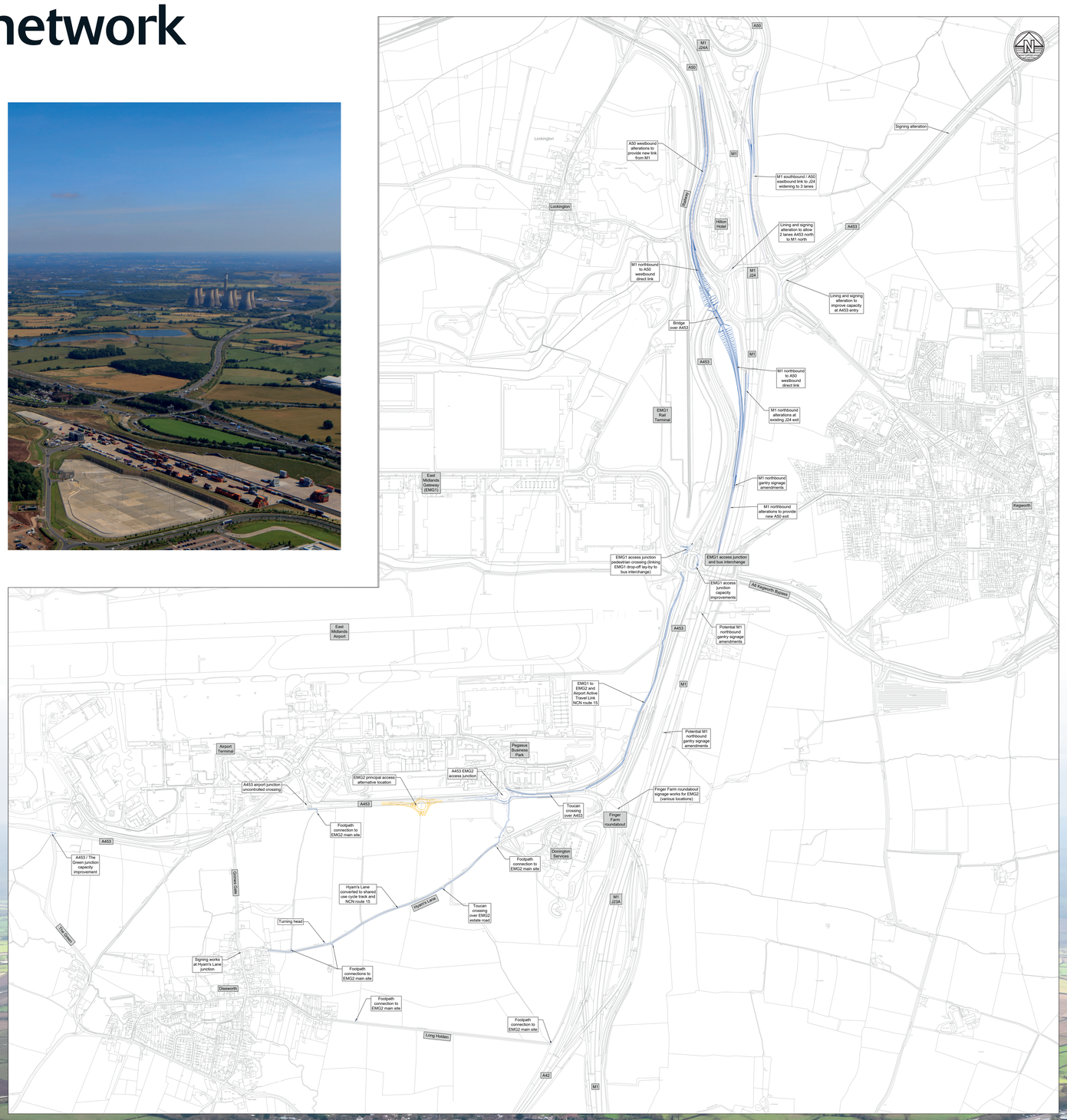
M1 Junction 24 improvements

It is widely recognised that Junction 24 is often very heavily congested, particularly at peak times.

The proposals would deliver a significant enhancement to Junction 24, to remove the A50 (Derby/Stoke) traffic from the M1 junction entirely through a new northbound link off the M1 directly to the A50 west bound. Furthermore the A50 eastbound/ M1 southbound link to Junction 24 would be widened to provide an additional lane, with other related works undertaken around Junction 24 and on the M1.

Modelling demonstrates that the above works would significantly relieve the section of the A453 from Junction 23A to the A50, and the Junction 24 roundabout itself, providing capacity on the network to accommodate the increase in traffic arising from the proposed EMG2 traffic.

Highway Works Plans



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Traffic and Transport

Sustainable transport strategy

We are developing a comprehensive strategy to ensure EMG2 is well-served by public transport and active travel options from the outset.
The goal is to provide employees with sustainable alternatives to commuting by single private car journeys.

This strategy builds on the success of the approach already implemented at EMG1, incorporating key elements such as:

A bus interchange at the site entrance to connect to local bus services serving surrounding communities

A free electric shuttle bus transporting employees from the bus interchange to their workplace

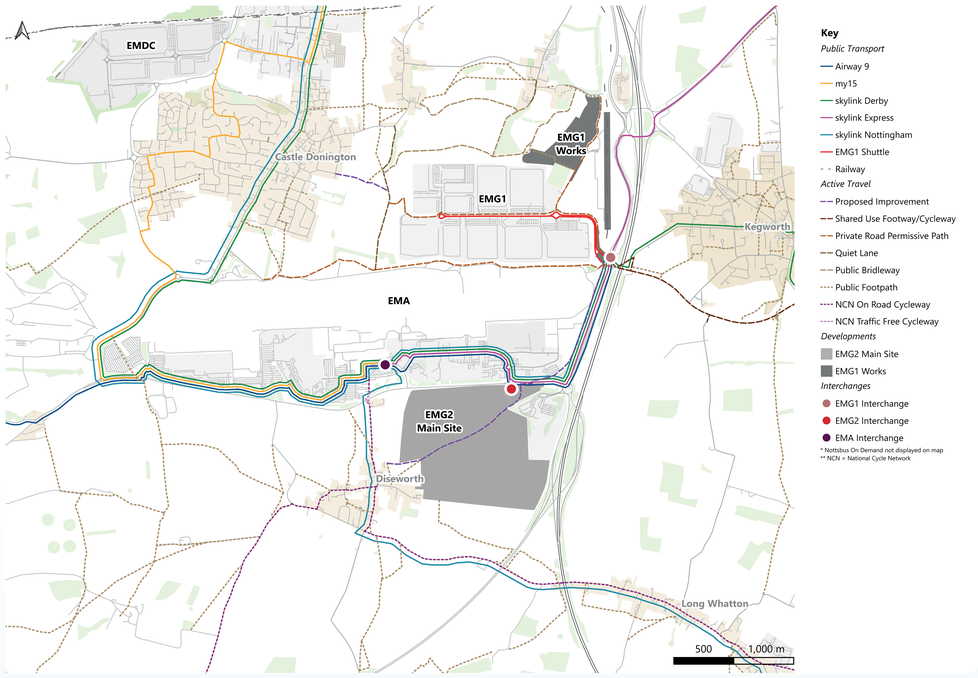
A car share club to encourage and facilitate shared commutes between employees

An extended Transport Working Group (already in operation at EMG1) to co-ordinate the aforementioned transport options and ensure bus timetables tie in with the needs of the future development occupiers

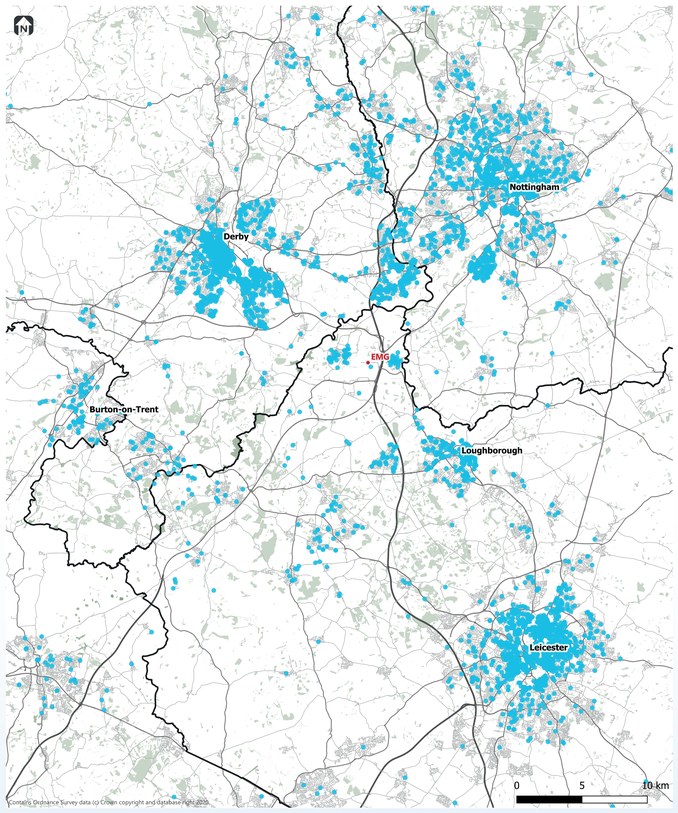
A new off-road cycle-track route between the EMG2 Main site and EMG1 alongside the A453

Significant new footpaths around the site linking Long Holden, Hyam's Lane and the airport at Ashby Road

Sustainable Transport Plan



EMG1 Employee Postcode Mapping



At EMG1, the sustainable transport strategy has far surpassed expectations in encouraging and delivering a shift away from the private car to other modes of transport, with the following key outcomes:

ONLY 56%
OF JOURNEYS ARE BEING MADE BY SINGLE OCCUPANCY CARS

4,800 TRIPS
PER WEEK ARE MADE ON THE INTERNAL ELECTRIC SHUTTLE BUS

22% OF JOURNEYS
ARE BEING MADE THROUGH CAR SHARE

16% OF JOURNEYS
ARE BEING MADE BY BUS

BETWEEN 2019 AND 2023, THE ABOVE AT EMG1 HAS SAVED 4,431 TONNES IN CO_2 EMISSIONS AND SAVED EMPLOYEES £3.8 MILLION ON FUEL COSTS

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