

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

**Document DCO 6.20B/MCO 6.20B**

ENVIRONMENTAL STATEMENT

**Volume 2 Technical Appendices**

Appendix 20B

# ES Risk Record

July 2025

20

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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Table 1 Risk Record for Screening MA&D Events

Risk Record Entry Number	MAD Category Risk	Event Type	Hazard Description Applicable Phases (Construction, Operation, Maintenance)	Risk Description (and identifies whether the MA&D event is from an external or internal influencing factor)	Hazard sources and/or pathways	Documentation in which the event is/will be addressed	Reasonable worst consequence if event did occur and receptor(s)	Mitigation	Could this constitute a major accident or disaster?	Is this ALARP with existing mitigation?
1	Natural Meteorological	Extreme temperatures: Heatwaves, Low (sub-zero) temperatures and heavy snow	Vulnerability to extreme temperatures. Operational risk.	The <b>EMG2 Project</b> may be vulnerable to extreme temperatures. However, the <b>EMG2 Project</b> is not expected to increase or change risks associated with extreme weather.	Severe weather	OEPRP  Operational design standards	Damage to proposed <b>EMG2 Project</b> and loss of life	<p>The following will be included within the management of the <b>EMG2 Works</b> and <b>Highways Works</b> through the requirements in the DCO to ensure a high quality environment is maintained throughout operation:</p> <ul style="list-style-type: none"><li>• Emergency response and contingency plans in place to be secured through the requirements in the DCO.;</li><li>• Ensure effective, essential winter maintenance;</li><li>• Regularly reviewed and updated winter maintenance plans;</li><li>• Regular maintenance of assets to detect deterioration and damage;</li><li>• Use of construction materials with superior properties which offer increased tolerance to fluctuating temperatures;</li><li>• Road user warning systems in place in areas exposed to</li></ul>	<p>Following this mitigation, the <b>EMG2 Project</b> is not considered as vulnerable severe weather or climate change.</p> <p><b>Chapter 19: Energy and Climate Change</b> concludes that:</p> <ul style="list-style-type: none"><li>• Negligible change in precipitation is predicted annually. However, seasonal precipitation trends are predicted to become more intense – decreased precipitation is predicted for the driest season (Spring), and increased precipitation is predicted for the wettest season (Autumn). Additionally, wetter winters and drier summers are projected for the proposed development.</li><li>• Annual temperatures are anticipated to increase, both during the coldest</li></ul>	Yes

								<p>high winds;</p> <ul style="list-style-type: none"><li>Regular maintenance and cleaning of drainage systems.</li></ul> <p>The <b>EMG1 Works</b> will be completed and managed under the existing site management protocols.</p>	<p>and hottest seasons and months. Maximum and minimum temperatures across the year are also both anticipated to increase.</p> <ul style="list-style-type: none"><li>Humidity is anticipated to increase across the year, both during the winter and the summer.</li><li>No clear trend for change in wind speed during this time period is shown in the regional projections data. Probabilistic projections do not provide wind speed data.</li></ul> <p>Therefore, the risk of potential significant effects is negligible.</p>	
2	Technological or Manmade  Aerodrome safeguarding	East Midlands Airport	The <b>EMG2 Project</b> is located adjacent to East Midlands Airport.  Operational risk.	The <b>EMG2 Project</b> may be vulnerable to accidents at the East Midlands Airport.	Locality of accidents	OEPRP	Damage to proposed <b>EMG2 Project</b> and loss of life	An Emergency Preparedness and Response Plan will be prepared for the <b>EMG2 Project</b> which will consider the risks associated with fires or other risks impacting the <b>EMG2 Project</b> and the potential for the <b>EMG2 Project</b> to be an ignition source for a fire or risk to cause external damage.	<p>Information and assessment of drainage in the area which surrounds the <b>EMG2 Project</b> is provided in <b>Chapter 13: Flood Risk and Drainage.</b></p> <p>Information and assessment of bird strikes is provided in <b>Chapter 9: Ecology and Biodiversity.</b></p> <p>Following mitigation, the risk of rail freight accidents associated with the <b>EMG2</b></p>	Yes

									<b>Project</b> is considered to be ALARP.	
3	Technological or Manmade  Rail freight	<b>EMG1</b>	<p>The <b>EMG2 Project</b> includes elements of land within parts of the original EMG1 site including service areas for the rail freight terminal itself.</p> <p><b>EMG1 Works</b> comprise additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 access works.</p> <p>Operational risk.</p>	The <b>EMG2 Project</b> may be vulnerable to accidents at the rail freight.	Locality of accidents	OEPRP	Damage to proposed <b>EMG2 Project</b> and loss of life	An Emergency Preparedness and Response Plan will be prepared for the <b>EMG2 Project</b> which will consider the risks associated with fires or other risks impacting the <b>EMG2 Project</b> and the potential for the <b>EMG2 Project</b> to be an ignition source for a fire or risk to cause external damage.	<p>The <b>EMG2 Project</b> includes rail infrastructure which is connected to Network Rail assets which are under strict regulation to prevent accidents.</p> <p>Following mitigation, the risk of rail freight accidents associated with the <b>EMG2 Project</b> is considered to be ALARP.</p>	Yes
4	Technological or Manmade  Industrial and Urban Accidents	Major Accident Hazard sites	<p>The <b>EMG2 Project</b> is located within the consultation zones for Major Hazard Site H4798; known as known as Gasrec Ltd, Zone B East Midlands Gateway, DE74 2DL. This site comes under planning hazardous substance consent.</p> <p>The <b>EMG2 Works, Highway Works</b> and <b>EMG1 Works</b> are all located within the consultation zone.</p> <p>Operational risk.</p>	The <b>EMG2 Project</b> is vulnerable to accidents associated with the Major Hazard Site H4798. An accident at the site could result in a domino effect.	Management of hazardous substances.	Gasrec health and safety protocols. Hazardous substance consent for which HSE is a statutory consultee on applications. HSE advise the HSA on whether consent should be granted. HSE advice aims to mitigate the effects of a major accident.	Damage to nearby buildings and the <b>EMG2 Project</b> . Loss of life.	<p>Gasrec has a Remote Monitoring Centre which allows real-time monitoring of Gasrec's refuelling stations and gas supply chain, identifying potential safety issues early. This proactive approach minimizes risks like gas leaks or equipment failures, ensuring higher safety standards across all sites.</p> <p>The Remote Monitoring Centre tracks refuelling station performance 24/7, identifying maintenance needs before they affect station performance. This predictive maintenance reduces unplanned disruptions and ensures refuelling stations are always operational for our</p>	<p>Gasrec has appropriate monitoring in place and has statutory requirements under the approved hazardous substances consent.</p> <p>Therefore, the risk of major accidents is considered ALARP.</p>	Yes

								customers.		
5	Technological or Manmade  Industrial and Urban Accidents	East Midlands Freeport	As part of the cumulative assessment, three developments within the Freeport have been considered: <ul style="list-style-type: none"> <li>SEGRO's Logistics Park East Midlands Gateway (EMG1)</li> <li>Redevelopment of the Ratcliffe-on-Soar Power Station site</li> <li>East Midlands Intermodal Park (EMIP) near Derby.</li> </ul> Operational risk.	Whilst the <b>EMG2 Project</b> is vulnerable to accidents associated with the projects an accident at either the project's or <b>EMG2 Project</b> could result in a domino effect.	Third party developments	Emergency Preparedness and Response Plan	Damage to proposed <b>EMG2 Project</b> and loss of life	All committed developments nearby will be subject to health and safety requirements, to ensure that the risk of accidents is ALARP.	There are predicted to be no cumulative effects with other committed development with regards to MAD.	Yes
6	Technological or Manmade  Transport accidents	Road accidents	HGV movements in construction	During construction there will be an increase in heavy construction plant and equipment on local road network which may increase the risk of accidents. It is not envisaged that the construction of the <b>EMG2 Project</b> would generate or attract any hazardous loads.	HGV	CTMP	Road traffic accidents resulting in loss of life.	The CTMP [ <b>Document 3A</b> ] sets out the arrangements and management practices that will be adopted to minimise the impact of traffic on the local road network.  <b>Chapter 6: Traffic and Transportation</b> provides a full assessment on the strategic and local highway network within the vicinity of the EMG2 Main Site and the accessibility of the EMG2 Main Site for road-based movements.	Following this mitigation, the risk of road accidents associated with the <b>EMG2 Project</b> is considered to be ALARP.	Yes
7	Technological or Manmade  Transport accidents	Road accidents	Operational HGV movements.	The <b>EMG2 Project</b> involves the operational use of HGVs throughout the Strategic Road Network. An increase of HGVs on the road network could lead to	HGV	<b>EMG2 Project</b> design.  Sustainable Transport Strategy	Road traffic accidents resulting in loss of life.	A secure, dedicated, HGV parking area (of approximately 95 spaces) to meet the needs of HGVs visiting the EMG2 Main Site.  A central part of the Sustainable Transport	Following this mitigation, the risk of road accidents associated with the <b>EMG2 Project</b> is considered to be ALARP	Yes

				transport accidents on the local road network.				<p>Strategy for the EMG2 Main Site will be a Gateway Shuttle Bus service. This will be a free service for all site employees providing a highly sustainable and affordable alternative to single occupancy car travel. It will operate by providing a 'last mile' service for employees with links from their workplaces to existing local bus operator services through a dedicated on-site interchange at the site entrance. Using state of the art fully electric shuttle buses, patronage at EMG1 has to date far exceeded expectations, with some 4,800 trips per week achieved in 2023. The EMG2 shuttle service will be co-ordinated through an expanded Transport Working Group already in operation at EMG1. This ensures that through close cooperation between all parties, bus services operate throughout the day to support the shift patterns of the businesses.</p> <p>Full details of the Sustainable Transport Strategy and Framework Travel Plan for EMG2 are provided in <b>Appendix 6E</b>.</p>		
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