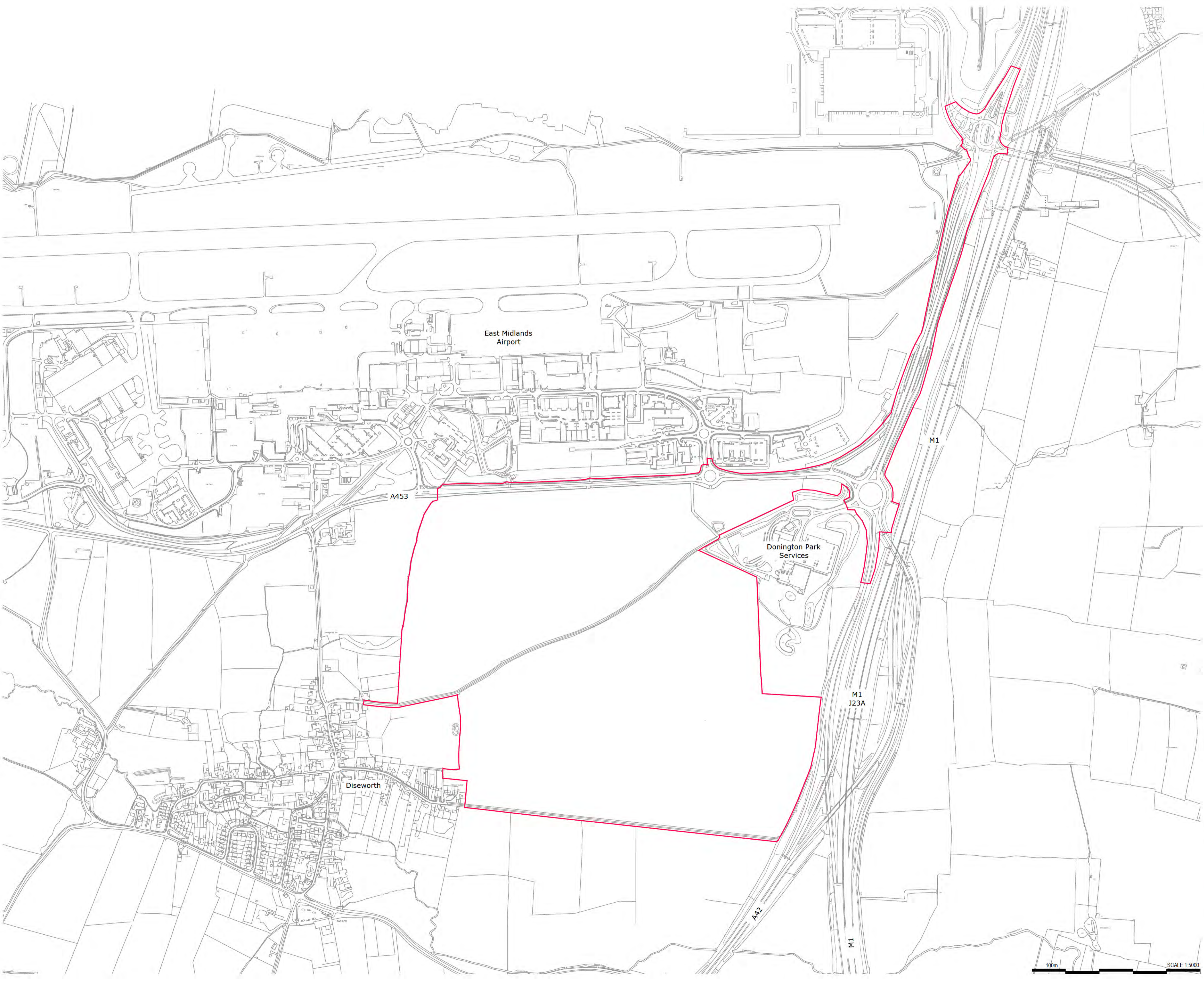
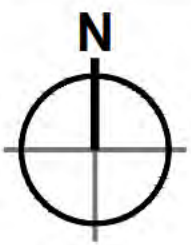


Appendix 1 – Indicative Application Site Boundary Plan



- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipient's responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.



Key

— Application Boundary 292.89 ac 118.53 ha

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East Midlands Gateway,
Phase 2
Indicative Site Location Plan

SEGRO



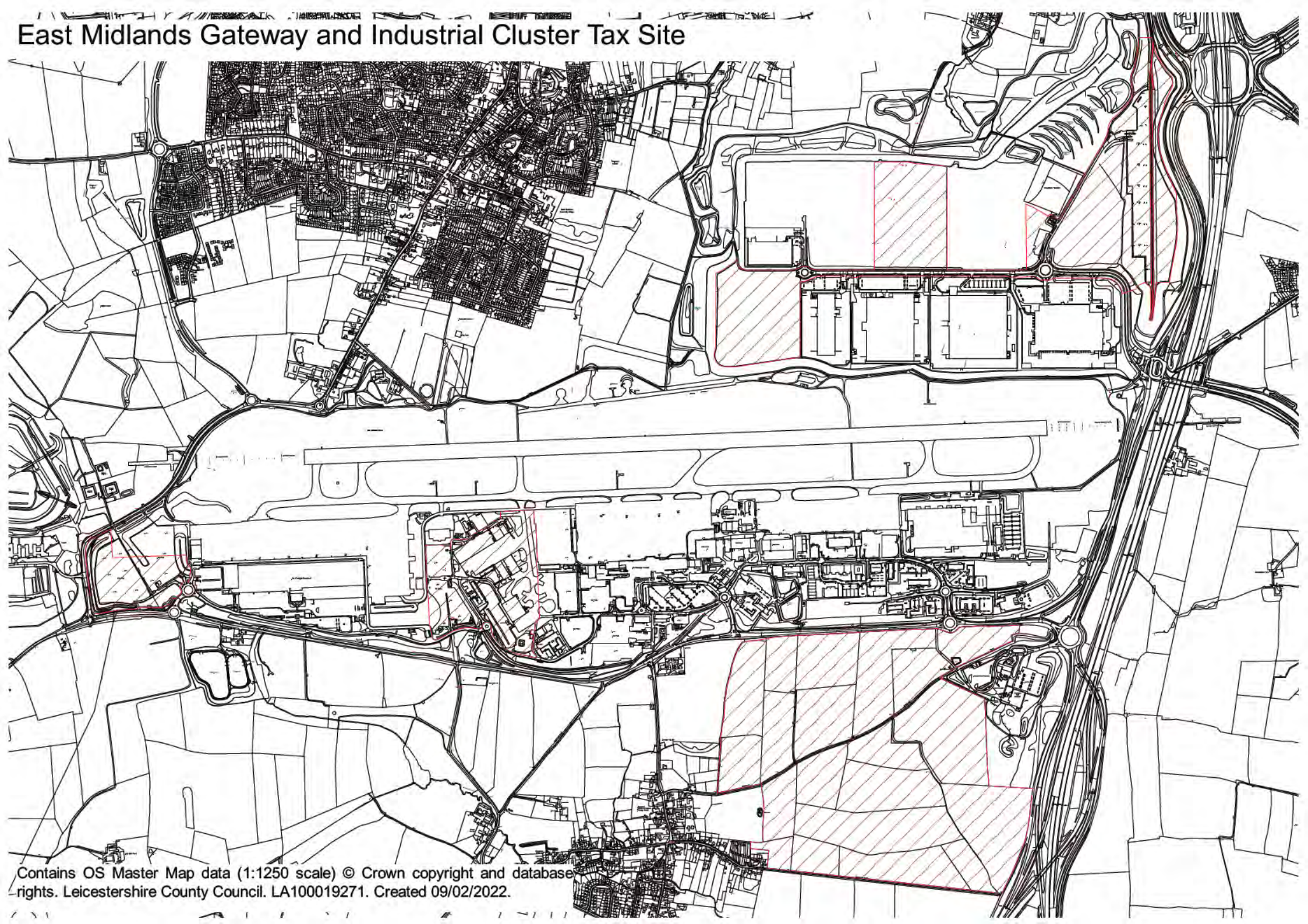
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Drawing Status:	Feasibility
Drawn / Checked:	SM / MS
Date:	12/01/2024
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Appendix 2 – Freeport ‘EMAGIC’ Sites Plan

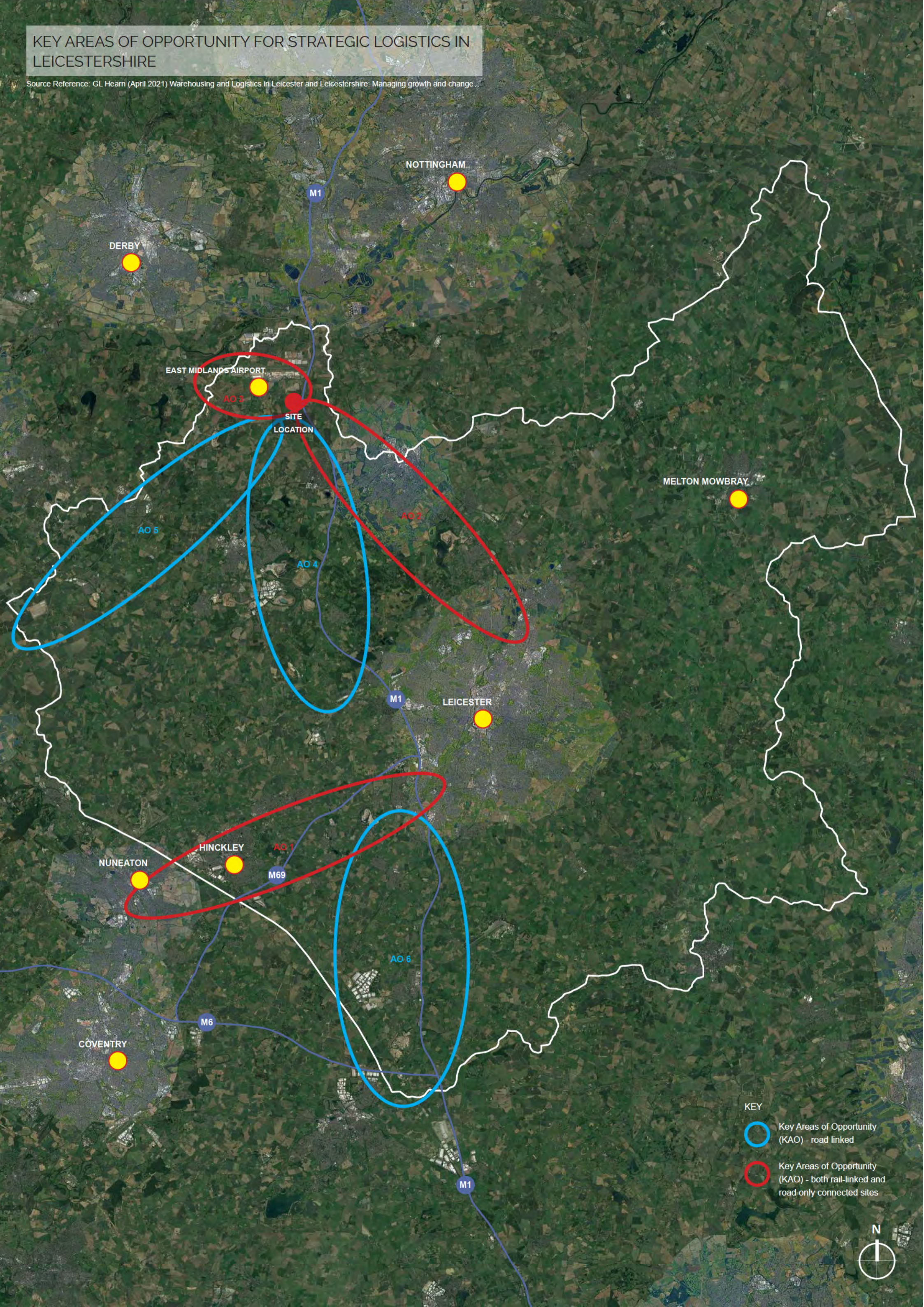
East Midlands Gateway and Industrial Cluster Tax Site



Appendix 3 – Key Areas of Opportunity for Strategic Logistics in Leicestershire Plan

KEY AREAS OF OPPORTUNITY FOR STRATEGIC LOGISTICS IN LEICESTERSHIRE

Source Reference: GL Hearn (April 2021) Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change



Appendix 4 – Vision Document

SEGRO

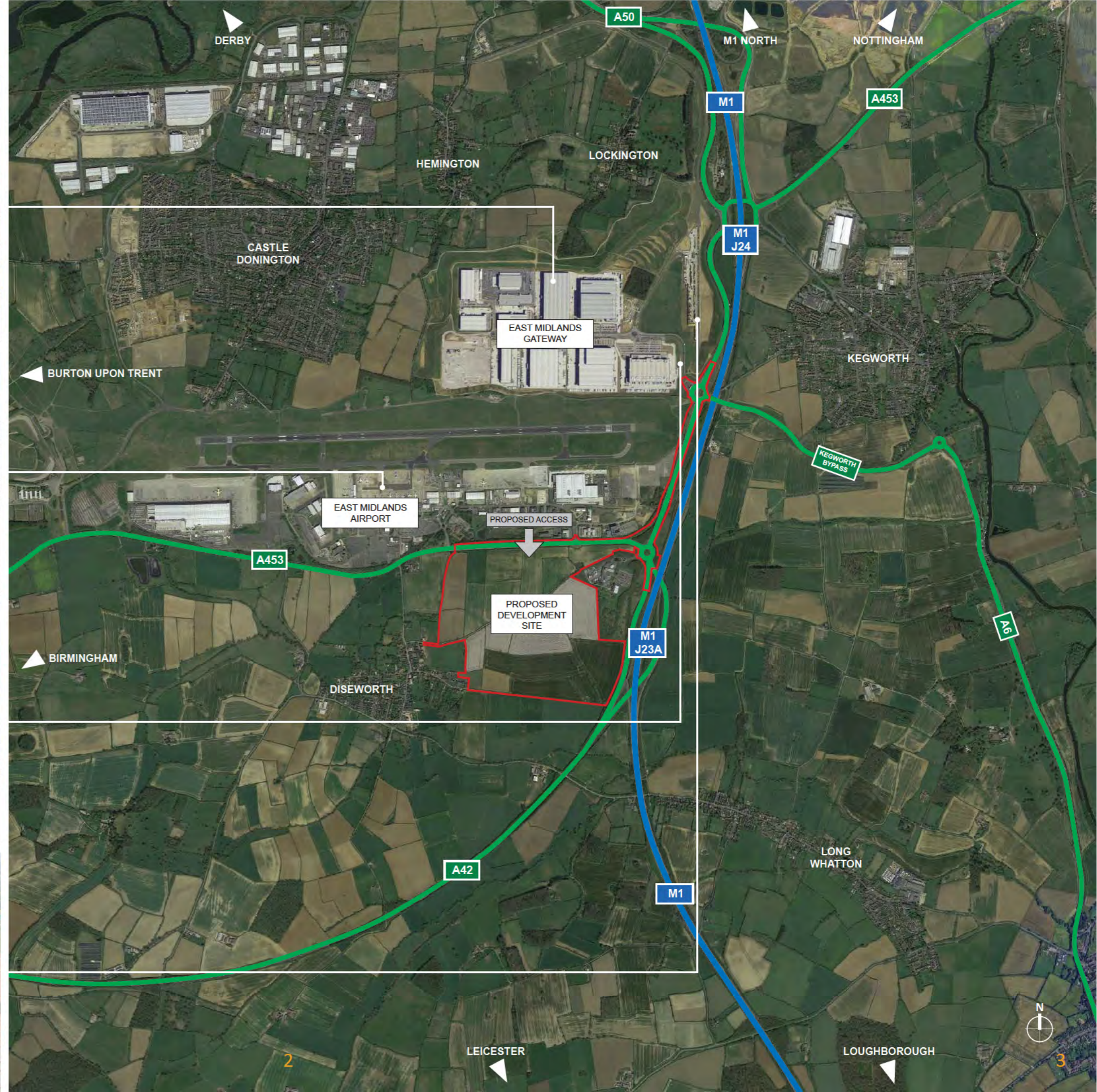
LAND SOUTH OF EAST MIDLANDS AIRPORT

A VISION

***EAST MIDLANDS
GATEWAY 2***

SEGRO

LOCATION



FREEPORT EMAGIC TAX SITE



East Midlands Freeport is the only national inland Freeport. The East Midlands Freeport covers 3 locations, including the East Midlands Airport and Gateway Industrial Cluster (EMAGIC)



Benefits from access to a 50-acre Strategic Rail Freight Interchange and freight terminal at SEGRO East Midlands Gateway



Includes 24/7 access with no runway slot restrictions to the UK's largest freight airport



Adjacent to the UK motorway network with over 91% of the UK population within a four-hour drive



Contribute towards the generation of 60,000 skilled jobs and £8.4 billion net additional gross added value to the UK economy over 30 years across the East Midlands Freeport

MASTERPLAN

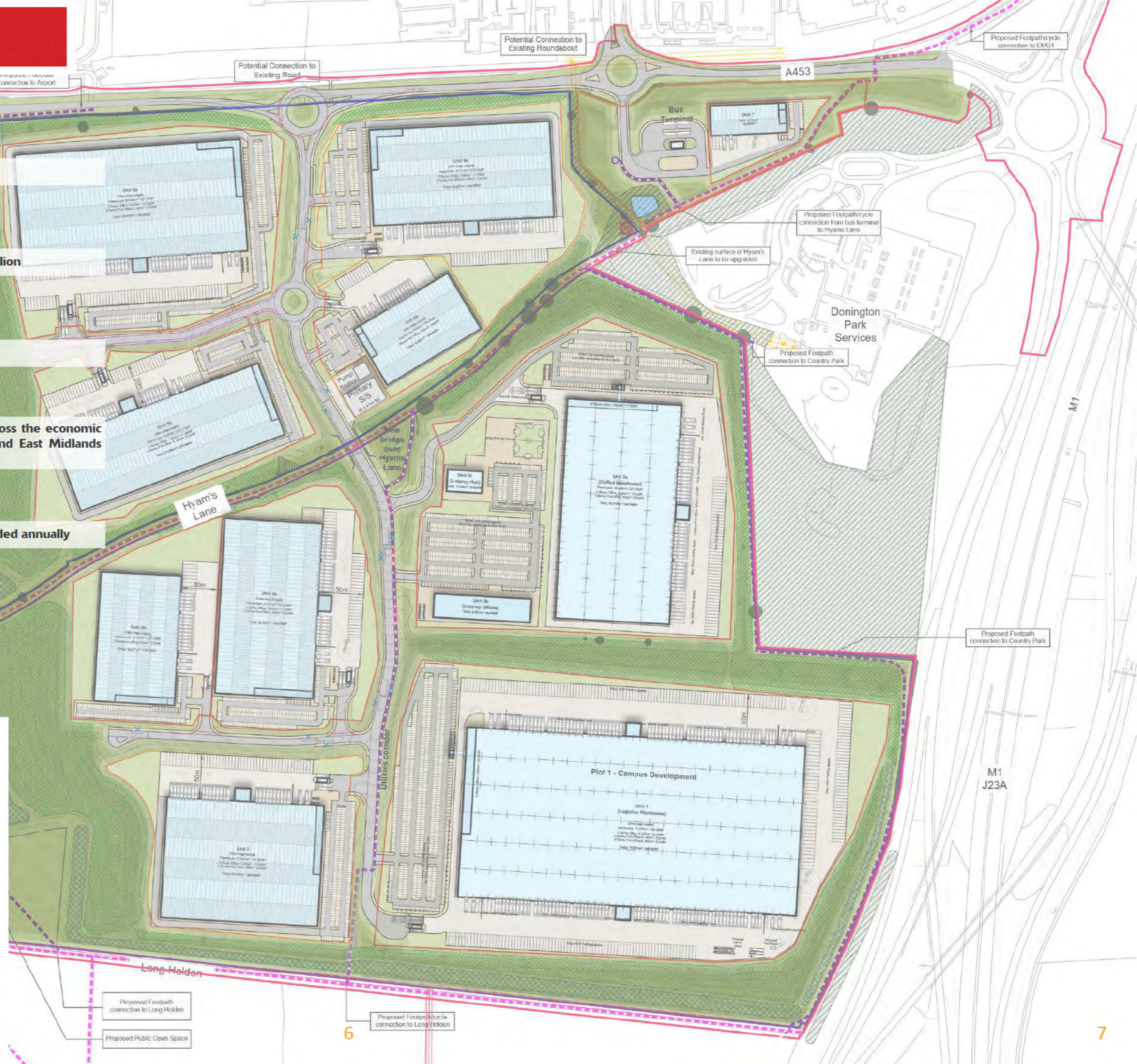
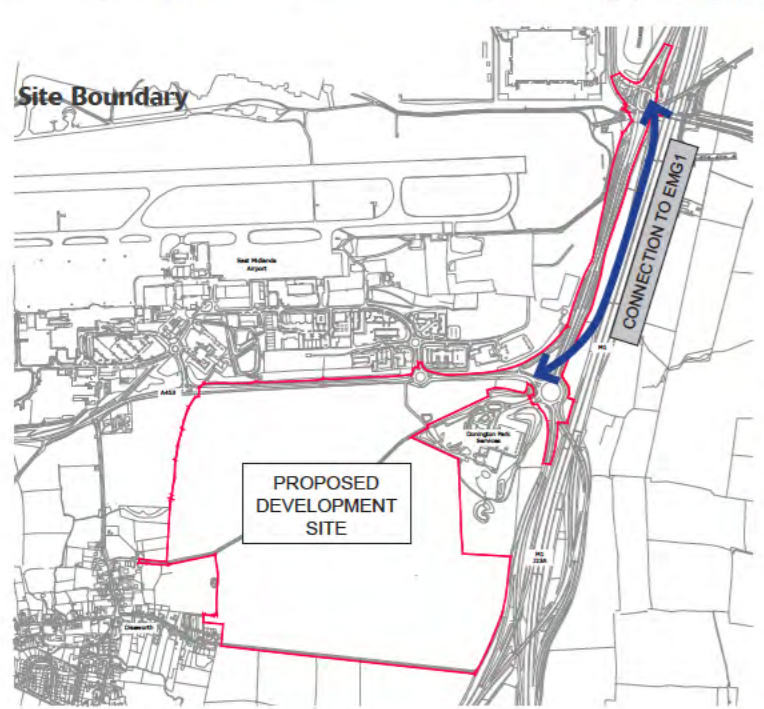
Capital investment circa £310 million

Total economic output circa £900 million

Create at least 4,000 direct jobs

Circa 20,000 total potential jobs across the economic cluster of East Midlands Gateway and East Midlands Airport

Circa £250 million of Gross Value added annually



RESPONSIBLE SEGRO FRAMEWORK

At the heart of SEGRO's growth strategy is our commitment to be a force for environmental and societal good. In February 2021, we re-launched our Responsible SEGRO Framework with three new long-term focus areas where we believe we can make the greatest business, environmental and social impact and where we are setting challenging and ambitious goals - Championing low-carbon growth; Investing in our local communities and environments; and Nurturing talent.

SEGRO has a strong track record of charity giving that spans our 101-year history. Through our Responsible SEGRO framework, we're proud to build on that success by investing in our local communities and environments.

Investing in our local communities and environments can be defined through the work and support we undertake in our communities in addition to our responsibilities as a long-term investor, developer, and manager of industrial and warehouse space. It is not an option or a nice to do but a crucial and integral part of our Purpose and Strategy. It is about doing the right thing and wanting to make a real and positive impact on the lives of local people, especially those facing a range of economic, social and health barriers.

www.segro.com/responsible-segro









SUSTAINABILITY

SEGRO strives to achieve the highest sustainability credentials by conserving the environment, as well as improving the well-being of its customers and their employees, whilst still delivering successful and attractive industrial parks that create economic benefits for the local community.

We draw on our expertise in sustainable design, construction and operation. 'Responsible SEGRO' is our own sustainability programme. Its principles and commitments help us to meet our sustainability targets and also support customers in improving their own responsible, carbon-conscious operations.

A SEGRO development as part of the East Midlands Freeport will meet our highest sustainability standards and will be an exemplar industrial and logistics park.

	'A +' EPC		Electric Vehicle Targeting
	BREEAM 'Excellent' Targeting Outstanding		Environmental & biodiversity improvements
	Reduce embodied carbon through sustainable construction methods		PV panels on roofs generating renewable energy for the occupiers



ABOUT SEGRO

SEGRO is a UK Real Estate Investment Trust (REIT), listed on the London Stock Exchange and Euronext Paris, and is a leading owner, manager and developer of modern warehouses and industrial property. It owns or manages 10.3 million square metres of space (110 million square feet) valued at £21.0 billion serving customers from a wide range of industry sectors. Its properties are located in and around major cities and at key transportation hubs in the UK and in seven other European countries.

For over 100 years SEGRO has been creating the space that enables extraordinary things to happen. From modern big box warehouses, used primarily for regional, national and international distribution hubs, to urban warehousing located close to major population centres and business districts, it provides high-quality assets that allow its customers to thrive.

A commitment to be a force for societal and environmental good is integral to SEGRO's purpose and strategy. Its Responsible SEGRO framework focuses on three long-term priorities where the company believes it can make the greatest impact: Championing Low-Carbon Growth, Investing in Local Communities and Environments and Nurturing Talent.

Appendix 5 – Sustainable Transport Strategy



SEGRO

East Midlands Gateway
Phase 2

Sustainable Travel Strategy

January 2024

East Midlands Gateway Phase 2 Sustainable Travel Strategy

Version 1-1
January 2024

Produced by:



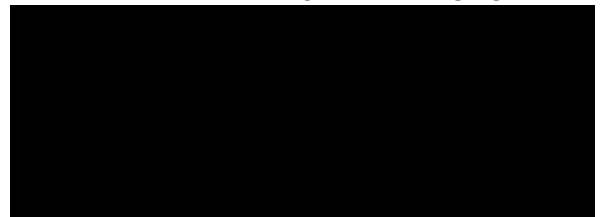
For:

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Notice

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1. Introduction

- 1.1 North West Leicestershire District Council is developing a new Local Plan to guide future planning decisions within the District. As part of this, the District Council is considering the potential locations of strategic distribution sites. A potential location for one of these distribution sites is on land south of East Midlands Airport. This site is approx. 1km south of an existing strategic distribution site called [SEGRO Logistics Park East Midlands Gateway](#) (EMG1). As the land south of East Midlands Airport is being put forwards by the same developer (SEGRO) and it is located so close to EMG1 and with a similar proposed use class, it will be referred to within this document as SEGRO Logistics Park East Midlands Gateway Phase 2 (EMG2).
- 1.2 Integrated Transport Planning Limited (ITP) has been appointed by SEGRO to prepare a Sustainable Travel Strategy (STS) to demonstrate how EMG2 could be connected by sustainable transport to Leicester, Derby and Nottingham, as well local connections to Diseworth, Castle Donington and Kegworth, to ensure any future employees have the option of commuting by sustainable means and to help mitigate the possible impacts of the development on the local highway network.
- 1.3 This STS considers the existing sustainable transport network and how this could be enhanced if EMG2 is selected for development. It also draws on evidence from the highly successful EMG1 to demonstrate levels of sustainable commuting that have been achieved and how this could also be applied to EMG2.
- 1.4 This focus on sustainable transport aligns with SEGRO's '[Responsible SEGRO](#)' framework which centres on sustainability and low carbon growth for all new developments. Sustainable commuting is integral to this framework; hence why an STS has been developed to demonstrate a clear priority to reduce carbon emissions by promoting sustainable commuting, supporting access to employment, and improving the health and wellbeing of the workforce.

Report Structure

- 1.5 The remainder of the STS is structured as follows:
- Section 2 provides an overview of the proposed development.
 - Section 3 summarises the sustainable travel policy context.
 - Section 4 identifies existing sustainable transport options.

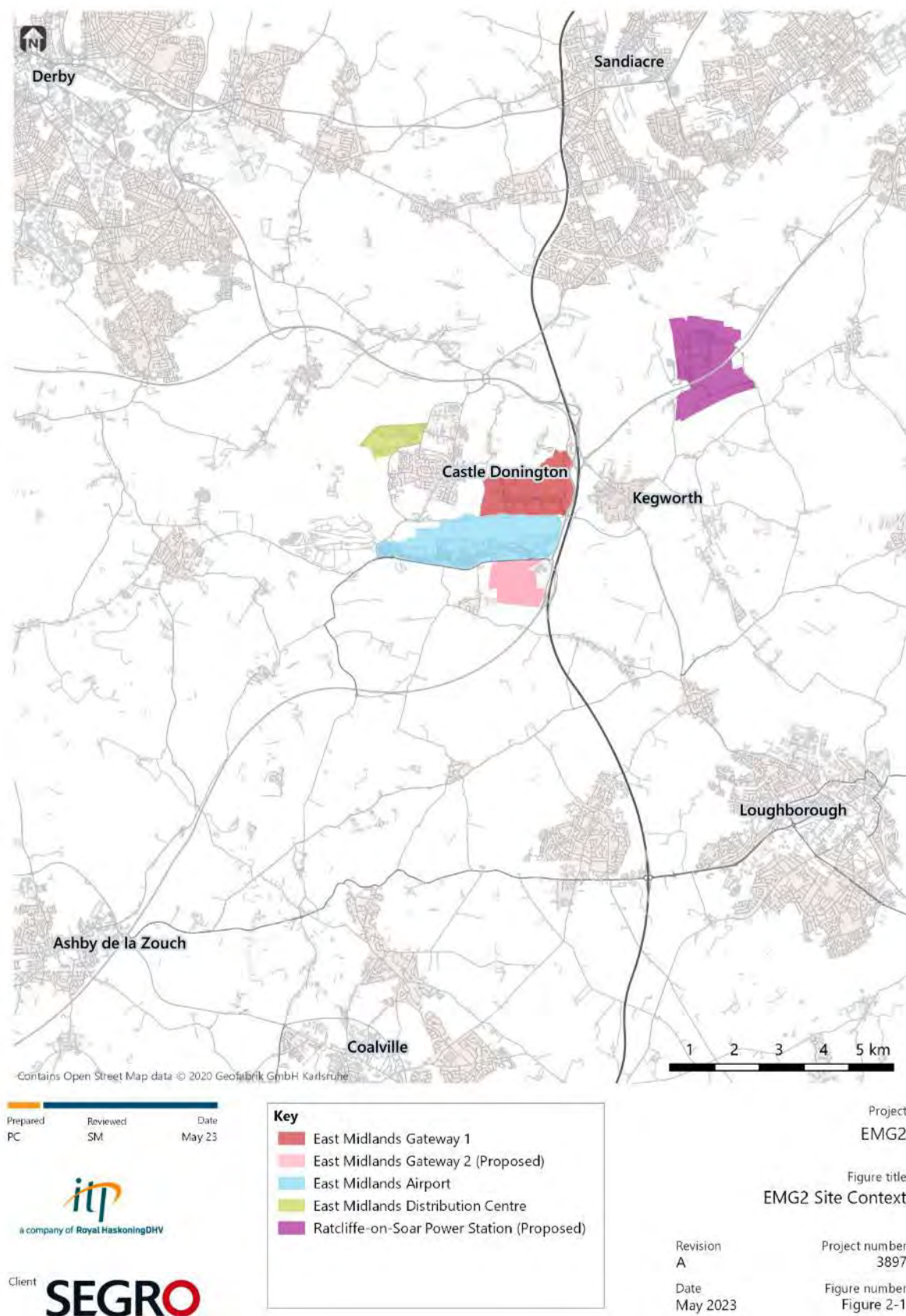
- Section 5 outlines the existing travel patterns of the local population and workforce.
- Section 6 explains the initial stakeholder engagement that has taken place to inform the STS.
- Section 7 sets out the proposed sustainable travel strategy.
- Section 8 details how it will be managed.
- Section 9 explains the anticipated impacts of the strategy.

2. Proposed Development

Location

- 2.1 EMG2 is located immediately south of the A453 and East Midlands Airport and just 1km from the entrance of EMG1. Diseworth village is to the west of the site and the M1 Junction 23A is to east, with Moto Donnington Motorway Services bordering to the northeast. Long Holden along the southern boundary of the development.
- 2.2 Regionally, EMG2 is positioned between the key settlements of Loughborough (approximately 15 km to the south-east), Nottingham (approximately 25 km to the north-east) and Derby (approximately 25 km to the north-west).
- 2.3 The site is also within the newly established [East Midlands Freeport](#), which has been developed to drive economic regeneration across the East Midlands. There are three clusters within the Freeport area and EMG2 would fall within the [East Midlands Airport and Gateway Industrial Cluster \(EMAGIC\)](#). The proposed site is located immediately south of East Midlands Airport (EMA) and [EMG1](#); which could serve as an extension to the latter. Figure 2-1 visualises the geographic context of the site.
- 2.4 The wider EMAGIC cluster complements two other proposed developments within the East Midlands Freeport, the [Ratcliffe-on-Soar Power Station](#) site in Nottinghamshire, which was granted Local Development Order planning status in July 2023; and the [East Midlands Intermodal Park](#) (EMIP) in South Derbyshire. The site's relationship with these other proposed strategic developments has been considered within this STS.

Figure 2-1: EMG2 Site Context



Use & Operations

- 2.5 Initial scoping of EMG2 suggests an area circa 259 acres, with the option of approximately 300,000sqm gross floor area (GFA) of industrial use, which would include B8 (storage and distribution) and B2 (industrial). This is likely to be accompanied by ancillary offices and associated roads, parking, and landscaping.
- 2.6 It is anticipated that the proposed development could create ~4,000 new jobs and when combined with the existing workforces at EMG1 (approx. 6,000 employees) and East Midlands Airport (approx. 10,000 employees) it would create a regionally significant employment hub of around 20,000 employees.
- 2.7 Due to the industrial nature of EMG2 it is envisaged the site would have a 24 hour/7-day operation. Businesses will likely operate some shift patterns for their employees. Taking EMG1 as an example, these shift patterns could be:
- 06:00 – 14:00
 - 14:00 – 22:00
 - 22:00 – 06:00
- 2.8 For any office and administration employment opportunities, other employees may work 09:00 – 17:30.
- 2.9 As with EMG1, the shift patterns of each occupier would be staggered as operations are mobilised to elongate the arrivals/departures window of EMG2. Staggering the shift patterns means employees arrive and depart throughout the day, therefore supporting the operation of bus services and ensuring there are fare-paying passengers on early and late evening services as well as on those during the day.

3. Relevant Policy

- 3.1 This section sets out the national and local policy context and how the EMG2 STS aligns with them to support the relevant sustainability objectives.

National Planning Policy Framework

- 3.2 Chapter 9 of the National Planning Policy Framework (NPPF) sets out ways in which developments should be promoting sustainable transport, highlighting that transport should be considered at the earliest stages of plan-making and development proposals. The reasons for considering transport issues are detailed in paragraph 104 including addressing the impacts on transport networks, utilising opportunities from existing infrastructure and technology, promoting walking, cycling and public transport usage and considering the environmental impacts of traffic and transport infrastructure.
- 3.3 Paragraph 116a specifically states that *"applications for development should give priority first to pedestrian and cycle movements, both within the scheme and neighbouring areas; and facilitate access to high quality public transport services, and appropriate facilities that encourage public transport use"*.
- 3.4 This Sustainable Transport Strategy meets these policy objectives as it sets out the possible active travel infrastructure provision and how the site could integrate with the current bus network and make best use of existing transport facilities alongside proposed enhancement to existing bus services to ensure their capacity can manage the increased demand stimulated by the development.

Leicestershire Local Transport Plan

- 3.5 One of the key parts of Leicestershire's Public Transport Plan (LTP3) is to encourage more active and sustainable travel to reduce congestion, but also to reduce carbon emissions from road transport, provide enhanced access to jobs and training and improve people's health. The short-term approach focuses on improving the marketing of, and information on existing facilities and services that enable people to travel by bike, on foot, by bus and by rail.
- 3.6 The STS supports these goals by setting out the sustainable transport options for getting to the proposed development site, but also the wider marketing and engagement activities with end-occupiers and their employees to embed sustainable commuting within the new workforce.

Leicestershire Bus Service Improvement Plan

- 3.7 Leicestershire County Council's (LCC) Bus Service Improvement Plan (BSIP) focuses on targets to improve passenger growth, customer satisfaction, journey times, reliability, and bus emission standards across Leicestershire's bus network. The BSIP acknowledges that EMG1 is one of the major employment areas in Leicestershire and that it is vital for public transport to be maximised for workers at EMG. Although LCC did not receive central government funding for BSIP initially, it has been successful in securing £1.7m of BSIP+ funding in 2023/24 and £1.7m for 2024/25. A further £4m has been secured through BSIP (Phase 3) 2024/25, taking the funding award to £7.4 million from 2023 to 2025. LCC, local bus operators and district councils are using this funding to move forward with the BSIP plan through Leicestershire's [Enhanced Partnership](#).
- 3.8 This development could support Leicestershire to work towards its BSIP targets by promoting and encouraging public transport use amongst employees and therefore creating increased patronage on the existing network.

Leicestershire Local Cycling & Walking Strategy

- 3.9 The vision for Leicestershire's Cycling and Walking Strategy is for *"Leicestershire to become a county where walking and cycling are safe, accessible and an obvious choice for short journeys and a natural part of longer journeys, helping to deliver healthier, greener communities"*.
- 3.10 Policy 2 of the strategy sets out that *"new residential and employment developments should be built in line with current walking and cycling guidance with land developers providing funding for revenue measures. Policy 4 is to maximise opportunities for people to undertake cycling and walking as part of journeys linking up with passenger transport (bus and rail)"*.
- 3.11 In line with this, the proposed development could promote connectivity to other modes of transport through the provision of appropriate walking and cycling routes through the EMG2 site, including Hyam's Lane footpath. Further to this there are plans to put in place on-site bike hire schemes with docking stations and cycle parking provided at the EMG2 interchange.

4. Existing Transport Options

- 4.1 This section outlines the existing sustainable transport options including any on and off-site active travel infrastructure and public transport services.

Active Travel

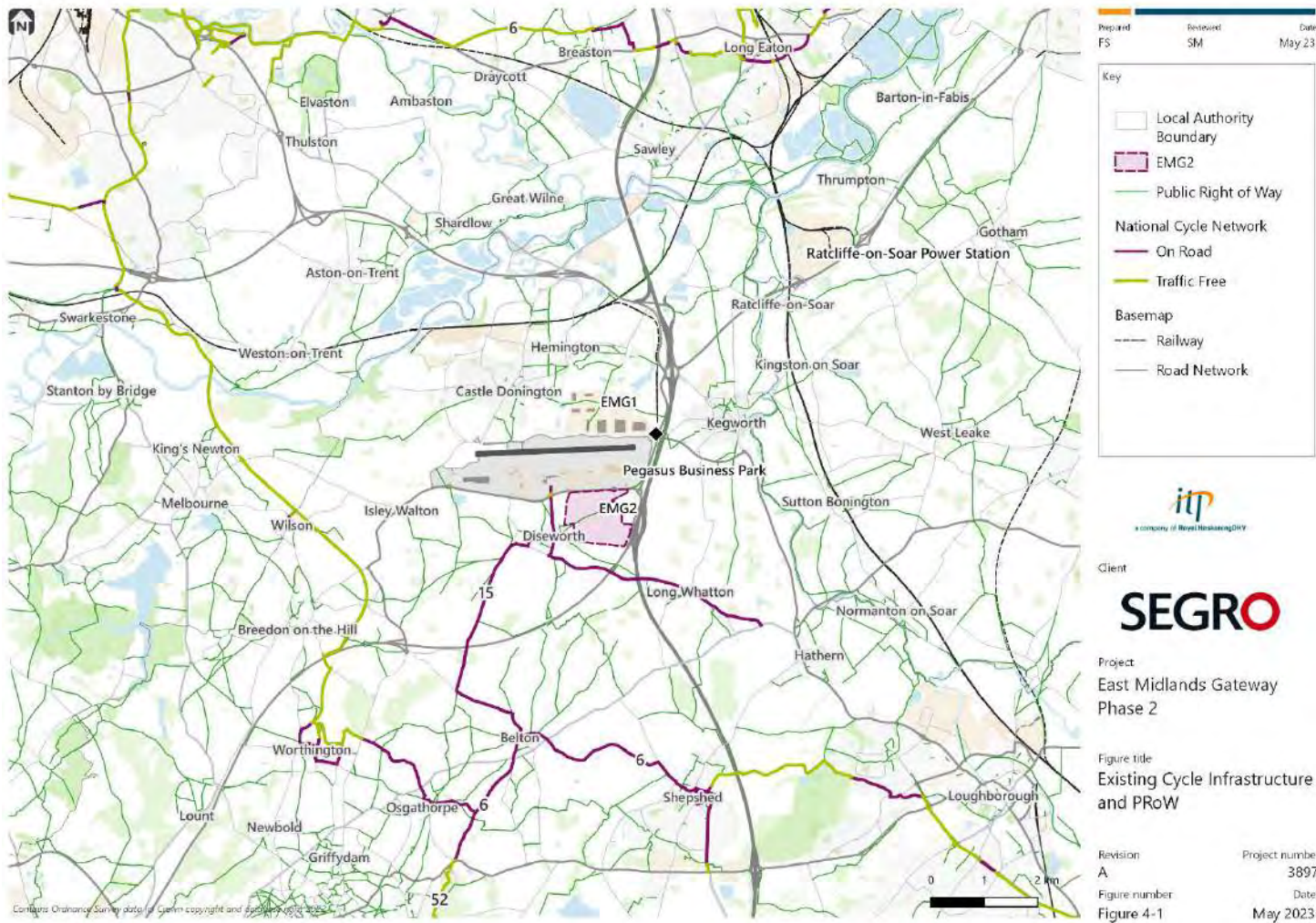
On-site Infrastructure

- 4.2 There is a registered Public Right of Way (PRoW) called Hyam's Lane (L45), which bisects EMG2 with a north-east to south-west alignment. The route connects to the existing L45 footpath heading north towards EMG1 and Kegworth; and to the south-west the village of Diseworth. Hyam's Lane is currently used by pedestrians, cyclists and equestrians, providing connectivity between Diseworth Village and Donnington Park 'Moto' Services.

Off-site Infrastructure

- 4.3 The area surrounding EMG2 benefits from an existing network of PRoW footpaths and bridleways, offering the potential to attract future employees from the local area who may find it convenient to walk the short distance to the site, as well as providing infrastructure to facilitate last-mile journeys by these active modes. There are existing PRoW connections from Diseworth, Kegworth and Castle Donington. Hemington and Lockington could be accessed via EMG1. The existing cycle and Public Right of Way (PRoW) network is shown in Figure 4-1

Figure 4-1: Off-site existing Cycle Routes and Public Rights of Way



Public Transport

Bus

- 4.4 There are four existing high frequency bus services which pass EMG2: the skylink Express, skylink Nottingham, skylink Derby-Leicester and Airway 9. A fifth bus service, my15, terminates at East Midlands Airport, which is within walking distance of EMG2.
- 4.5 These five services provide bus connectivity between the key settlements of Nottingham, Derby, Ilkeston and Leicester as well as East Midlands Airport, EMG1 and the NET Tram at Clifton Park and Ride. The skylink Derby-Leicester service is operated by Kinchbus, the skylink Express, skylink Nottingham, the my15 by Trentbarton and the Airway9 by Diamond bus. Trentbarton and Kinchbus are both subsidiaries of the Wellglade Group.
- 4.6 In addition to the fixed route bus services outlined above, Nottinghamshire County Council introduced a new Demand Responsive Transport service in May 2023 called Notts Bus on Demand which operates within the West Rushcliffe Zone (Zone 4) providing a bus service from settlements in south Nottinghamshire to East Midlands Airport, East Midlands Parkway, EMG1 and University of Nottingham's Sutton Bonington campus. The proposed development would fall within the West Rushcliffe Zone, providing local services for those not on conventional bus routes and a new connection to East Midlands Parkway train station.
- 4.7 A summary of the existing bus services close to EMG2 is provided in Table 4-1 and visualised in Figure 4-2 and Figure 4-3. This demonstrates the existing reach of bus services across Nottinghamshire, Derbyshire and Leicestershire serving EMA, EMG1 and the proposed development.

Table 4-1: Existing bus service routes, frequencies and hours of operation (2023)

Service	Operator	Route	Frequency ¹	Hours of operation
skylink Derby-Leicester	Kinchbus	Leicester – Loughborough – Kegworth – EMG – EMA1 – Castle Donnington – Derby	3 Buses per Hour	24/7

¹ May 2023 typical bus service frequencies

		EMG1- Loughborough	3 Buses per hour (7:00am-9:00pm) 2 Buses per hour (5:00am-7:00am) 1 Bus per hour (9:00pm-5:00am)	24/7
skylink Express	trentbarton	Nottingham - Clifton - non-stop to EMG1	2 Buses per Hour	4:00am-11:00pm
skylink Nottingham	trentbarton	Nottingham - Long Eaton - Castle Donnington – EMA – EMG1	3 Buses per Hour (2 Buses per Hour at EMG)	24/7
		EMA – Diseworth – Long Whatton - Coalville	1 Bus per Hour	4:30am-7:00pm
Airway 9	Diamond Bus	Horninglow – Burton – Ashby – Melbourne – EMA – EMG1	1 Bus per Hour ²	4:15am-10:30pm
my15	trentbarton	Ilkeston – Stapleford – Old Sawley – Castle Donnington - EMA	1 Bus per Hour	5:00am-midnight
Nottsbus DRT	Nottinghamshire County Council and trentbarton	West Rushcliffe Zone ³	Flexible	7:00am-midnight

² Does not serve EMG on Sundays between 07:25 – 17:05

³ NottsBus On Demand operates in four zones in Nottinghamshire, the West Rushcliffe Zone covers EMG1 and EMA with the zone map available here <https://www.nottinghamshire.gov.uk/media/5081614/z4-west-rushcliffe-zone-leaflet.pdf>

Figure 4-2: Existing Regional Bus Services Map

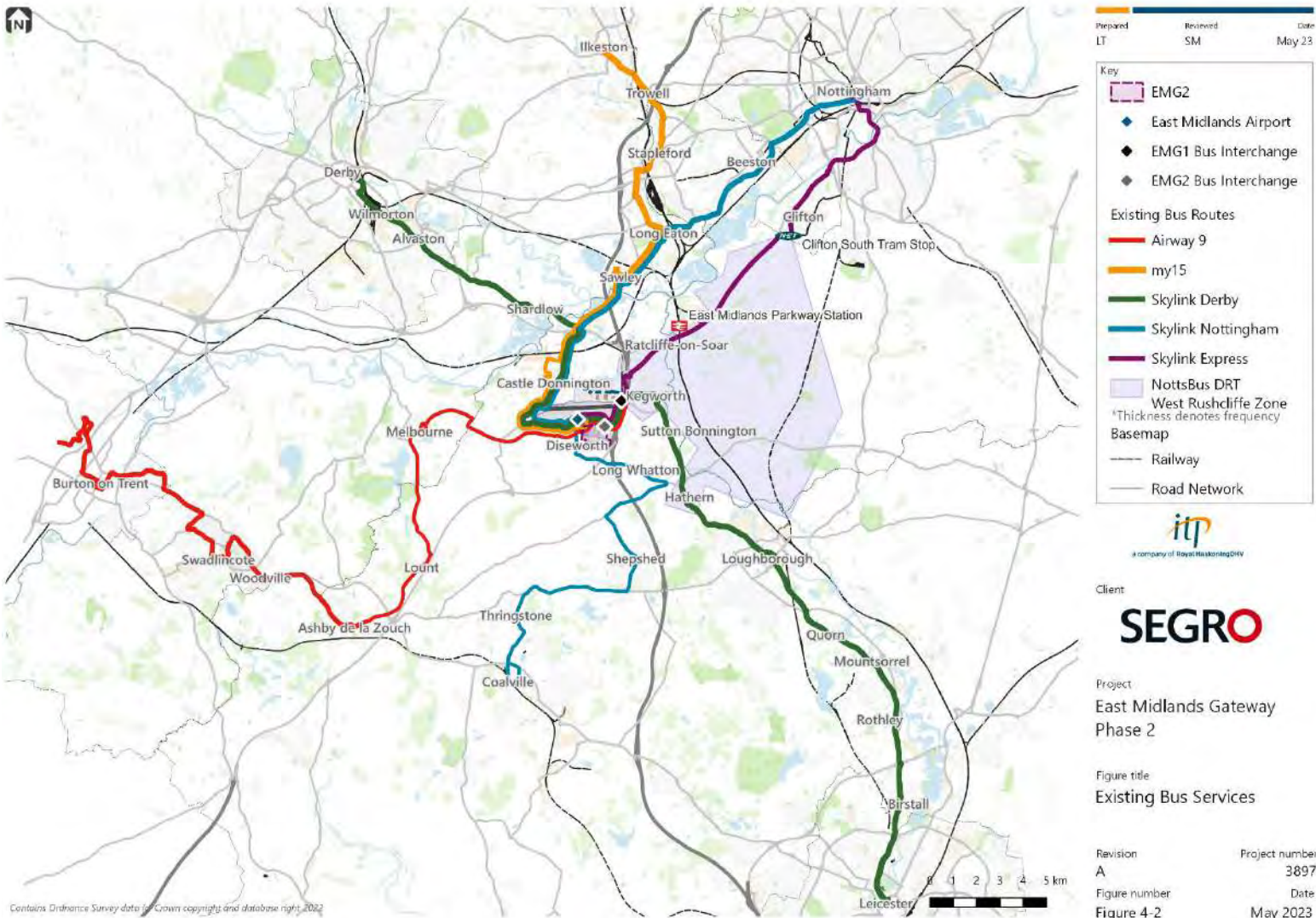


Figure 4-3: Existing Bus Services EMAGIC Cluster



Rail

- 4.8 East Midlands Parkway train station is located 5 miles to the north-east of EMG2, with direct trains to Leicester, Loughborough, Derby and Nottingham as well as services outside of the East Midlands to London St Pancras and Sheffield (Table 4-2). Prior to the introduction of the Notts Bus On Demand service earlier this year, there were no direct public transport connections between East Midlands Parkway and the developments within the EMAGIC Freeport cluster. This new service now unlocks access to the rail station for existing employees at EMG1, East Midlands Airport and the proposed development, explaining the potential sustainable travel options for those commuting within the East Midlands and visitors from further afield.

Table 4-2: Existing rail service routes and frequencies (2023)

Train Operator	Route Beginning and End	Additional Calling Points	Frequency
East Midlands Railway	London St Pancras - Nottingham	Kettering, Market Harborough, Leicester, Loughborough, EMP, Beeston, Nottingham	2 per hour
East Midlands Railway	London St Pancras - Sheffield	Leicester, Loughborough EMP, Long Eaton, Derby, Belper, Chesterfield, Dronfield	2 per hour
East Midlands Railway	Leicester - Lincoln	Syston, Sileby, Barrow-upon-Soar, Loughborough, EMP, Beeston, Nottingham, Carlton, Burton Joyce, Thurgaton, Bleasby, Fiskerton, Rollerston, Newark Castle, Swinderby, Hykeham, Lincoln	Hourly

Tram

- 4.9 The nearest tram stop is 8 miles to the north-east of EMG2 at Clifton P&R, which is the terminus station for the route. From here there are direct trams to/from Nottingham city centre with onward connections into the wider urban area. Whilst the tram stop isn't near the proposed development, the Notts Bus On Demand and skylink Express both call at the Clifton Park and Ride tram stop which would enable passengers to interchange onto these services to reach EMG2.

Smarter Driving

- 4.10 Existing local authority strategies to support smarter driving focus on sharing vehicles for commuting and business trips, using electric or low emission vehicles, and reducing the need to travel.
- 4.11 SEGRO has invested in a [car share journey matching platform for EMG1](#) which is hosted by Liftshare. This platform connects people who can give or would like to receive a lift from people travelling along the same route as them. Although this platform is intended for use by EMG1 business and their employees, the system also offers the option to match with car share partners in the open national Liftshare database which also covers those registering to give or receive a lift within the local area. Leicestershire County Council also has its own Liftshare platform, '[Leicestershare](#)', which covers people looking to give or receive lifts from within Leicestershire.
- 4.12 A review of public electric vehicle car charging locations on [ZapMap](#) show there are four EV chargers at Moto A42 services. Whilst these could provide ad hoc charging facilities for people travelling to / from work at the proposed development, it would not be appropriate to use them for charging whilst at work.

Conclusion

- 4.13 To conclude, the location of EMG2 means there are already numerous sustainable transport connections within close proximity to the site. Public transport, and in particular the bus, offers frequent connections to the three major cities in the East Midlands, alongside settlements on the routes. The recent introduction of the Notts Bus On Demand service has further expanded the potential for public transport commuting, by providing a connecting service to the nearest railways station and tram stop. Whilst active travel is only likely to be a possibility for those that live within the neighbouring villages of Diseworth and Castle Donington, existing PRoW are in place, and which could be upgraded, to ensure they are suitable for commuting purposes.

5. Existing Travel Behaviour

- 5.1 This section draws on available data to review the travel patterns of the local population and the workforce at EMG1 as a proxy for the likely travel patterns of those commuting to EMG2.

Residents

- 5.2 The travel patterns of the local population have been assessed using the Census 2011 and 2021 travel to work data for the wards surrounding the proposed development. The percentages in Table 5-1 and Table 5-2 detail the proportions of the totals excluding those who work mainly at or from home.
- 5.3 For the 2011 Census, the travel to work data for the wards of Breedon, Castle Donington and Kegworth and Whatton has been presented in Table 5-1. The proposed development is located within the ward of Breedon and the existing EMG1 is located within the Castle Donington ward. The travel to work data for Kegworth and Whatton ward has been included as these wards are located to the north-east of the development and are a useful indicator as local residents in the Kegworth and Whatton ward would also be within easily commutable distance.
- 5.4 The journey to work data from the 2021 census is split into smaller wards (Table 5-2). In this census the proposed development lies within the Worthington and Breedon and Long Whatton & Diseworth wards. For comparison with the table above, data for the Castle Donington, Daleacre Hill and Kegworth wards has also been included.
- 5.5 When comparing the data from the two census periods the average mode share for those driving alone ranges from 79.6% in 2011 through to 81.1% in 2021. 3.9% of the local population reported that they commuted by a form of public transport (train, tram, bus) in 2011, but this reduces to 3.3% in 2021 (it is worth noting that the travel to work data for the 2021 census was collected during the Covid-19 pandemic at a point when people were encouraged not to travel, particularly using public transport). Finally, 10.8% of the population reported that they commuted by active travel modes in 2011 and this increased to 11.3% in 2021. This data suggests that a high proportion of the local population continue to use the private car to travel to work, walking offered the highest potential for sustainable commuting (based on existing trends) and public transport use has been declining, which is in line with national trends.

Table 5-1: 2011 Journey to work modal split data

Wards	Driving car or van	Passenger in car or van	Train	Tube / tram	Bus / minibus / coach	Bicycle	On Foot	Taxi	M'bike/scooter/moped	Other
Breedon	86.6%	3.3%	0.9%	0.2%	1.0%	1.8%	4.8%	0.1%	0.5%	0.8%
Castle Donington	76.9%	4.1%	1.0%	0.1%	3.9%	2.5%	9.9%	0.03%	0.6%	0.9%
Kegworth and Whatton	75.3%	5.1%	0.6%	0.05%	4.0%	2.3%	11.2%	0.05%	1.0%	0.5%
Average	79.6%	4.2%	0.8%	0.1%	3.0%	2.2%	8.6%	0.1%	0.7%	0.7%

Table 5-2: 2021 Journey to work modal split data

Wards	Driving car or van	Passenger in car or van	Train	Tube / tram	Bus / minibus / coach	Bicycle	On Foot	Taxi	M'bike/scooter/moped	Other
Worthington & Breedon	89.2%	4.0%	0.0%	0.1%	1.1%	0.5%	3.2%	0.4%	0.9%	0.7%
Long Whatton & Diseworth	84.5%	4.9%	0.2%	0.1%	1.7%	1.7%	5.5%	0.0%	0.2%	1.0%
Castle Donington Castle	71.3%	5.4%	0.1%	0.0%	5.8%	2.2%	13.7%	0.4%	0.7%	0.4%
Castle Donington Central	83.6%	2.6%	0.5%	0.3%	2.1%	0.4%	8.6%	0.3%	0.0%	1.6%
Castle Donington Park	81.6%	3.6%	0.5%	0.0%	3.4%	1.8%	6.8%	0.5%	0.5%	1.5%
Kegworth	78.2%	4.5%	0.4%	0.1%	2.8%	0.8%	10.9%	0.1%	0.3%	1.9%
Daleacre Hill	78.9%	4.8%	0.5%	0.0%	3.5%	1.8%	8.5%	0.4%	0.5%	1.0%
Average	81.1%	4.3%	0.3%	0.1%	2.9%	1.3%	8.2%	0.3%	0.4%	1.1%

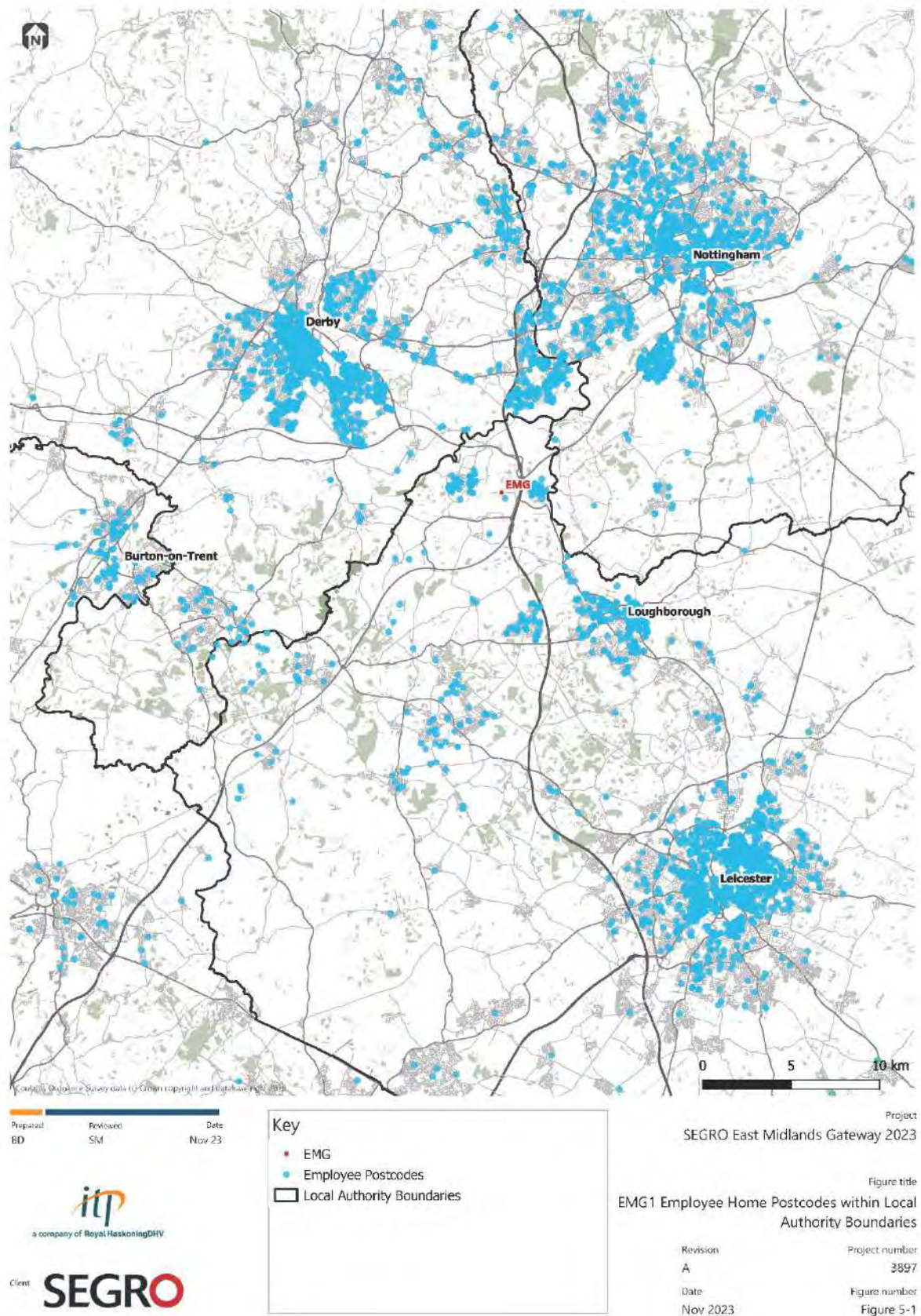
Employees

- 5.6 Whilst the Census data can provide insight into local residents' travel patterns, the workforce for the proposed development is likely to have a much wider geographic reach than the surrounding villages. Indeed, the job roles are likely to be similar to those at EMG1, with a mixture of management, skilled, semi-skilled and unskilled roles within the proposed warehousing facilities. Considering this, the travel patterns of existing employees at EMG1 have been analysed to provide an indication of where future employees are likely to travel from and how they may choose to commute (based on similar sustainable transport connectivity).
- 5.7 Businesses at EMG1 provided a data set of anonymised home postcodes for their workforces in 2023 as part of travel plan monitoring. Figure 5-1 shows this information visually and is supported by a breakdown of postcodes by local authority area in Table 5-3.
- 5.8 Over 5,800 postcodes have been provided and of those, 93% were located within one of the East Midlands authority areas. The largest proportions of these employees commute from within the Leicester City (31%) and Derby City (23%) administrative boundaries.

Table 5-3: EMG1 employee's home postcodes local authority districts (2023)

County/City	Number of postcodes	Percentage of total postcodes
Derby	1,332	23%
Derbyshire	571	10%
Leicester	1,844	31%
Leicestershire	451	8%
Nottingham	620	11%
Nottinghamshire	624	11%
Outside East Midlands	435	7%
Total	5,877	100%

Figure 5-1: Map of EMG1 employee home postcodes (2023)



- 5.9 Turning now to how these employees commute, Table 5-4 shows the results of the employee travel surveys conducted at EMG1 from 2019 to 2023. Businesses are required to conduct these surveys as part of the Occupier Travel Plan monitoring on-site. The surveys are optional for employees to complete, but they are incentivised with a prize draw to encourage participation.
- 5.10 This table sets out the EMG1 travel plan targets which need to be achieved by 2028. Alongside this is the sitewide average mode share per year (collected via the employee travel surveys). This shows that for all five years that the data has been collected, the number of employees commuting sustainably by car sharing or using public transport is higher than the targets set. This is especially impressive since the headcount on-site has been increasing year-on-year as the site moves towards full occupation. As the site moves into 2024, which is 'Year 6' in travel plan monitoring terms, it has almost reached the level of full occupation at ~6,000 employees. This demonstrates that with the right initiatives in place, it is possible to influence commuting patterns to achieve a high sustainable travel mode share.

Table 5-4: EMG1 Travel Plan Target and Employee Travel Patterns

Mode	Target (2028)	EMG1 Employee Travel Survey				
		2019	2020	2021	2022	2023
Drive alone	68%	58%	43%	43%	42%	51%
Car share	17%	31%	36%	26%	38%	25%
Public transport	10%	8%	15%	28%	14%	18%
Active Travel	5%	1%	2%	0%	3%	2%
Other	n/a	3%	4%	3%	3%	4%

6. Stakeholder Engagement

6.1 EMG2 is located within Leicestershire County Council's administrative boundary, as the local transport authority, but the strategic significance of the site and its location within East Midlands Freeport means that several neighbouring local authorities and local stakeholders are likely to have a vested interest in any potential development and its impact on the transport network. ITP participated in the EMG2 Transport Working Group (chaired by BWB) during 2023 to understand the transport considerations of stakeholders to shape this STS. Stakeholders participating in the EMG2 Transport Working Group include:

- Highway Development Management teams at Leicester City and Leicestershire County Councils.
- Highway Development Management teams at Nottingham City and Nottinghamshire County Councils.
- Highway Development Management teams at Derby City and Derbyshire County Councils.
- National Highways.

6.2 Additional meetings have been held with the following stakeholders, to discuss specifics around connecting existing transport services to EMG2:

- Initial meeting with the Highway Development Management and Behaviour Change teams at Leicestershire County Council.
- Initial meeting and data sharing with the Travel Plan Coordinator at EMG1.
- Initial meeting with Trentbarton (local bus operator) to discuss the challenges and opportunities with serving the EMG2 site.

6.3 These meetings highlighted the need to explore:

- Lessons learnt from delivering high sustainable mode share at EMG1.
- The location of any proposed bus interchange to maximise the potential to connect with existing high frequency services.
- Ease of buses exiting EMG2 onto the A453, to minimise any potential delays to existing passengers.
- Capacity constraints on bus services at shift changeover.
- Capacity constraints at East Midlands Airport bus interchange due to a limited number of bus bays.

- 'Last-mile' sustainable transport connections within the site (walk cycle, bus).

6.4 Possible solutions to address each of these challenges have been set out within the next chapter.

7. Proposed Sustainable Transport Strategy

- 7.1 This section sets out the potential options for ensuring that sustainable transport alternatives are available to employees to use from first occupation. As this STS is not supporting a planning application, but rather a Local Plan consultation response, the strategy below sets out the potential of what *could be* delivered on-site should the land be allocated for development.

Overview

- 7.2 Learning from the experience of successfully embedding sustainable commuting at EMG1, those strategies that are having the most impact would be carried forwards to EMG2. This includes working closely with local stakeholders, transport authorities and operators to jointly deliver strategies through the EMG1 Sustainable Transport Working Group and reporting to stakeholders annually to demonstrate progress.
- 7.3 Experience also highlights the need for realistic sustainable transport options to be provided from first occupation (and not when development triggers are reached) to ensure there are viable and attractive sustainable options available from the outset. It would be the intention to work closely with tenants' HR teams, recruitment consultants and local jobcentres to provide sustainable transport information in job adverts, at recruitment fares and in screening interviews.

Aims

- 7.4 The proposed STS would aim to:
- Ensure EMG2 is served by sustainable transport from the first stage of development, and
 - Ensure employees have a reasonable alternative to the private car for their journey to work.

Objectives

- 7.5 It is recommended that the following objectives are set to support this aim:

Active Travel

- To provide the necessary new / upgraded infrastructure and services to facilitate last mile journeys *within* the proposed development by foot, bike or bus.

- To ensure any proposed off-site active travel improvements connect to nearby villages and existing infrastructure.

Public Transport

- To deliver a network of bus services which directly access the proposed development, serving the main local urban areas.
- To ensure the network of local bus services are frequent, reliable and of a high quality, and operate with sufficient capacity and at suitable times of day.
- To ensure any bus service enhancements are developed with a clear intention to become commercially viable within a defined time period.
- To ensure good quality and timely information is provided to employees to enable them to make informed choices about their travel options.
- To ensure the time and cost of journey by bus to / from the development is not prohibitive (when compared to the car-based equivalent).

Smarter Driving

- To extend the existing EMG1 journey matching platform to cover the proposed development to enable existing and prospective employees to car share together.
- To provide EV charging provision for 20% of car parking spaces within the development to encourage low carbon options for those that choose to drive.

7.6 Potential mode-specific strategies for achieving these objectives have been set out in the following sections.

Active Travel

- 7.7 Multiple pedestrian and cyclist access points would be incorporated into EMG2 to ensure future employees and the general public can move through the site quickly, easily and safely. Along the main estate roads, shared pavements would be provided, as they are at EMG1, to ensure pedestrians and cyclists are separated from the vehicle and HGV traffic.
- 7.8 It is likely that the existing Public Right of Way footpath (L45), Hyam's Lane, which bisects the site on a north-east to south-west alignment would be retained and could provide an active travel spine route through the site. The route connects to the existing L45 footpath heading north towards EMG1 and Kegworth; and to the south-west the village of Diseworth. As part of the development, one option could be to explore

surfacing Hyam's Lane and providing low-level lighting along part of the route, increasing suitability for all expected users, all-year round.

- 7.9 It is acknowledged that not all employees may want to use Hyam's Lane, especially during winter months or in the evening if improvements are not made. An additional shared-use path could be explored to connect from the proposed bus interchange and the main estate road.
- 7.10 Contributions to off-site active travel routes could also be explored to upgrade an existing unsurfaced PRow route between EMG2 and EMG1, to provide greater connectivity between the two sites and onwards towards Kegworth.
- 7.11 In addition to active travel routes, provision could also be made to encourage tenants to provide secure, covered cycle parking at each employment unit as well as shower and changing facilities.
- 7.12 Proposals would also consider a free on-site bike hire scheme to allow employees to cycle from the new EMG2 bus interchange to their workplace within the site. It could operate in a similar way to the bike hire scheme at EMG1 with employees able to hire bikes from a bike rack near the bus interchange and to dock them in the secure cycle stands at each employment unit. This would be reviewed and discussed with the EMG1 Sustainable Transport Working Group.



Public Transport

Infrastructure

- 7.13 A purpose-built bus interchange is being explored for the north-east of the site, close to the proposed access from the existing roundabout on the A453. The preferred location of the interchange has emerged following discussions with local bus operator (trentbarton). The location of the interchange from the existing roundabout allows for the interception of existing bus services travelling along the A453.



- 7.14 Along with the bus interchange building, there would be dedicated bus bays to allow both commercial bus services and the proposed on-site shuttle service to call at the interchange. This means any employees arriving at the site by bus can seamlessly interchange onto the on-site shuttle bus to reach their workplace. Provision could be made for electric charging points at the interchange should the use of an electric vehicle for the shuttle service be considered.

- 7.15 The bus interchange building would be equipped with real-time bus information, seating, lighting, heating, and toilets, to create a safe and comfortable waiting area for employees. This is like the provision at EMG1.

- 7.16 In addition to the main interchange, there would be bus stops along the length of the estate road, with bus stops positioned close to the entrances of the employment units.

- 7.17 Each bus stop would have a flagpole, shelter, and timetable information, and served by the on-site Gateway Shuttle bus, providing a direct connection from the bus interchange to each employment unit. Real time information will be provided in the foyers of the employment units, as it is at EMG1, rather than at the bus stops themselves.



Gateway Shuttle

7.18 The bus interchange within the proposed development would also act as the hub for the proposed Gateway Shuttle service once the site is occupied. The shuttle would connect employees arriving at the EMG2 bus interchange with the bus stops along the estate road.

7.19 The hours of operation for the shuttle service would align with the occupier's shifts. Initially this is likely to be focused on the morning and evening shift changeover, however as the site is built out this will be extended to meet demand.

7.20 At EMG1 the Gateway Shuttle service now operates from 04:45 until 23:15. During its hours of operation, the shuttle operates on a continuous loop between the bus interchange and the bus stops along the estate road, providing a 'turn up and go' service for employees on-site. As with EMG1, it is likely the shuttle would be funded through the site's management charge to businesses and will be free for employees to use. The aspiration would be for the service to be fully electric to meet SEGRO's sustainability ambitions.



Commercial Services

7.21 It is envisaged that the routes of the existing bus services could be modified to include a stop at the proposed bus interchange to provide four high frequency bus services connecting to EMG2 from the first occupation. Early discussions with trentbarton, suggests they would be open to serving the site with the Skylink Express, Skylink Derby-Leicester and Skylink Nottingham. Discussions will also be held with Diamond Bus (operator of Airway 9) and Nottinghamshire County Council (operator of Notts Bus On Demand) prior to any planning application being submitted. As the hours of operation of these existing services consider the employee shift patterns at East Midlands Airport and EMG1, it means they already operate in the early morning and late evening, which is also likely to align with the shift patterns at EMG2.

Network Constraints

7.22 Through initial scoping discussions with trentbarton and LCC a potential challenge was highlighted that some bus services are likely to reach capacity at peak times due to an

increased number of passengers travelling to / from EMG2, alongside passenger growth caused by other strategic developments within the East Midlands Freeport. Their concern focused on skylink Derby-Leicester and skylink Express services reaching passenger capacity at shift changeover. The anticipated timescales for each service reaching capacity varied, but it is anticipated the skylink Derby-Leicester could reach the capacity threshold around the time of first occupation and the skylink Express around 2028/2029, if the other strategic developments within the East Midlands Freeport start occupying.

- 7.23 EMG1 employee home postcode data verifies that if this site draws from similar labour pools, there could be increased demand from settlements along the skylink Derby-Leicester corridor from Derby, Derbyshire, Leicester and Leicestershire. Feeding this demand data into the bus passenger forecasting, it further highlighted the need for investment in the skylink Derby-Leicester service as the priority. This is evidenced further in Chapter 9.
- 7.24 Trentbarton and LCC also identified potential bus bay capacity constraints at East Midlands Airport bus interchange. Whilst this is outside of the EMG2 boundary, it has been highlighted as a constraint because any increases to the number of vehicles operating on a route (e.g. skylink Derby-Leicester) will create further congestion at an already busy interchange. SEGRO does not have the ability to make infrastructure improvements on private land which is owned by the airport, however they would be willing to be part of discussions to phase any investment in services to tie in with improvements EMA could be considering to the layout of the interchange.

Proposed Service Enhancements

- 7.25 To address the capacity constraints for the Skylink Derby-Leicester service, SEGRO would work alongside the bus operator and LCC to agree a funding contribution for the skylink Derby-Leicester route. These vehicles would create the forecast passenger capacity needed in the peak hour. Extra vehicles would also provide the added benefit of improved service frequency, increasing from every 20 minutes to every 15 minutes.

Phasing

- 7.26 Table 7-2 sets out a proposed approach to phasing improved public transport connectivity to the site. If a planning application is submitted in the future these would be discussed in detail with LCC and local bus operators.

Table 7-1: Proposed Bus Service Improvements

Phase	Trigger
Phase 1: Ensure construction of EMG2 bus interchange, bus stops along the main estate road are complete.	Prior to the first unit reaching practical completion.
Phase 2: Ensure EMG2 is served by the skylink Derby-Leicester, skylink Express, skylink Nottingham, Airway 9 and NottsBus services.	When the first unit reaches practical completion.
Phase 3: Ensure the Gateway Shuttle service connecting the EMG2 bus interchange and the bus stops along the main estate road is introduced.	When the first unit begins first commercial operations.
Phase 4: Ensure funding is provided to support increased capacity on the skylink Derby-Leicester service from every 20mins to every 15mins.	When commercial operations are underway at 1mil sqft of development

Real Time Information

- 7.27 All skylink bus services are fully enabled for real time information and hence the bus interchange could provide display screens showing real time arrivals and departures. Each of the individual employers on site would be provided with the digital real time information link to display on a screen in the main foyer, showing the departure times of the next services to leave the interchange, enabling them to plan their departure via the site shuttle bus.



Ticketing

- 7.28 'Taster tickets' for bus services, allowing employees to try the bus for free to encourage them to commute regularly by bus would be considered. A similar taster ticket scheme is in place at EMG1 where new or existing employees can apply to get a free weekly taster ticket for any of the bus services to EMG1. The criterion for accessing a taster ticket at EMG1 is:
- Have a contract of employment with a business at EMG.

- Live on a bus route connecting to EMG.
- Not already using the bus for commuting to EMG.
- Not having already applied for / received a free taster bus ticket.

7.29 Whilst longer-term taster ticket options would be explored (e.g. 6 months), based on experience at EMG1, a one-week taster bus ticket is usually sufficient for the employee to try the bus and to decide if they would like to continue commuting that way.

Smarter Driving

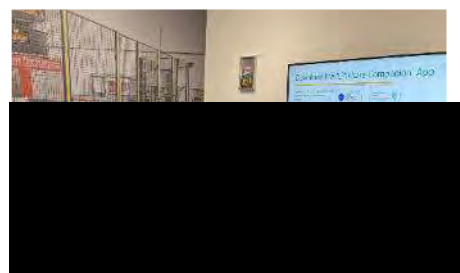
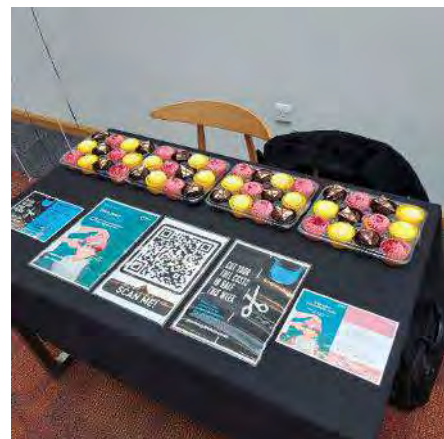
7.30 Although all employees would be encouraged to use active and public modes of transport, it is acknowledged that these will not be appropriate for everyone as some employees may live too far from the site to walk/cycle, or not live on a bus route. For this reason, car sharing and the promotion of low carbon vehicles would also be considered.

Car Share

7.31 At EMG1 there is already a car share platform in place to facilitate journey matching for the commute, funded by SEGRO. This platform is accompanied by promotional campaigns to 'launch' the service to each new business and their employees when they occupy the site. The intention would be to expand the reach of the existing platform to encompass EMG2 too.

7.32 The benefits of this are twofold, it means there is only one car share platform to promote across both parks – making it easier to understand and communicate from an employee perspective – but also the more employees that sign up to the same platform, the more opportunity there is for employees at both parks to find a car share match.

7.33 As with EMG1, it would be proposed that any new business moving to EMG2 would be provided with support from the EMG2 Travel Plan Coordinator to set up appropriate car sharing policies, introduce car share bays in preferential locations near to employee entrances, receive a car share



launch campaign, have access to 'trip authentication' to provide an added layer of safety for those choosing to share the commute together, and to access the EMG1 car share leader board, for the chance to win prizes for sharing together.

Electric Vehicles

- 7.34 To future-proof the proposed development for the increase in electric vehicles (EVs) over the next 10 years and accelerate the transition from internal combustion engine vehicles to low emission / electric vehicles, SEGRO would provide capability for EV charging.

Information, Engagement & Promotion

- 7.35 For the aims and objectives of this STS to be met, it will be crucial that the tenants and their employees are fully aware of the options available to them. Prior to occupation, SEGRO would develop appropriate resources for promoting sustainable travel. Digital travel information packs would be given to all businesses, recruitment consultants and jobcentres to ensure future employees are aware of their travel options. Hard copies would be available for those that are offered a contract. The travel information provided in the packs is likely to include:
- Maps showing walking and cycling routes from neighbouring villages.
 - Maps showing the direct public transport services from Nottingham, Derby and Leicester, links to timetable information and information about the taster bus ticket.
 - Information regarding the EMG2 journey matching platform to help find a car share partner.
- 7.36 The existing [EMG1 transport website](#), which collates travel information relevant to EMG1, would be updated to include travel information for the proposed development too. This contains links to relevant travel information pages, provides downloadable copies of transport maps and timetables and provides a live news section detailing travel campaigns happening at the development.

8. Delivery

8.1 This section sets out how the STS would be managed and funded.

Management

8.2 The STS sets out the overarching approach for encouraging and facilitating sustainable commuting at the proposed development. Should the site be selected for development, a Framework Travel Plan (FTP) would be developed to set out how the STS would be delivered, by whom and how it will be funded over the lifetime of the travel plan period.

8.3 The management structure for delivering the STS and FTP is likely to entail:

- A Sustainable Transport Working Group (STWG) of strategic stakeholders steering the direction of sustainable travel interventions on-site;
- A Site Wide Travel Plan Coordinator (SWTPC) who works with the businesses and stakeholders to deliver the measures set out in the FTP;
- Occupier Travel Plan Coordinators at each unit to communicate measures to their workforces.

8.4 This is the same management structure used to implement the successful travel plan at EMG1, hence we would propose the same approach for this site.

8.5 As there is already an established STWG at EMG1, and many of the stakeholders will be the same for both developments, the intention would be to extend the remit of the existing group to also cover EMG2. The only new stakeholders required to join the group, who are not already part of it, would be the end-occupiers/tenants. The group meet every 6-months to discuss progress towards targets and new initiatives to be delivered.



8.6 The group is currently chaired by the EMG1 SWTPC (ITP) and for continuity across both sites it is anticipated that ITP would fulfil this role at EMG2 too, as there are already established relationships with all local stakeholders and partners. The STWPC would be in post for the duration of the EMG FTP delivery period.

- 8.7 The SWTPC would also be responsible for supporting each of the end-occupiers at EMG2 to prepare an Occupier Travel Plan for approval by the local authority and supporting them to promote the site wide travel plan measures to their workforces.

Funding

- 8.8 At EMG1 there are two ring-fenced funds that have been established by SEGRO to enable the delivery of the EMG1 Travel Plan and Public Transport Strategy. Approval to draw on the funds to deliver both strategies is given by the voting members of the EMG1 Sustainable Transport Working Group, the constitution of which is set out in the Development Consent Order (b). The voting members of the group are SEGRO, Leicestershire County Council, Leicester City Council, Derbyshire County Council, Derby City Council, Nottinghamshire County Council and Nottingham City Council. The approach to flexibly administering funds to deliver sustainable initiatives, with input from all voting stakeholders has been a successful route for joint working with local authority partners. One approach to funding the sustainable transport measures at EMG2 could be to set up a similar mechanism, for SEGRO to ring-fence funding for improving sustainable transport connections during the travel plan delivery period (approx. 10 years).
- 8.9 Unlike the measures to be delivered during the travel plan period, a different funding mechanism is likely to be required for the Gateway Shuttle service, to future-proof the service so there will be a continuous funding stream to operate the service, even after the Travel Plan delivery period has ended. One option would be to fund the Gateway Shuttle service through the site's management charge, which is an annual levy paid by all occupiers for the provision of site-wide services. This is the same funding mechanism used at EMG1.
- 8.10 Both funding options will be considered in more detail at the point a planning application is submitted.

9. Expected Impacts

- 9.1 This section details the expected impacts of providing sustainable transport connections in terms of the geographic reach by active travel and public transport and the number of people we anticipate using sustainable modes.

Improving Site Accessibility

Active Travel

- 9.2 Figure 9-1 visualises the 60-minute cycling catchment of the site, providing active travel infrastructure is delivered to connect EMG2 with the existing PRow and National Cycle Network routes. This map considers cycling on all roads, except motorways, as well as any designated off-road cycle routes. It shows that the villages in the immediate vicinity of the site – Diseworth and Kegworth - are within a 15mins cycle. Castle Donington, Shepshed and East Midlands Parkway Railway Station are within a 30mins cycle. The south-eastern fringe of the Nottingham urban area (e.g. Clifton, Long Eaton, Sandiacre, Sawley) are within a 60min cycle.
- 9.3 Using the EMG1 workforce data (2022) as a proxy for where future employees could be drawn from, it shows that 25% of the workforce could be within a 60min cycle of the site. Whilst this is significantly higher than the active travel mode share currently recorded at EMG1 (2%), it must be appreciated that longer-distance cycle connections (e.g. 30min+) may not be appealing to employees working 10-12hr shifts in a warehouse, who also start very early in the morning or late in the evening. Considering this, any future active travel mode share targets should consider the quality of the surrounding active travel network, the working hours of employees and the distance employees are commuting.

Public Transport

- 9.4 The site is within close proximity to existing high frequency bus services and introducing an on-site bus interchange would facilitate those services stopping at the site, making it possible for employees to commute by bus; as well as interchanging onto tram or rail services.
- 9.5 Figure 9-2 visualises the 60min public transport catchment for the site. It shows that all the major settlements in the East Midlands, including Loughborough, Leicester, Derby, and Nottingham, would be accessible within an hour, highlighting a wide geographic

catchment for public transport commuting. The possible investment in the skylink Derby-Leicester service to improve service frequency will not have an impact on the geographic extent of the public transport catchment, but will improve the attractiveness of the service for employees, and increase capacity of the service for the operator.

- 9.6 Using the workforce data from EMG1 (2022), 32% of the workforce live within a 60min public transport commute of the proposed development. This suggests that if EMG2 employees are drawn from similar settlements, there is high potential for them to have access to commuting by public transport and could therefore achieve a similar mode share to EMG1.

Figure 9-1: EMG2 Cycling Accessibility

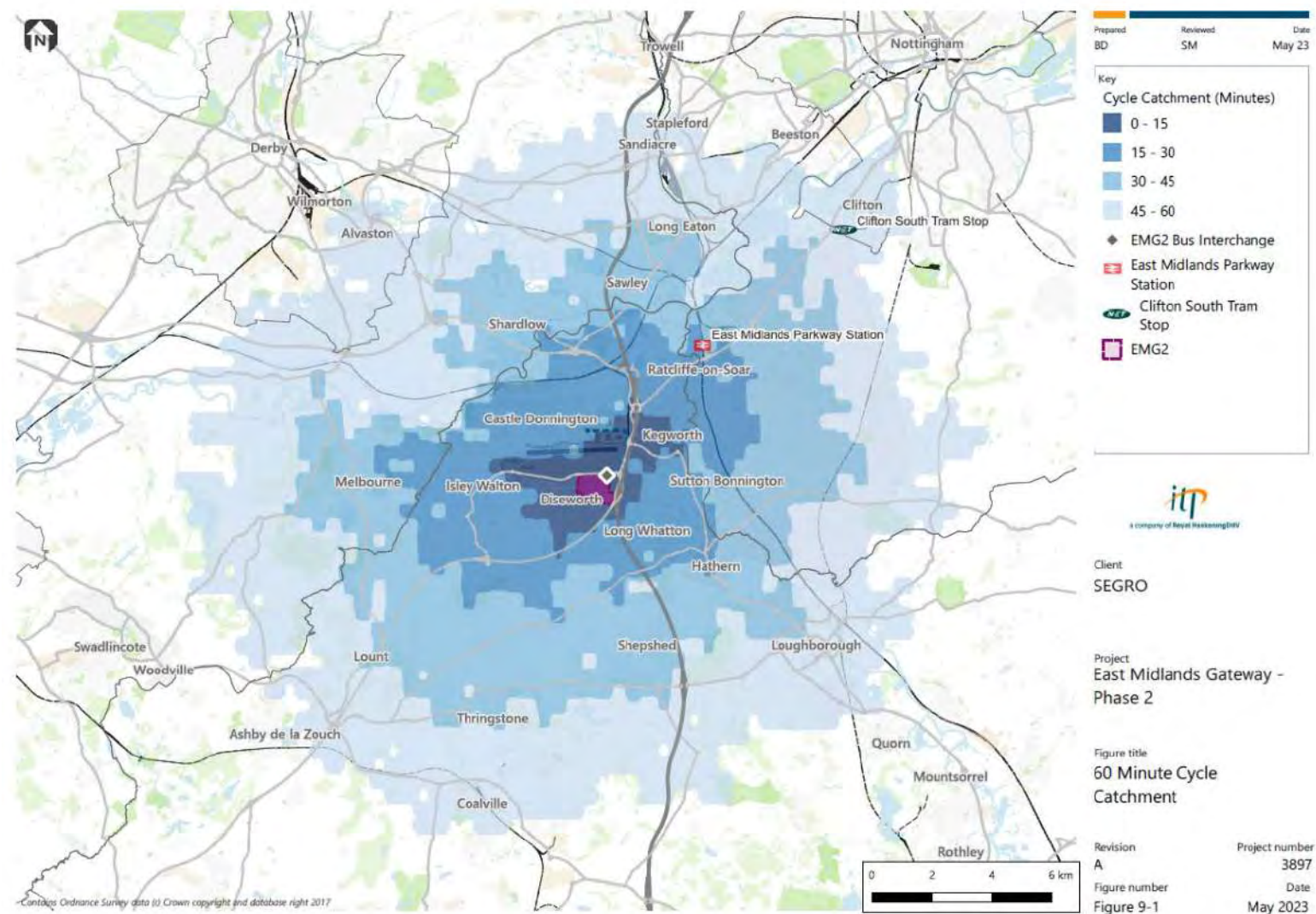
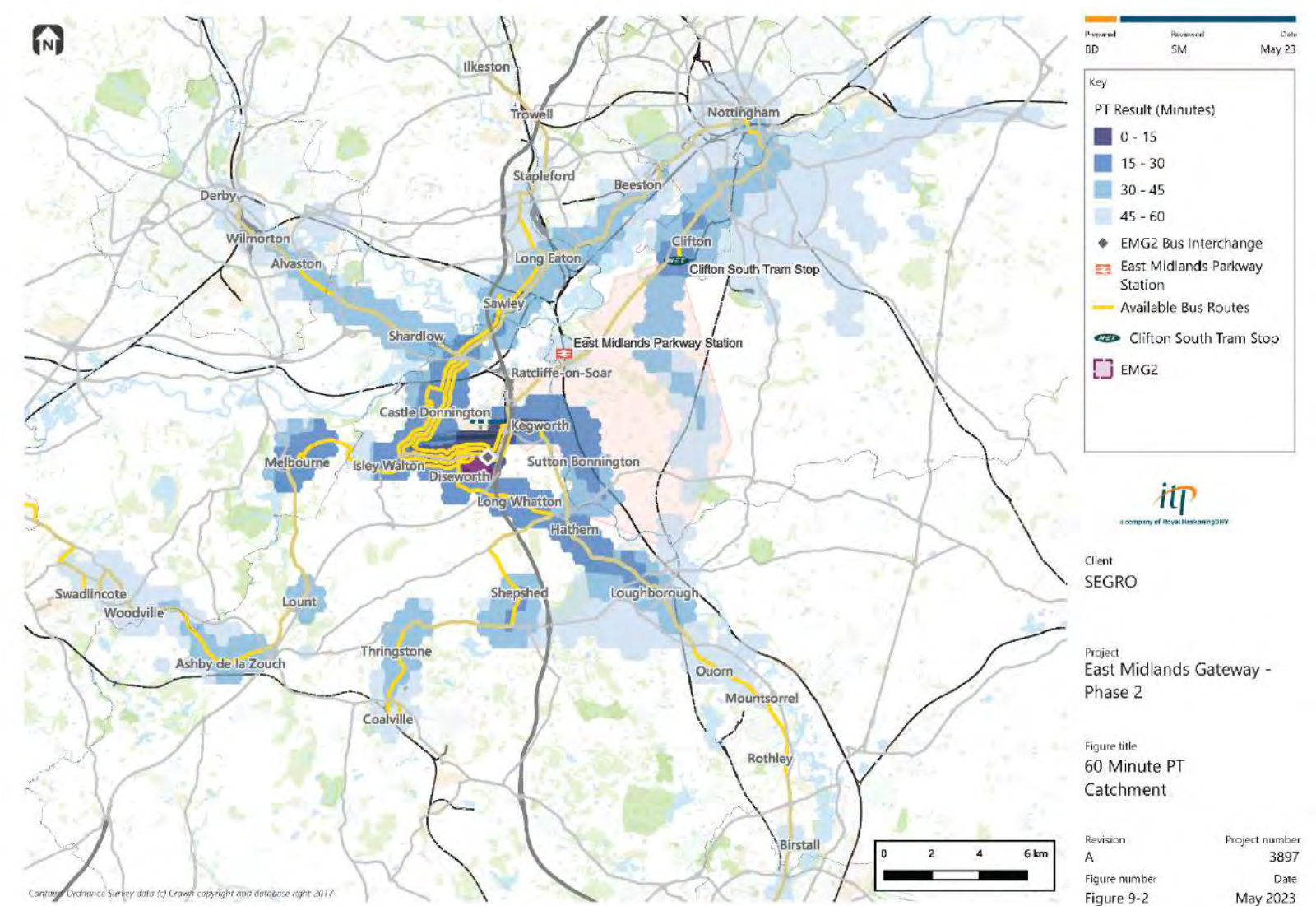


Figure 9-2: EMG2 Public Transport Accessibility



10. Conclusion

- 10.1 A clear strategy for connecting the site by sustainable means has been set out in this document. It considers the likely sustainable travel infrastructure and services required during the build / pre-occupation phase, as well as the engagement that would take place when the first tenants begin operations. The strategy is built on a sound evidence base of the effective measures that have been delivered at EMG1 and have seen the site positively exceed the travel plan targets with 45% of employees commuting using sustainable modes (bus, car share and active travel). The similarities between EMG1 and the proposed site in terms of location, existing transport connections, planned operations and type of employment, mean applying the same approach to embedding and promoting sustainable commuting, should lead to high sustainable commuting outcomes.
- 10.2 The key highlights from the proposed strategy are summarised below:
- Expansion of the EMG1 Sustainable Transport Working Group to encompass the proposed development and invitation to all businesses to join existing stakeholder discussions.
 - A dedicated Site Wide Travel Plan Coordinator in post for the duration of the 10-year travel plan delivery period.
 - A new bus interchange at the entrance to EMG2 and bus stops with shelters along the main estate road.
 - Four high frequency bus services and an on-demand service calling at EMG2 bus interchange from first occupation.
 - A Gateway Shuttle bus connecting the bus interchange with bus stops along the main estate road to make it quick and easy to reach the employment units.
 - Consideration for the Gateway Shuttle to be electric to meet sustainability ambitions for the site.
 - Financial investment to increase frequency of the skylink Derby bus service from every 20mins to every 15mins to increase passenger capacity.
 - 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 proposed development to help employees from both sites to find a car share partner.
 - EV chargers provided for employees to use.

- Provision of internal active travel infrastructure to support last mile connections within the site.

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Appendix 6 – Midlands Engine Support Letter

Sent by email 13th December 2023

Dear 

Midlands Engine is aware of the significant contribution the recently developed East Midlands Gateway is making to the wider cluster of activity centred on East Midlands Airport in delivering large scale and high quality growth to supercharge the East Midlands economy; from a standing start less than seven years ago it now comprises 6 million square feet of rail served warehousing and employs over 7,500 people.

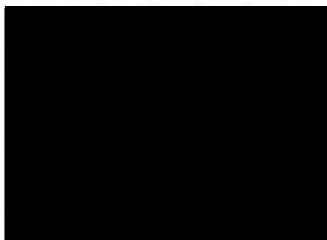
SEGRO is keen to build on this success through the delivery of East Midlands Gateway Phase 2. This land, which is already designated as part of the wider East Midlands freeport, has the potential to take advantage of the unique confluence of road/rail/air links and to deliver an additional 3 million square feet and at least 4000 additional jobs.

The East Midlands Gateway clearly forms a key part of the economic growth strategy for the East Midlands region and Phase II would create a nationally important 'best in class' logistics and advanced manufacturing hub at the heart of the three cities region.

Midlands Engine supports the application of SEGRO to apply the DCO process to its freeport site at this regional hub. This will enable development to be concentrated in a comprehensive manner, utilising the one-stop shop approach of the DCO. Applying that process would also enable the development to be implemented, and thus the benefits of the freeport status and the contribution to the economy, local, regional and national, to be realised as soon as possible.

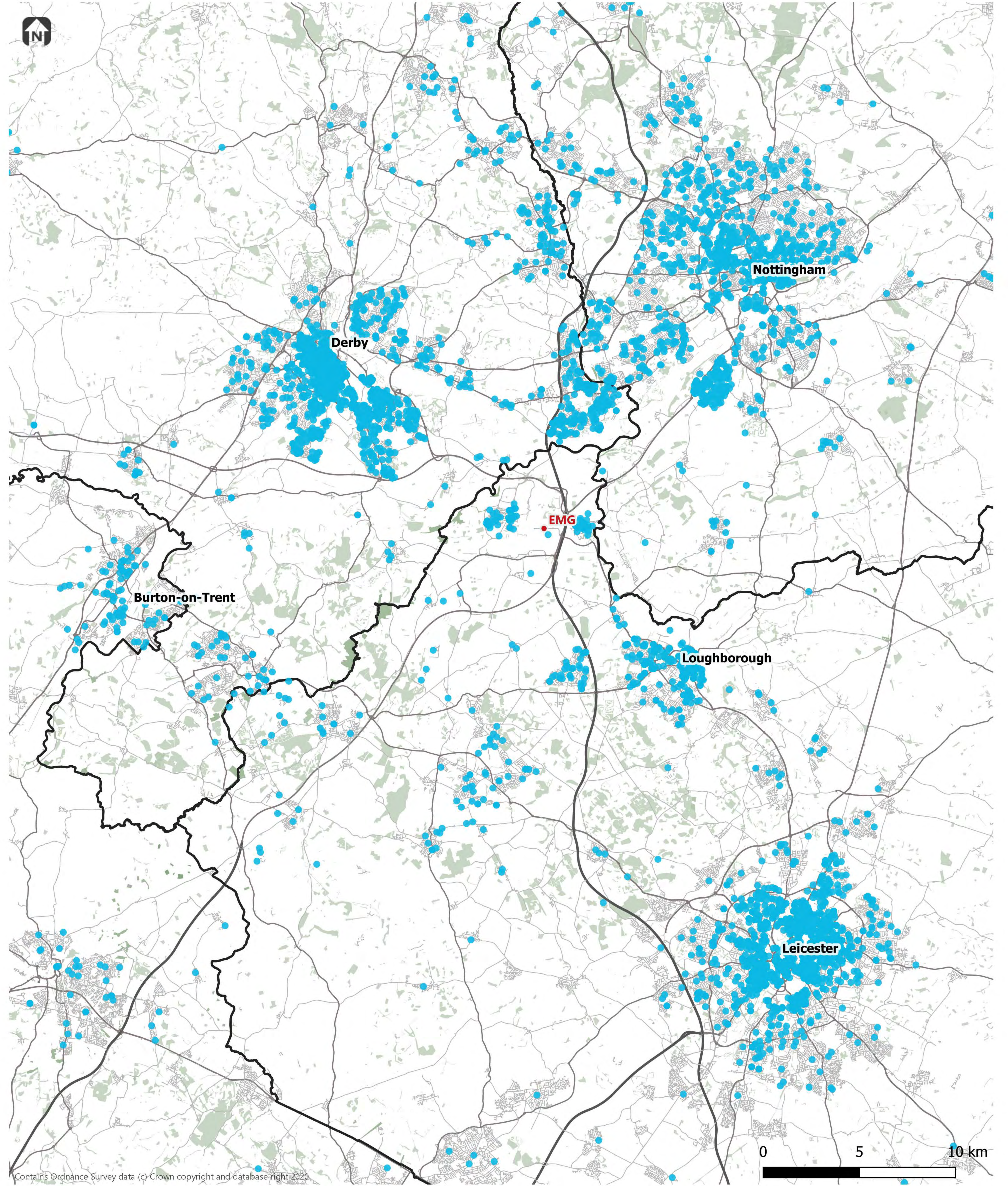
Owing to its scale, location and designation the scheme is already attracting occupier interest at both regional and national level.

Yours sincerely,

A large black rectangular box redacting the signature of the Chair of Midlands Engine.

Chair, Midlands Engine

Appendix 7 – EMG1 Employee Postcodes Plan



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Prepared	Reviewed	Date
BD	SM	Nov 23



Key

EMG

Employee Postcodes

Local Authority Boundaries

Project		SEGRO East Midlands Gateway 2023
Figure title		EMG1 Employee Home Postcodes within Local Authority Boundaries
Revision	A	Project number 4109
Date	Nov 2023	Figure number Figure 1-1