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



Appendix 19 - Copies of Exhibition Boards

SEGRO

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).





Draft Illustrative Masterplan Image of EMG2 Main Site



Proposed Mitigation Mounding (Indicative)

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





Existing Hedgerows / Other Planting

Proposed Woodland / Structural and Scrub Planting

Proposed Grassland

Proposed Sustainable Drainage (Dry) Features

Our Vision EMG1 Works

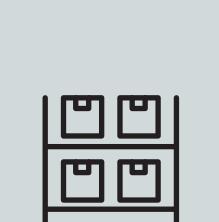




"The benefits of moving to a crane operation include, reduced emissions and operational noise levels, increased operational efficiency and a wider range of skilled job creation."

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.



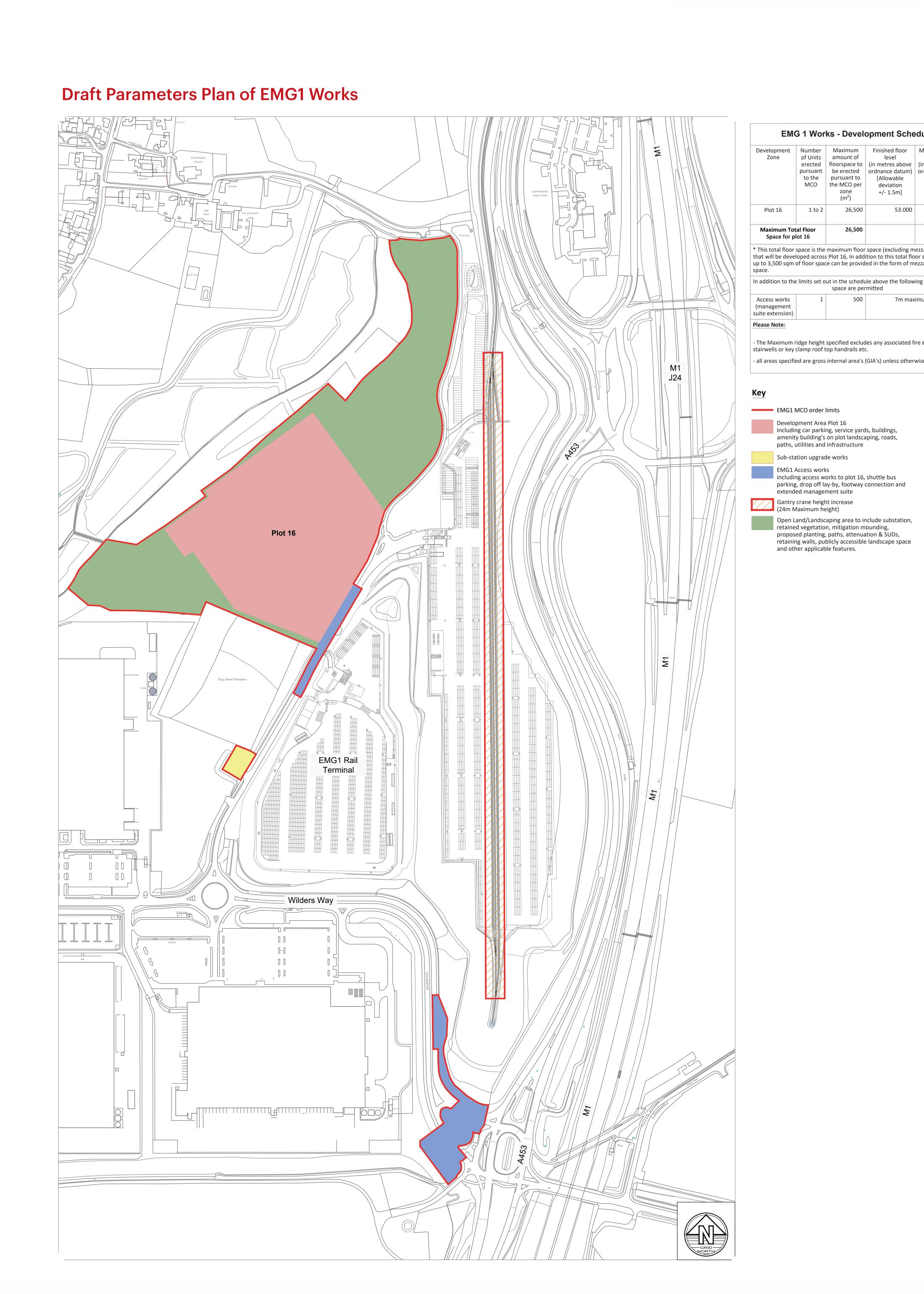
Bigger management suite: expanding the EMG1 Management Suite near the development's entrance to better support our customers.

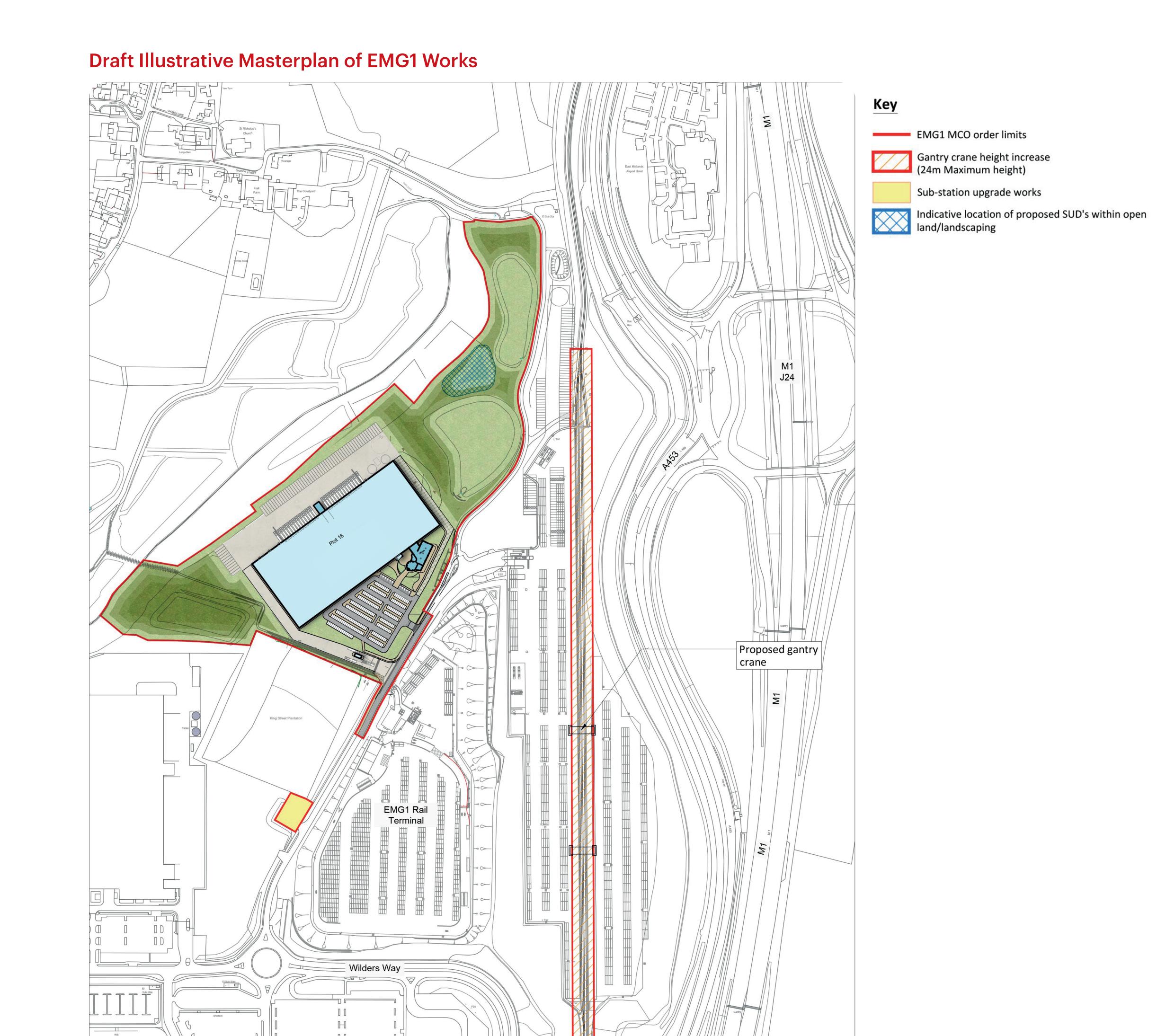


Public transport improvements: installing EV charging infrastructure for buses and adding a drop-off lay-by next to the transport hub for easier access.



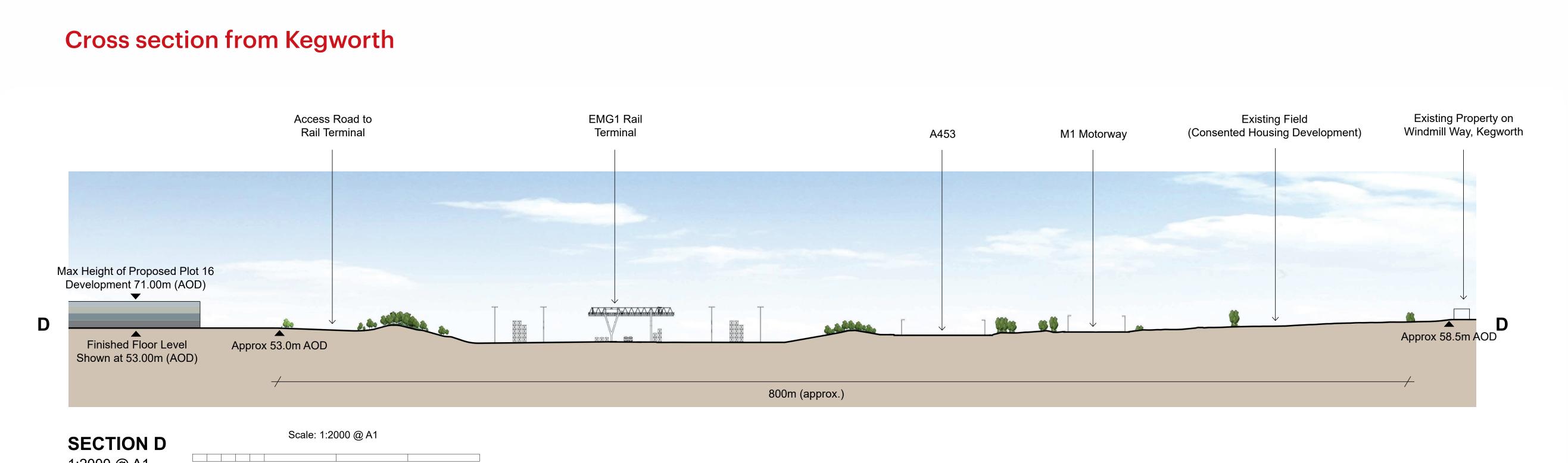
Power infrastructure: upgrading the electricity substation to ensure it supports the growing demand.

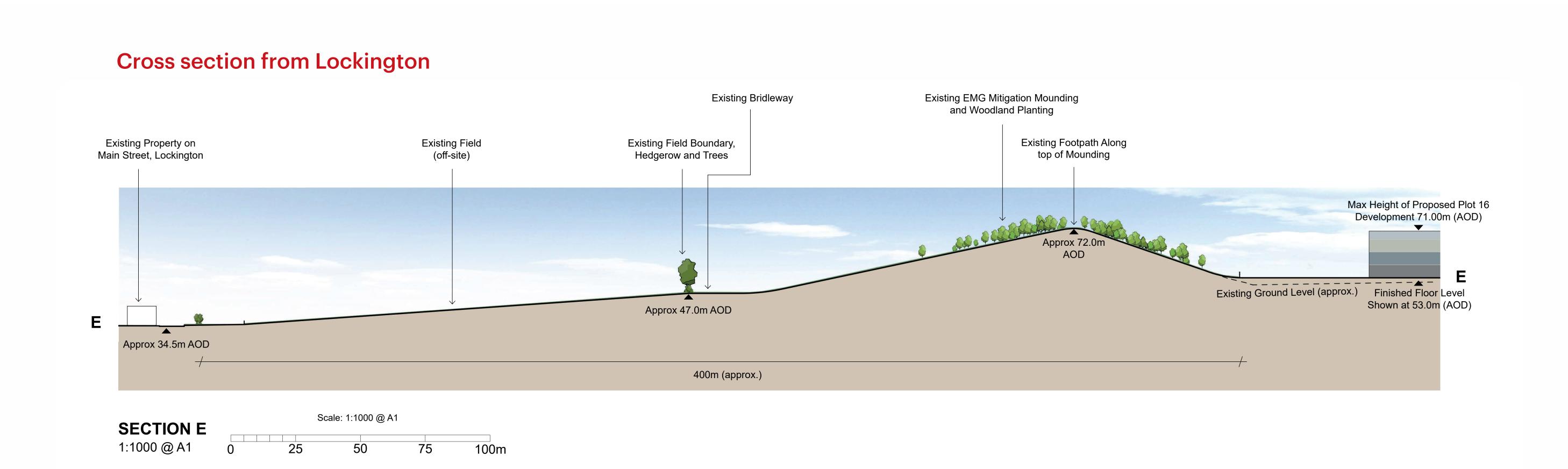












Drop off point



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

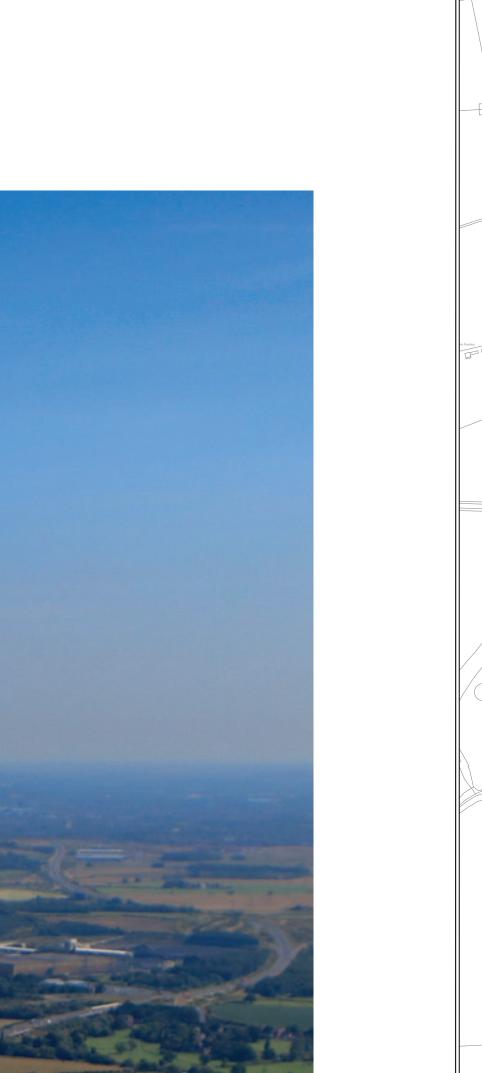
M1 Junction 24 improvements

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

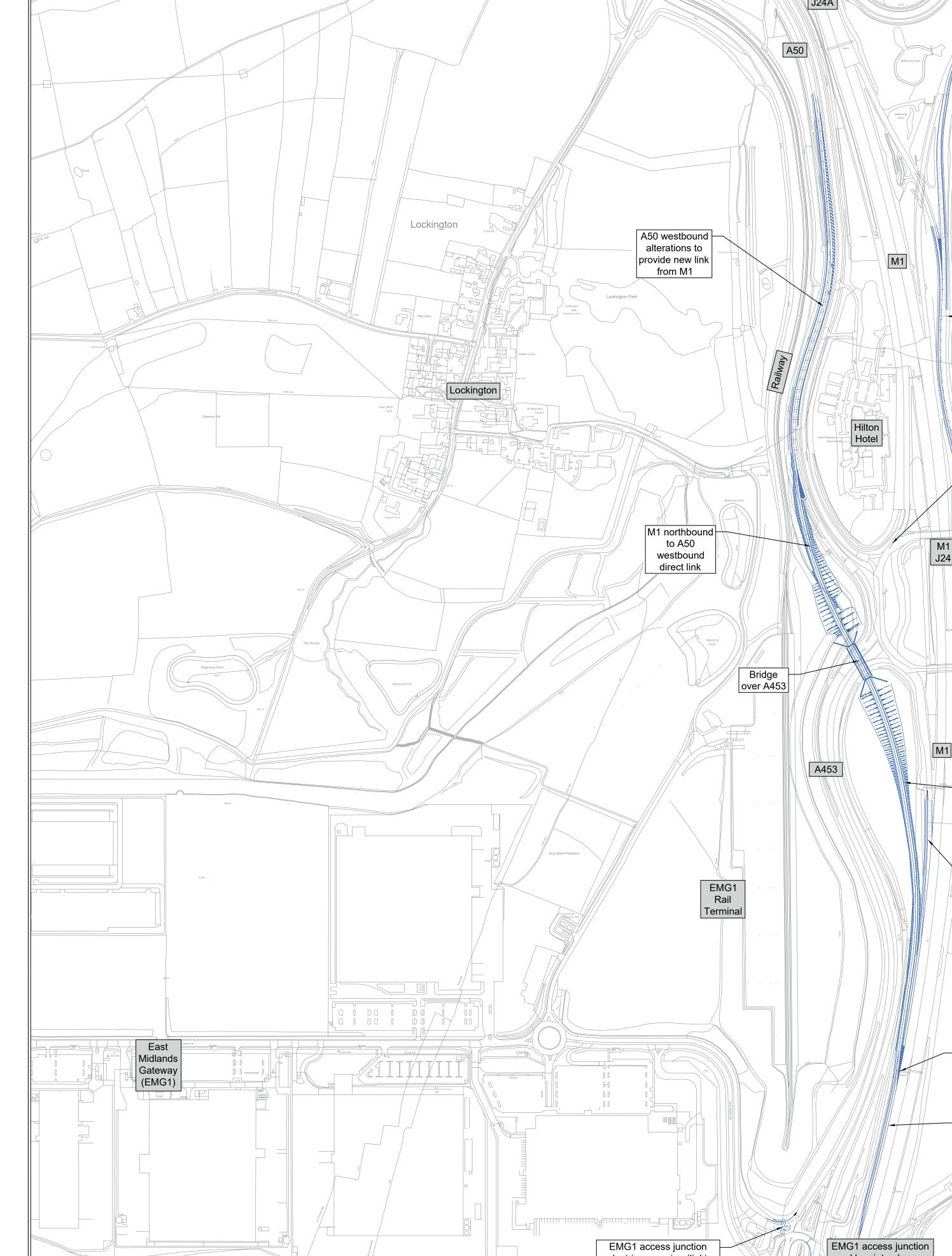
The proposals would deliver a significant enhancement to Junction 24, to remove the A50 (Derby/Stoke) traffic from the M1 junction entirely through a new northbound link off the M1 directly to the A50 west bound. Furthermore the A50 eastbound/ M1 southbound link to Junction 24 would be widened to provide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

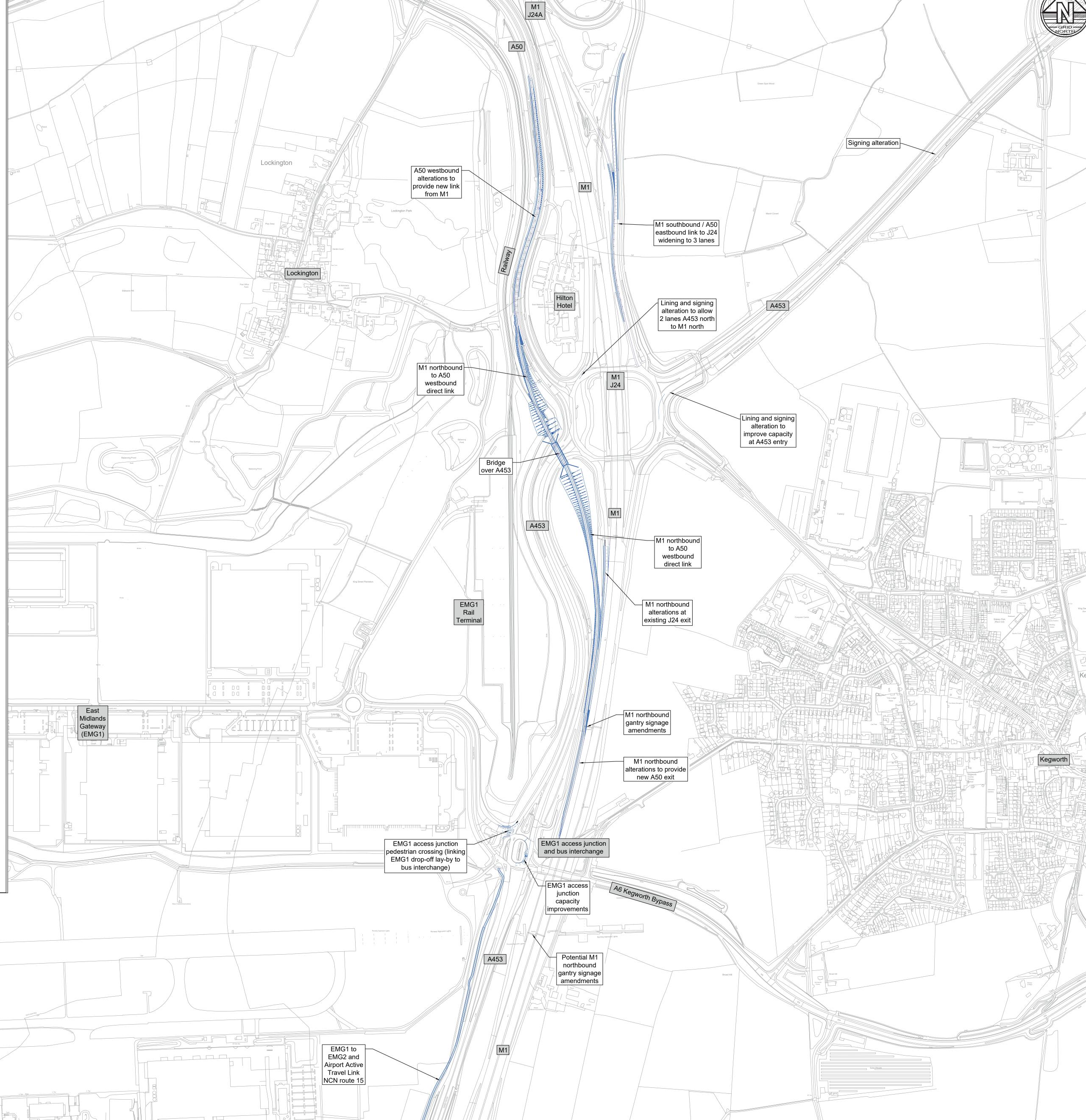
Modelling demonstrates that the above works would significantly relieve the section of the A453 from Junction 23A to the A50, and the Junction 24 roundabout itself, providing capacity on the network to accommodate the increase in traffic arising from the proposed EMG2 traffic.

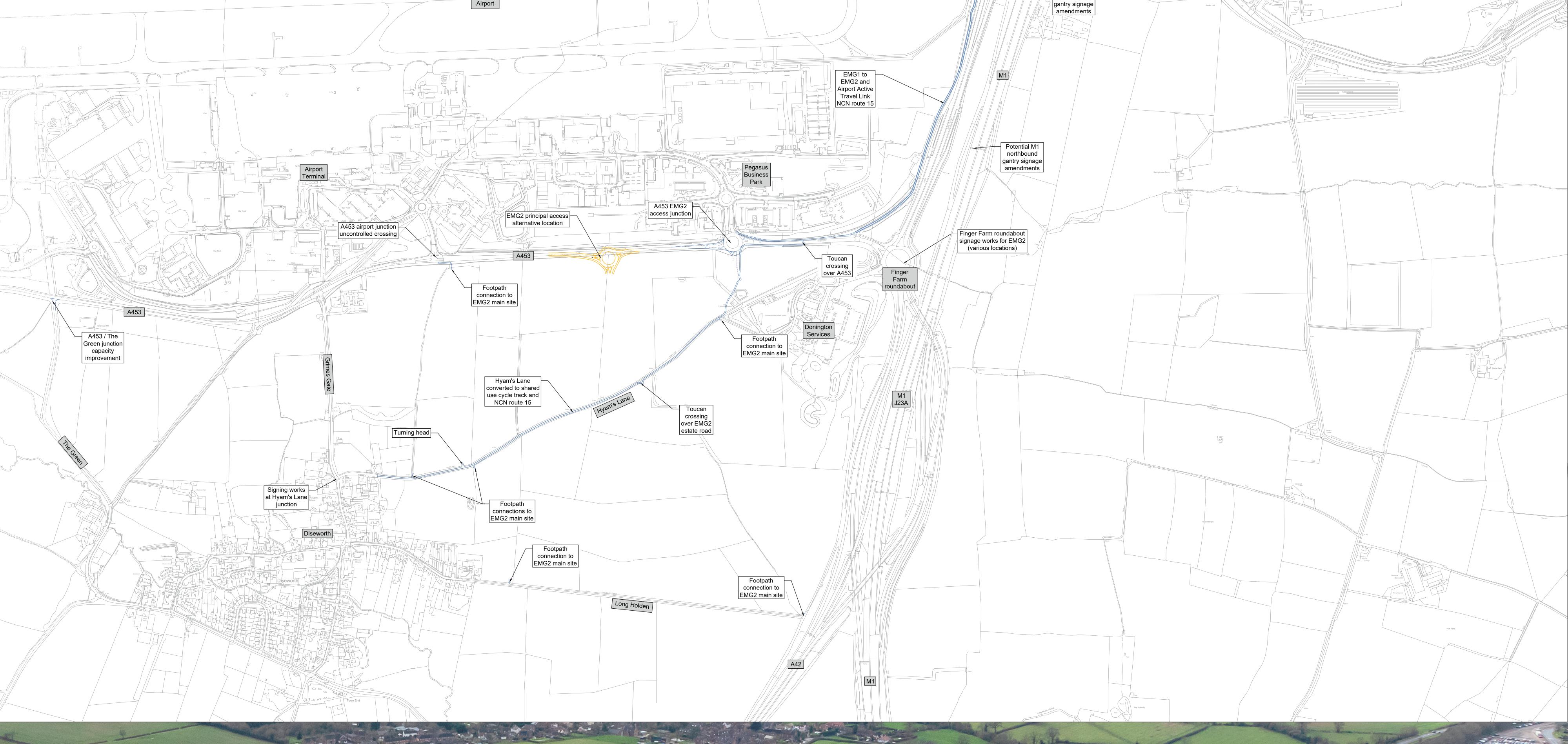




Highway Works Plans









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Traffic and Transport

SEGRO

EMG

EMG1 Employee Postcode Mapping

Employee Postcodes

Local Authority Boundaries

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

