East Midlands Gateway
Phase 2 (EMG2)

Document DCO 6.3/MCO 6.3

ENVIRONMENTAL STATEMENT

Main Statement

Chapter 3

Project Description

April 2026

03

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

CHAPTER 3 – PROJECT DESCRIPTION

(DOCUMENT DCO 6.3/MCO6.3)

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0	October 2025	Submission
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3. Project Description

Contents

3.1. Introduction

3.1.1. As set out in **Chapter 1: Introduction** of this ES (**Document DCO 6.1/MCO 6.1**), SEGRO is proposing to develop a second phase of its East Midlands Gateway Logistics Park (EMG1).

3.1.2. This second phase is referred to as the EMG2 Project, East Midlands Gateway 2, EMG2 or the Proposed Development and comprises the following three main components:

Table 3.1: The EMG2 Project Components

Main Component	Summary of Component	Works Nos.
DCO Application made by the DCO Applicant for the DCO Scheme		
EMG2 Works	Logistics and advanced manufacturing development located on the EMG2 Main Site south of East Midlands Airport and the A453, and west of the M1 motorway. The development includes HGV parking and a bus interchange. Together with an upgrade to the EMG1 substation and provision of a Community Park.	DCO Works Nos. 1 to 5 including relevant Further Works as described in the draft DCO (**Document DCO 3.1**). DCO Works Nos. 20 and 21 including relevant Further Works as described in the draft DCO (**Document DCO 3.1**).
Highway Works	Works to the highway network: the A453 EMG2 access junction works (referred to as the EMG2 Access Works); significant improvements at Junction 24 of the M1 (referred to as the J24 Improvements), works to the wider highway network including the Active Travel Link, Hyams Lane Works, Works to Long Holden, L57 Footpath Upgrade, A6 Kegworth Bypass/A453 Junction Improvements and Finger Farm Roundabout Improvements.	DCO Works Nos. 6 to 19 including relevant Further Works as described in the draft DCO (**Document DCO 3.1**).
MCO Application made by the MCO Applicant for the MCO Scheme		
EMG1 Works	Additional warehousing development on Plot 16 together with works to increase the permitted height of the cranes at the EMG1 rail-freight terminal, improvements to the public transport interchange, site management building and the EMG1 Pedestrian Crossing.	MCO Works Nos. 3A, 3B, 5A, 5B, 5C, 6A and 8A in the draft MCO (**Document MCO 3.1**).

3.1.3. SEGRO has made two concurrent applications for the three component parts.

3.1.4. The first is made by the DCO Applicant for a Development Consent Order for the EMG2 Works and the Highway Works (referred to as the DCO Application and the DCO Scheme).

3.1.5. The second application is made by the MCO Applicant for a material change to the existing EMG1 DCO for the EMG1 Works (referred to as the MCO Application and the MCO Scheme).

3.1.6. This Chapter of the ES describes the EMG2 Project and its component parts and provides the basis for the assessment of the likely significant environmental effects in this ES. It covers the following:

- Section 3.2. of this Chapter describes the two components that are the DCO Scheme and the subject of the DCO Application (i.e. the EMG2 Works and Highway Works);
- Section 3.3. of this Chapter describes the component that is the MCO Scheme and the subject of the MCO Application (i.e. the EMG1 Works);
- Section 3.4. of this Chapter outlines the operation of the EMG2 Project; and
- Section 3.5. of this Chapter deals with decommissioning of the EMG Project.

3.1.7. As further described in detail at Section 3.2, with regard to the EMG2 Works, a 'Rochdale Envelope' approach has been followed in that key parameters have been defined within which detailed proposals for buildings and infrastructure would come forward for subsequent approval. The key parameters for the EMG2 Works are defined at **Table 3.5** at the end of this Chapter and are shown on the Parameters Plan (**Document DCO 2.5**). The DCO Scheme includes a detailed package of Highway Works as set out at **Table 3.5** and shown on the plans listed within this table. The DCO Application seeks approval for the development parameters for the EMG2 Works and detailed proposals for the Highway Works listed at **Table 3.5**.

3.1.8. With regard to the MCO Scheme, the MCO Application seeks approval for the parameters shown on the Parameters Plan (**Document MCO 2.5**). The key parameters for the MCO Scheme are defined at Table 3.6 at the end of this Chapter and are described further at Section 3.3 of this Chapter.

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

3.2. The DCO Scheme (EMG2 Works and Highway Works)

3.2.1. This section describes the DCO Scheme, outlines the construction activities relating to the DCO Scheme and the timescales/phasing of construction of the DCO Scheme.

Description of the DCO Scheme

3.2.2. The following section describes the two main component parts that make up the DCO Scheme that are the subject of the DCO Application (i.e. the EMG2 Works and Highway Works). The EMG2 Works and Highway Works are shown on the Components Plan (**Document DCO 2.7**) and on the Works Plans (**Document DCO 2.3, 2.3A-D**).

EMG2 Works

3.2.3. The EMG2 Works comprise a comprehensive logistics and advanced manufacturing development together with supporting and co-located office and other ancillary functions.

3.2.4. The development is defined in Schedule 1 of the draft DCO (**Document DCO 3.1**) and comprises the following elements within the EMG2 Main Site:

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

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

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

3.2.6. In order to respond to occupier demand and the evolving requirements of industry, it is essential that flexibility is built into the proposals. Accordingly, the principles of the 'Rochdale Envelope' approach have been followed for the EMG2 Works in line with the advice contained in Planning Inspectorate's *Advice Note Nine: Using the 'Rochdale Envelope'* (July 2018). Put simply, using the 'Rochdale Envelope' means defining the parameters within which the construction and operation of the proposed development would be undertaken, as opposed to a detailed design. This then ensures a balance between clarity and certainty for the local community, other interested parties, the decision-makers, and a clear focus for the EIA process, while also ensuring the flexibility to incorporate a range of occupier requirements regarding building footprints and plot layouts.

3.2.7. In accordance with the 'Rochdale Envelope' approach, the DCO Application seeks approval for a set of parameters for the EMG2 Works which are summarised below and set out in full at **Table 3.5**:

- A maximum of 300,000 sq.m. of floorspace (GIA) overall, with an additional allowance of 200,000 sq.m. in the form of internal mezzanines across the site (such floorspace only to be used for storage and distribution purposes relating to the building's primary use). The development will primarily comprise logistics buildings with up to 20% of the floorspace capable of being used for advanced manufacturing (DCO, Works No. 1);
- A series of Development Zones to the north and south of Hyams Lane where new buildings are proposed to be located together with supporting infrastructure (DCO, Works No. 1);
- Maximum amount of floorspace for each Development Zone and range of units to be erected within each zone (see **Table 3.2** below) (DCO, Works No. 1);
- Maximum external building heights for each Development Zone to ensure the overall height of the development is fixed (see **Table 3.2** below) (DCO, Works No. 1);
- Vehicular access from the A453 via a new arm off the Hunter Road roundabout (DCO, Works No. 6);
- A bus interchange terminal at the site entrance which replicates and builds upon the successful sustainable travel strategy for the EMG1 site, and connects public buses with electric shuttle buses serving the EMG2 Main Site (DCO, Works No. 3);
- A secure dedicated HGV parking area (of approximately 95 spaces) to meet the needs of HGVs visiting the EMG2 Main Site (DCO, Works No. 4);
- Structural landscaping areas and buffers including new and retained landscaped features. This includes a significant landscaped earthwork mound on the western and southern part of the site. The landscape areas would include SuDS features (DCO, Works No. 5);
- Provision of a new estate road serving the Development Zones. 'Limits of deviation' are identified on the Parameters Plan providing a degree of flexibility for the eventual detailed layout and alignment of this road, whilst still providing an appropriate level of certainty regarding its positioning. A zone is also identified where the estate road will cross Hyams Lane (DCO, Works Nos. 2 and 7);
- Retention of Hyams Lane with its surface upgraded to provide enhanced pedestrian/cycle connectivity through the EMG2 Main Site (DCO, Works No. 7); and
- Modification and extension of existing substation located within EMG1.

3.2.8. Key development principles are shown on the Parameters Plan (**Document DCO 2.5**) submitted with this application. This includes a Development Schedule for the proposed logistics and advanced manufacturing development and associated works at the EMG2 Main Site as replicated at **Table 3.2** below.

Table 3.2: EMG2 Works – Development Schedule

Zone	Range of Units	Max Floorspace (GIA sq.m.)	Finished Floor Level (m AOD) - allowable deviation +/- 1.5m	Max Ridge Height (m AOD)
1	1-2	75,000	67.25	91.25
2	1-4	20,000	70.60	88.60
3	1-4	60,000	79.40	103.40
4	1-2	45,000	76.05	94.05
5	1-4	75,000	84.20	102.20
6	1-4	40,000	88.00	106.00
7	1-4	5,000	89.50	96.50
Maximum Total Floorspace*		300,000		
In addition to the limits set out in the schedule above the following units and floorspace are permitted				
Bus terminal and office within Zone 6	1-2	500	88.00	106.00
HGV parking and amenity building within Zone 7	1-2	500	89.50	96.50
Substation	1	75	64.00	69.00
*This total floor space is the maximum floor space (excluding mezzanine space) that will be developed across Zones 1-7 notwithstanding that the maximum floor space stated for each Zone combined would exceed this figure i.e. it is the overall floor space cap for Zones 1-7 excluding mezzanine floor space. In addition to this total floor space figure, up to 200,000 sqm of floor space can be provided in the form of mezzanine floor space to units within the development.				
Note: Maximum Buildings heights are fixed by the maximum ridge height in metres above ordnance datum compared to the finished floor levels. The finished floor levels shown in the table above can vary 1.5m up or down, except for the substation which can vary by 0.5m up and 2.5m down. As an example, if the finished floor levels are constructed at the level shown in the table without variation the maximum building heights in Zones 2, 4, 5 and 6 would be 18m and in zones 1 and 3 would be 24m being the difference between the maximum ridge height specified in the fifth column of the table and the finished floor level in the fourth column of the table.				

Design Approach

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

3.2.10. In relation to building heights, and as noted on the Parameters Plan (**Document DCO 2.5**), buildings heights within Development Zones 1 and 3 (furthest away from Diseworth) would be up to 24m whilst heights within Development Zones 2, 4, 5 and 6 (closest to Diseworth) would be 18m. These may change in circumstances where finished floor levels are lowered but, overall, the highest points of any buildings (the height in metres above the Ordnance Datum, or AOD) would not exceed the parameters defined in **Table 3.2** above.

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

3.2.12. One of SEGRO's strategic priorities, as part of its Responsible SEGRO Framework, is 'championing low carbon growth'. SEGRO is committed to constructing buildings in a low-carbon way and measures to achieve this are considered at **Chapter 19: Climate Change** (**Document DCO 6.19**) of this ES. Emissions associated with the construction phase of both the proposed buildings and infrastructure will be reduced where practicable through low carbon procurement (i.e. using lower embodied carbon materials such as recycled steel, and cement substitutes) and encouraging low carbon construction practices

3.2.13. Buildings will also be designed such that they have the ability for occupiers to be low carbon in operation. This will be achieved through wide ranging energy efficiency initiatives including targeting an Energy Performance Certificate (EPC) rating of Band 'A' and a minimum of BREEAM 'Excellent' as part of SEGRO base build specification. The implications of this approach are assessed in **Chapter 19** of this ES (**Document DCO 6.19**).

3.2.14. The proposed buildings within the EMG2 Main Site will be designed to accommodate solar photovoltaic (PV) panels on their roofs. Initially, roof-mounted PVs will be installed to cover 20% of the roofs of buildings (with a generating capacity of 5.8 MW). The electricity generated will supply the occupiers of the buildings. The buildings will, however, be designed to have the structural capacity to support 100% PV coverage of available roof space if required giving a potential electricity generation capacity of up to 29 MW across the site. In this way the buildings will be 'future-proofed' and additional roof mounted PVs can be installed should there be additional demand for renewable energy on-site. The capacity of the installed PVs (even if provided on 100% of available roof space) is significantly below the 50MW capacity set out in the PA 2008 (as amended) as constituting an NSIP in its own right. The proposed installation of PVs forms an important element in addressing the climate change impacts of the EMG2 Project and delivering a highly sustainable development as further outlined in the Design Approach Document (**Document DCO 5.3**; see Section 5), Planning Statement (**Document DCO 5.4**; see Paragraph 3.16), and **Chapter 19** of this ES (**Document DCO 6.19**) and associated Energy Report (**Appendix 19D**, **Document DCO 6.19D**).

Strategic Landscaping and Community Park

3.2.15. The proposals for the EMG2 Works include provision of significant areas of new landscaping and green infrastructure (GI) to supplement existing retained boundary trees and hedges as shown on the Parameters Plan (**Document DCO 2.5**) and Illustrative Landscape Masterplan (**Document DCO 2.6**) and further defined at **Table 3.5**. The landscape and GI proposals form an integrated part of the design rationale for the EMG2 Works and will be secured through a DCO requirement.

3.2.16. A key element of the landscape strategy is the creation of a new Community Park to the west of the EMG2 Main Site (DCO, Works No. 21). This comprises the four field parcels closest to Diseworth (which extend to approximately 14.3ha). The Community Park will provide separation between the EMG2 Main Site and Diseworth by creating a 'green wedge'. It will also remain open and reserved for informal public access, biodiversity enhancements and surface water drainage attenuation. The proposed design of the Community Park is included as **Document DCO 2.16** and delivery of the Community Park in accordance with this design is secured by Requirement 28(1) of the draft DCO (**Document DCO 3.1**).

3.2.17. The Community Park will be available and open for use by the public before occupation of any of the authorised buildings on the EMG2 Main Site and will be available in perpetuity. The Community Park will thereafter be managed and maintained by SEGRO in accordance with a management and maintenance scheme which will be submitted to and approved by the local planning authority pursuant to Requirement 28(2) of the draft DCO. By managing the Community Park as part of the wider EMG2 Main Site, SEGRO will be able to ensure that it is properly managed and used, and that appropriate security is provided as necessary to address local concerns around anti-social behaviour.

3.2.18. The landscape proposals are fully integrated into the earthwork's strategy (see Paragraph 3.2.33-3.2.36 below) and will involve the creation of substantial landscape bunds, principally around the western and southern edge of the EMG2 Main Site. The indicative location and proposed height (m AOD) of the proposed bunds is shown on the Parameters Plan (**Document DCO 2.5**). The landscape bunds will rise up gradually from existing ground levels within the proposed Community Park (by up to 13m) to the top of the bund before falling more sharply down to the proposed development plateaus which will sit at least 5m below the top of the bunds. The proposed bunds will be planted, and this will include new woodland, scrub and other planting as further explained at **Chapter 10: Landscape and Visual** of this ES (**Document DCO 6.10**). The bunds form a significant component of the visual mitigation measures to limit outside views into the EMG2 Main Site.

3.2.19. A key principle of the design of all landscaped areas will be habitat biodiversity which will target an overall EMG2 Project post development habitat gain of 10% against the pre-development baseline position. Further details of this are set out in the Biodiversity Net Gain Report at **Appendix 6.9I** (**Document DCO 6.9I**).

Strategic Drainage Proposals

3.2.20. A surface water drainage strategy for the EMG2 Works establishes sustainable drainage principles ensuring that surface water run-off generated by the proposed development is dealt with in a sustainable manner. In accordance with best practice and local and national

requirements, the drainage infrastructure has been designed with respect to the design storm (the 1 in 100-year+25% storm) as well as the resilience check storm (the 1 in 100-year+40%) event as set out in detail at **Chapter 13: Flood Risk and Drainage** of this ES (**Document DCO 6.13**) and the associated appendices. The drainage strategy for the EMG2 Works comprises the installation of a series of attenuation basins and swales within the Community Park and along the southern boundary of the EMG2 Main Site, supplemented with on-plot storage as necessary, to store and treat surface water run-off from the development, before discharging it to the local watercourse in the south-east corner of the EMG2 Main Site.

3.2.21. The strategic drainage infrastructure will be installed as part of the earthworks phase (see below for further details). Additional treatment facilities, such as on-plot attenuation basins, will be provided as each development zone is brought forward and will connect into the strategic drainage infrastructure.

Bus Interchange

3.2.22. A purpose-built bus interchange (DCO, Works No.3) is proposed within Zone 6 in the north-east of the EMG2 Main Site, close to the proposed site access as indicated on the Parameters Plan (**Document DCO 2.5**). The location of the interchange has emerged following discussions with the key local bus operators and the EMG2 Transport Working Group and allows for the interception of existing bus services travelling both along the A453 and via Pegasus Park. Private electric shuttle buses serving individual buildings within the EMG2 Main Site will also utilise the bus interchange to ensure that modal shift opportunities are delivered.

HGV parking

3.2.23. The proposals include the provision of an HGV parking area (of approximately 95 spaces) within Zone 7 in the north-east of the EMG2 Main Site which will also include the construction of an amenity building for HGV drivers (DCO, Works No. 4). This is provided to ensure the development meets the needs of HGVs visiting the EMG2 Main Site. The location is shown on the Parameters Plan (**Document DCO 2.5**).

Substation

3.2.24. An existing substation located within EMG1 is proposed to be modified and extended to accommodate a third circuit and increase capacity of the substation to 54 MVA in order to meet the power requirements at the EMG2 Main Site (DCO, Works No. 20). This will require a new switch room and switchgear which will be housed within an extended substation compound. It is expected that the extended substation compound will sit on a base slab. New underground cables will be installed running from the upgraded substation within EMG1 to a new substation within EMG2 along the A453. The location of the existing substation is shown on the Components Plan (**Document DCO 2.7**). The Parameters Plan (**Document DCO 2.5**) defines the key parameters for the existing substation extension with detailed information on the proposed substation works provided by the Utilities Assessment Report included as **Appendix 16A** to this ES (**Document DCO 6.16A**). This includes information on the required underground cable route at Figure 6.2.2 at **Appendix 16A** (**Document DCO 6.16A**).

Highway Works

3.2.25. A package of highways works is proposed including access to the EMG2 Main Site, substantial improvements around J24 of the M1 as well as more minor works on the local highways network and pedestrian/cycle route enhancements. The Highway Works are defined in Schedule 1 of the draft DCO (**Document DCO 3.1**) and comprise the following schemes (DCO, Works No. 6-19):

- Access to the EMG2 Main Site will be provided off the A453 (DCO, Works No. 6).
- The proposed improvement works at M1 J24 (DCO, Works No. 8-12 and 16) comprise the following elements:
    i. Construction of a new free-flow link road from the M1 northbound at J24 to provide a direct link to the A50 westbound, which will cross over the A453, and will include the A50 westbound merge alterations;
    ii. Widening of the A50 eastbound link at J24 and other related works and traffic management measures in this location;
    iii. Alteration of the west side of the J24 roundabout to provide three lanes from the M1 northbound to A453 northbound through the junction, two lanes from the A453 northbound to the M1 northbound through the junction and remove the segregated left-turn lane from the A453 northbound to the A50 westbound;
    iv. Signing and lining amendments on the east side of the J24 roundabout and the A453 southbound approach;
    v. Provision of new M1 northbound exit to the A50 and associated improvements to gantries signage, signals and road markings on the M1; and
    vi. Changes to the signage on the M1 northbound before J23A to sign the A50 via the new M1 J24 link road rather than via J23A as at present.
- The A6 Kegworth Bypass/A453 Junction Improvements (DCO, Works No. 13) will provide increased junction capacity.
- A range of measures are proposed to maximise sustainable transport opportunities as further set out in the Sustainable Transport Strategy (**Document DCO 6.6B**) and Framework Travel Plan (**Document DCO 6.6C**) provided as **Appendices 6.6B and 6.6C** to this ES. This includes the following works (DCO, Works Nos. 7, 14, 15, 17 and 19):
    i. A new toucan crossing point for pedestrians and cyclists to safely cross the A453 from the EMG2 Main Site, unlocking connections to EMG1, Kegworth and beyond;
    ii. A new shared use cycle track (the Active Travel Link) to the north of the new toucan crossing alongside the A453 up to EMG1 connecting EMG1 and EMG2 Main Site for pedestrians and cyclists and providing an improved route for cyclists in the wider area such as between Kegworth and East Midlands Airport;

iii. A new shared use cycle track from the EMG2 Main Site bus interchange to the proposed A453 toucan crossing;

iv. Provision of signage at the junction of Hyams Lane with Grimes Gate and resurfacing works along Hyams Lane to provide a shared use cycle track;

v. A new uncontrolled crossing of the A453 at the East Midlands Airport signalised access junction to facilitate pedestrian access to the Community Park;

vi. Improvements to EMG1 access junction to incorporate a signalised crossing for access from EMG1 to the bus interchange; and

vii. Improvement works to PROW L57 to the west of EMG1 between Diseworth Lane and the edge of Castle Donington at Eastway to upgrade this route to cycle track standards.

- Works to connect Long Holden to the new public rights of way constructed within the EMG2 Main Site and to control vehicular access to Long Holden (DCO, Works No. 17). Further information on the proposed changes to the rights of way is provided below.
- Works to A42/A453 Finger Farm roundabout (DCO, Works No. 18) comprise widening to the A453 westbound exit and the provision of new and replacement signage.

3.2.26. As defined at **Table 3.5**, the Highway Works will be carried out in general accordance with the details shown on the Highways Plans, General Arrangement, Sheet 1-4 (**Documents DCO 2.8A-2.8D**), the Highways Plans, Long Sections, Sheet 1-4 (**Documents DCO 2.10A-2.10D**), the Highway Plans Cross Sections, Sheet 1-3 (**Documents DCO 2.9A-2.9C**), the A453 Bridge Plan (**Document DCO 2.11**) and Access and Rights of Way Plans, Sheet 1-2 (**Documents DCO 2.4A and 2.4B**). The limits of deviation for the Highway Works are set out at Article 4 of the draft DCO (**Document DCO 3.1**) and listed at **Table 3.5**.

Public Rights of Way (PROW)

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

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

- The existing public right of way (PROW L45) that follows the southern boundary of Hyams Lane will become integrated into the upgraded Hyams Lane;
- A new footpath from the western end of Hyams Lane and PROW L45 northwards through the proposed Community Park connecting to the A453 Ashby Road by the Airport entrance junction. This will link to the A453/EMA junction uncontrolled crossing. Currently there is no off-road pedestrian access for this route;

- A new bridleway from the western end of Hyams Lane and PROW L45 southwards through the proposed Community Park connecting to Long Holden and PROW L48**.** Connecting these two PROWs will create a valuable new publicly accessible route all the way from PROW L48 to the airport and will create a loop for use by equestrians;
- A new footpath from the eastern end of Hyams Lane, and PROW L45 southwards connecting to Long Holden via the eastern edge of the EMG2 Main Site, creating a further valuable new publicly accessible route and a circular walk around the southern part of the EMG2 Main Site; and
- Restricting vehicular access to Hyams Lane to preserve its character.

Further Works

3.2.29. In connection with works described in Schedule 1 of the draft DCO (**Document DCO 3.1**) (i.e. the EMG2 Works and Highway Works), various associated 'Further Works' will be undertaken including, for example, site preparation works; landscaping and boundary treatments; the installation of drainage; utilities connections and other infrastructure. A detailed list of the permitted 'Further Works' is included at the end of Schedule 1 of the draft DCO (**Document DCO 3.1**). These permitted 'Further Works' have been considered as part of the parameters assessed in respect of the EMG2 Works and Highway Works. The 'Further Works' are constrained by the fact that they must not give rise to any likely significant effects beyond those assessed in the ES. If an item of work would result in likely significant effects beyond those already assessed, then it is not permitted despite appearing on the 'Further Works' list.

Construction Activities

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

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

3.2.32. The principal activities associated with the construction stage of the DCO Scheme are as follows:

- Earthworks including site stripping and earth moving, excavation and site re-profiling to establish development plateaus. This will include the provision of landscape bunds as further detailed below;
- Installation of surface and foul water infrastructure, including attenuation and sustainable drainage (SuDS) features;
- Installation of service trenches, ducts and associated service infrastructure;
- Construction of new roads, site access and installation of bases and surfacing to roads and parking areas. This may include piled foundations for the bridge works as part of the J24 Improvements;

- Construction of building foundations (piled building foundations are not proposed);
- Construction of buildings;
- Landscaping;
- Alterations to, and construction of, new sections of existing public highway infrastructure. This may include dismantling and creating new overhead signage gantries; and
- Alterations and improvements to public rights of way (PROW).

Earthworks

3.2.33. To enable the proposed development, substantial earthworks will be required to be undertaken, particularly on the EMG2 Main Site, given that the land slopes towards the south with a significant fall.

3.2.34. A cut and fill assessment has been undertaken to develop an appropriate earthworks strategy to establish the flat plateau areas that are required for the buildings. In some areas the site will be lowered from existing ground levels by up to 8.8m and in others it will be raised by up to 9.6m. This will result in the creation of three main development plateaus to the north of Hyams Lane and a further four development plateaus to the south. Hyams Lane itself will remain in situ. The development plateau levels will step down from north to south (from 89.00m AOD to 66.75m AOD) working with the existing topography of the site, and surplus soil will be used to create the mounding required as part of the landscaping strategy.

3.2.35. The cut and fill exercise has been designed to enable a balance across the site to avoid the import or off-site removal of bulk earthworks materials. The Cut and Fill Plan included as Figure 14M.5 at **Appendix 14M** to this ES (**Document DCO 6.14M**) currently identifies an overall cut and fill deficit of 17,000 m3, potentially suggesting the import of material for general fill. However, this deficit is well within the tolerance for cut and fill modelling and is expected to be capable of being addressed as part of the reprofiling works for the EMG2 Main Site without the need to import or export bulk earthworks materials.

3.2.36. The ground investigation has determined that clean natural soils are present within the areas of cut and these materials are suitable for re-use provided they are carefully selected and managed in accordance with the Site Waste and Materials Management Plan provided as **Appendix 18E** to this ES (**Document DCO 6.18E**).

Drainage Infrastructure

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

3.2.38. As set out in **Chapter 13: Flood Risk and Drainage** of this ES (**Document DCO 6.13**), a construction stage surface water drainage strategy will be implemented to ensure that surface water runoff is intercepted, safely stored, and discharged from the construction site

at a rate no greater than existing. The outfall from the EMG2 Main Site will be restricted during construction and stored within the proposed drainage basins and swales before discharging to the minor watercourse/A42 culvert in the southern-eastern corner of the EMG2 Main Site. Temporary bunds around construction areas will be provided, as required, to act as a safeguard against exceedance overland flows generated during extreme storm events from leaving the EMG2 Main Site prematurely. Further detail on how surface water will be managed during the construction phase is provided by the CEMP and a summary of the measures is set out in **Chapter 13**.

Services and utilities

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

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

Ground conditions and geotechnical considerations

3.2.41. Based on the geotechnical information collated to inform the assessment at **Chapter 14: Ground Conditions** of this ES (**Document DCO 6.14**), piling is not expected to be required for the construction of the buildings on the EMG2 Main Site or the majority of the Highway Works, although it may be used for the bridge to be constructed as part of the link road from the M1 northbound to the A50 westbound (DCO, Work No. 9) as shown on the A453 Bridge Plan (**Document DCO 2.11**). As set out at **Appendix 14E** of this ES (**Document DCO 6.14E**), the assessment is based on the assumption that the piles for the bridge will be installed in the ground using a bored method.

Construction plant and machinery

3.2.42. Detailed information on construction techniques and consequently the plant and machinery to be used during construction is not available yet. However, likely predictions based on preliminary information and methods used in similar developments and from experience at EMG1 is used. The types of plant and machinery likely to be used in the construction of the DCO Scheme are listed in **Table 3.3** below with further information on the assumptions used in the ES provided by **Appendix 7B** of this ES (**Document DCO 6.7B**).

Table 3.3: Construction Plant and Machinery

Plant and Machinery	Bulk earthworks	Site infrastructure, i.e. roads and landscaping	Building Foundations	Construction of buildings	Highway Works
Excavators	✓	✓	✓		✓
Dumpers, dump trucks, tipping dumpers	✓	✓	✓	✓	✓
Dozers	✓	✓			✓
Rollers	✓	✓			✓
Tractors	✓	✓			
Road pavers	✓	✓			✓
Bowsers	✓				
Asphalt spreaders		✓			
Road sweepers	✓	✓			
Truck mixers with pump			✓		
Compressor			✓		
Poker Vibrator			✓		
Vibratory compactor			✓		
HGVs, lorries, vans	✓	✓	✓	✓	✓
Forklift truck				✓	
Concrete pump				✓	
Mobile Cranes				✓	
Wheeled loader				✓	
Mobile elevating work platforms				✓	

Public Rights of Way (PROWs) and Private Accesses

3.2.43. During construction, Public Rights of Way (PROWs) will be diverted from their existing routes to new permanent routes to enable the infrastructure works to be carried out and the proposed new routes will be created as shown on the Access and Public Rights of Way

Plans (**Document DCO 2.4, 2.4A and 2.4B**). This includes the temporary closure or diversion of Hyams Lane to enable the proposed crossing point to be constructed and any proposed improvement works along its route to be undertaken.

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

Timescales and Phasing

3.2.45. For the purposes of this ES, it is anticipated that the general construction programme for the DCO Scheme will be phased over a 4.25 year period.

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

3.2.47. The construction period can be broadly grouped into four work streams as outlined at **Table 3.4** below.

Table 3.4: DCO Construction programme

Work stream	Timescales		Construction Phase Activities
	From	To	
Pre-construction	Q4 2026 / Q1 2027	Q2 2027	Discharge of DCO requirements Surveys Detailed design Mitigation required prior to commencement of development Site set up including provision of temporary construction access and site compounds Public rights of way diversions
EMG2 Works - Infrastructure	Q3 2027	Q3 2029	Site clearance Bulk earthworks Structural landscaping including provision of landscape bunds Installation of strategic drainage infrastructure Construction of access and roads Diversion of utilities and installation of new utilities connections

Work stream	Timescales		Construction Phase Activities
	From	To	
EMG2 Works - Buildings	Q1 2028	Q3 2031	Phased construction of buildings and associated plot access, service yards and parking Landscaping Installation of plot-specific drainage and utilities connections
Highway Works	Q3 2027	Q2 2029	Alterations to local and strategic road networks and provision of new road infrastructure.

3.2.48. As can be seen from the indicative development programme included at Appendix 1 to the CEMP, (**Document DCO 6.3A**), it is anticipated that the earthworks would commence in Q3 2027 and will take some 18 months to complete to create all the development plateaus, provide the mounding and the ground works for the strategic landscape and drainage infrastructure. It is anticipated that these works will be delivered in three main phases:

- Phase A involves the completion of the earthworks for Development Zones 3, 6 and 7, landscaping along the boundaries of these development zones and the provision of the Community Park.
- In Phase B the earthworks will be completed for Zones 1, 2 and 4 and the landscape bunds along these development zones will be provided with the planting to these landscape bunds to be undertaken within the first planting season following completion of the works.
- Phase C involves the completion of the earthworks for Development Zone 5 and provision of the landscape bund along this development zone.

3.2.49. A Construction Phasing, Access and Compound Plan is provided at Appendix 2 to the CEMP (**Document DCO 6.3A**) and shows the phased approach to the earthworks and provision of development plateaus and landscape bunds.

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

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

Construction Management and Mitigation

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

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

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

  - Construction Traffic Management Plan (CTMP) (Appendix 3 to the CEMP, **Document DCO 6.3A**) – sets out the arrangements and management practices that will be adopted during construction to minimise the impact of traffic on the local road network;
  - Silt Management Plan (Appendix 4 to the CEMP, **Document DCO 6.3A**) – sets out measures to limit the volume of potential silt laden run-off throughout the earthworks.
- Site Waste and Materials Management Plan (SWMMP) (**Document DCO 6.18E**) – sets out measures to minimise and manage construction waste and considers the suitability of materials for re-use;
- Carbon Management Plan (**Document DCO 6.19E**) – sets out measures to minimise Green House Gas (GHG) emissions throughout the lifetime of the EMG2 Works including the construction phase.

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

Hours of Work

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

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

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

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

Construction traffic routing

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

Safety and Security

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

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

3.3. The MCO Scheme (EMG1 Works)

3.3.1. This section 3.3. describes the MCO Scheme, outlines the construction activities relating to the MCO Scheme and the timescales / phasing of the MCO Scheme.

Description of the MCO Scheme

3.3.2. The following section describes the proposed development that makes up the MCO Scheme subject of the MCO Application (i.e. the EMG1 Works).

3.3.3. The proposals include changes within EMG1 including the construction of additional warehousing, works to the existing rail-freight terminal and improvements to the public transport interchange and site management building. The proposed development is defined in the draft MCO (**Document MCO 3.1**) and is shown on the Works Plan (**Document MCO 2.3**). In brief it comprises the following elements:

- Construction of a new rail-served warehouse building on land adjacent to the rail-freight terminal referred to as Plot 16 (MCO, Works No. 3A) together with associated access and drainage (MCO, Works No. 5A) and landscaping (MCO, Works No. 6A);
- Alterations to the maximum permitted height of gantry cranes at the rail freight interchange by 4m, to 24m overall;
- An expansion of the EMG1 Management Suite by the EMG1 site entrance to cater for the additional demand on management facilities resulting from EMG1 (MCO, Works No. 3B);
- Enhancements to the Public Transport Interchange by way of the installation of EV charging infrastructure for buses and provision of a drop-off layby adjacent to the transport hub (MCO, Works No. 5B and 5C); and
- Provision of a signalised pedestrian crossing over the EMG1 exit road approach to the access junction to EMG1 (MCO, Works No. 8A) connecting to the drop-off layby.

3.3.4. To enable the development to be properly tested for its environmental impacts, a Parameters Plan (**Document MCO 2.5**) has been prepared. The MCO Application is also accompanied by an Illustrative Landscape Masterplan (**Document MCO 2.6**). Further details of the above works are provided below.

Plot 16

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

- Provision of a maximum of 26,500 sq.m (approximately 285,000 sq.ft) (GIA) of additional warehousing on Plot 16, with an additional 3,500 sq.m allowance in the form of internal mezzanine space;
- The proposals for Plot 16 assume the construction of 1 or 2 buildings with a maximum building height of 18m to ridge. This assumes the maximum finished floor level will be 53m AOD and a maximum building height of 71m AOD. As with the

EMG2 Main Site, actual building heights might be higher than 18m should finished floor levels reduce in height;

- Access and drainage to Plot 16 will be gained via the road which serves the EMG1 rail terminal; and
- New landscaping will be provided to the south-west and north-east of Plot 16 and will include retained vegetation and new planting, mitigation mounding and sustainable drainage features.

3.3.6. The proposed building(s) at Plot 16 will be designed to accommodate solar photovoltaic (PV) panels on their roofs. Similar to the DCO Scheme, roof-mounted PVs will initially be installed to cover 20% of the roofs (with a generating capacity of 0.55 MW), but the building(s) will be designed to have the structural capacity to support 100% PV coverage of available roof space if required by the occupier(s) (up to 2.8 MW). In accordance with paragraph 5 of Schedule 16 of the EMG1 DCO, prior to the installation of any PVs, approval will be sought of the airport operator (acting as the statutory aerodrome safeguarding authority) and any request for such approval will be accompanied by a full solar glare assessment and detailed risk assessment.

Alterations to existing rail-freight terminal

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

3.3.8. At present the terminal uses mobile reach stacker cranes but the EMG1 DCO permitted installation of gantry cranes up to 20m. These, however, would not be sufficient to stack containers at the heights (15m) that have since been permitted at the terminal through subsequent approvals granted under the Town and Country Planning Act (NWLDC App Ref: 18/01527/FULM). Therefore, approval is sought to install gantry cranes up to 24m which would provide additional operational efficiency to the terminal, but will not result in any changes to the permitted capacity of the rail-freight terminal in terms of train movements.

Expansion of Management Suite

3.3.9. It is proposed to build an extension to the existing management suite located at the entrance to EMG1 to provide additional break-out space and meeting rooms. The Parameters Plan accompanying the MCO Application (**Document MCO 2.5**) specifies that the extension will be up to 500 sq.m. in floorspace and will be accommodated in a building up to 7m high (to ridge). Additional car parking spaces within the car park that currently serve the management suite will be provided.

Enhancements to Public Transport Interchange

3.3.10. The public transport improvements include the installation of parking and EV charging infrastructure for SEGRO's internal electric bus fleet and the provision of a drop-of lay-by next to the existing transport hub.

Drainage

3.3.11. It is proposed to direct surface water runoff from the MCO Scheme to the Lockington Brook, via the existing EMG1 surface water drainage infrastructure.

Construction Activities

3.3.12. The construction activities associated with the MCO Scheme are significantly less substantial than construction activities for the DCO Scheme**.** The principal activities are as follows:

- Installation of surface and foul water infrastructure, including attenuation and sustainable drainage (SuDS) features;
- Installation of service trenches, ducts and associated service infrastructure;
- Construction of internal access to Plot 16 and installation of bases and surfacing to parking areas;
- Construction of building foundations (piled building foundations are not proposed);
- Construction of buildings;
- Landscaping; and
- Erection of gantry cranes within the existing rail freight interchange.

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

Timescales and phasing

3.3.14. It is anticipated for the purposes of this ES that the general construction programme for the MCO Scheme will be undertaken over a period of approximately 1 year, from around Q1 2027 to Q1 2028. It would run in parallel with the early years of the construction period for the DCO Scheme.

3.4. Operation of EMG2

Introduction

3.4.1. Once the EMG2 Project is fully completed, approximately 4,000 people will be employed within the new logistics and advanced manufacturing development at the EMG2 Main Site and warehousing on Plot 16. The employment and economic effects of the EMG2 Project are further considered in **Chapter 5: Socio-Economic** of this ES (**Document DCO 6.5/MCO 6.5**).

Operational Management

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

3.4.3. The existing SEGRO (EMG) Management Company Ltd, owned and controlled by SEGRO will be expanded to fully incorporate the new operations at Plot 16 and on the EMG2 Main Site. SEGRO will therefore be responsible for the full maintenance of the internal estate roads, landscape areas and footpaths/cycleways proposed at the EMG2 Main Site which will all be integrated and managed as a single entity with the existing EMG1 common areas.

3.4.4. With specific regard to the landscaped areas, a Landscape and Environmental Management Plan (LEMP) (**Document DCO 6.9J**) will be required as part of the DCO requirements and will set out the immediate as well as long-term objectives to manage and maintain the landscape within the EMG2 Main Site and the Community Park to the benefit of both the environment and the local community. The landscape proposed by the MCO Application will be managed and maintained in accordance with the requirements of the EMG1 DCO.

3.4.5. Twenty-four-hour security, including security guards, CCTV, security vehicles and a site manager will operate from a purpose-built management suite / security gatehouse.

Rail Freight Terminal

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

Transport Management

3.4.7. As explained fully within **Chapter 6: Traffic and Transportation** of this ES (**Document DCO 6.6/MCO 6.6**), in order to mitigate the traffic impacts of the EMG2 Project the existing EMG1 Sustainable Transport Working Group (STWG) will be expanded to fully incorporate the new occupiers on Plot 16 and on the EMG2 Main Site. The highly successful transport strategy on EMG1 has delivered a nationally recognised exemplar scheme which has far exceeded all targets and is currently achieving single use employee car patronage to EMG1 as low as 56%. This approach has been set out in the Sustainable Travel Strategy (STS) and Framework Travel Plan (FTP) which have been prepared for the EMG2 Main Site and are

provided as **Appendix 6B** (**Document DCO 6.6B**) and **Appendix 6C** (**Document DCO 6.6C**) to this ES respectively. A central part of the STS for the EMG2 Main Site will be a Gateway Shuttle Bus service. This will be a free service for all site employees providing a highly sustainable and affordable alternative to single occupancy car travel, replicating a similar service operated at EMG1. It will operate by providing a 'last mile' service for employees with links from their workplaces to existing local bus operator services through a dedicated on-site interchange at the site entrance as explained earlier in this Chapter. 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 the expanded STWG in operation at EMG1. The STWG ensures that through close cooperation between all parties, bus services operate throughout the day to support the shift patterns of the businesses.

3.4.8. As regards Plot 16, the EMG1 DCO already contains provisions for a STS and FTP and this will apply to the occupiers of Plot 16.

Operational Hours of Use

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

Sustainable Operations

3.4.10. As set out at **Chapter 19: Climate Change** of this ES (**Document DCO 6.19/MCO 6.19**), SEGRO is committed to reducing operational carbon emissions, including occupier emissions, by 42% of 2020 levels by 2030. To achieve this, SEGRO will engage with its future tenants to reduce unregulated building energy use and maximise the use of renewable energy. SEGRO will purchase certified renewable electricity for SEGRO's own use and for tenants for whom SEGRO will procure energy on their behalf. Where tenants procure their own energy, SEGRO will encourage tenants to procure certified renewable electricity and track uptake through 'green lease' clauses in tenancy agreements. Further information on SEGRO's approach to reducing operational emissions is provided by the Carbon Management Plan included as **Appendix 19E** to this ES (**Document DCO 6.19E**).

Employment and Skills Training

3.4.11. Building on the success at EMG1, SEGRO is also committed to the preparation and implementation of an 'Employment Scheme'. To facilitate the operation of the Employment Scheme, an Employment and Skills Group (E&S Group) will be established for the DCO Scheme. This would be set up before construction starts on site and will continue into the

operational phase. The group will consist of representatives from contractor, tenants, SEGRO, local colleges, local authorities, and employment groups/organisations e.g. Job Centre Plus and will promote opportunities for training and employment, prioritising employment from the local area. The details of the Employment Scheme will be prepared and submitted to the local planning authority for approval pursuant to Requirement 25 of the draft DCO (**Document DCO 3.1**). The scheme will provide a focus for the provision of employment and skills training, including how job and training opportunities are advertised and made available. The scheme will act as a continuation of the employment scheme developed and approved by EMG1. The scheme already approved for EMG1 will apply to Plot 16.

Occupiers

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

3.4.13. Maersk's ambition is to bring together its UK operation to create a carbon neutral inland port with access to rail, road and air. At EMG1, Maersk already occupies an existing 65,000 sq.m (700,000 sq.ft) logistics operation within the Freeport area together with a bespoke rail-freight container handling facility on land adjacent to the rail freight terminal operated by Maritime Transport. The proposed additional Maersk facilities on the EMG2 Main Site would build upon the success of these facilities at EMG1 to create a national centre of operations. The facilities would comprise both logistics buildings and co-located head office functions.

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

Community Liaison

3.4.15. A community liaison group will be established pursuant to Requirement 26 of the draft DCO (**Document DCO 3.1**) before construction of the EMG2 Project commences. Representatives from the local planning authority, the local highway authority, National Highways and certain parish councils will be invited to join the group and to attend regular meetings for a period of 5 years from full occupation of the EMG2 Main Site. The group will act as a continuation and extension of the community liaison group which exists for EMG1 as secured by a development consent obligation dated 19 June 2015.

3.4.16.

3.5. Decommissioning

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

Table 3.5: Schedule of Parameters (EMG2 Works) and Details (Highway Works)

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
1	Construction of logistics and advanced manufacturing development and ancillary buildings	Maximum of 300,000 sq.m. of floorspace (GIA) across 7 Development Zones (excluding mezzanines): • Zone 1: Maximum of 75,000 sq.m. • Zone 2: Maximum of 20,000 sq.m. • Zone 3: Maximum of 60,000 sq.m. • Zone 4: Maximum of 45,000 sq.m. • Zone 5: Maximum of 75,000 sq.m. • Zone 6: Maximum of 40,000 sq.m. • Zone 7: Maximum of 5,000 sq.m. Allowance for up to 200,000 sq.m. of floorspace (GIA) provided in the form of internal mezzanines floorspace[1]. Specified range of buildings (or units) for each Development Zone: • Zone 1: 1 to 2 units • Zone 2: 1 to 4 units • Zone 3: 1 to 4 units • Zone 4: 1 to 2 units • Zone 5: 1 to 4 units • Zone 6: 1 to 4 units • Zone 7: 1 to 4 units Finished Floor Level (FFL) (metres above ordnance datum (AOD)) and a limit of deviation of 1.5m above/below FFL:	Parameters Plan (**Document DCO 2.5**) Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**) Design Approach Document (**Document DCO 5.3**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 1 Part 2: Principal Powers, Article 4(1)(a) Part 2: Principal Powers, Article 5 Schedule 2, Part 1: Requirements, Requirement 7(1) Schedule 2, Part 1: Requirements, Requirement 27 Schedule 16: Certification of Plans and Documents

[1] The quoted mezzanine floorspace is based on the methodology detailed in the Transport Assessment include as Appendix 6A to this ES (Document DCO 6.6A) which utilises a 50% trip generation for mezzanine.

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		• Zone 1: 67.25 m AOD (+/- 1.5m) • Zone 2: 70.60 m AOD (+/- 1.5m) • Zone 3: 79.40 m AOD (+/- 1.5m) • Zone 4: 76.05 m AOD (+/- 1.5m) • Zone 5: 84.20 m AOD (+/- 1.5m) • Zone 6: 88.00 m AOD (+/- 1.5m) • Zone 7: 89.50 m AOD (+/- 1.5m) Maximum ridge height of buildings (m AOD) within each Development Zone. • Zone 1: 91.25 m AOD • Zone 2: 88.60 m AOD • Zone 3: 103.40 m AOD • Zone 4: 94.05 m AOD • Zone 5: 102.20 m AOD • Zone 6: 106.00 m AOD • Zone 7: 96.50 m AOD Maximum buildings heights exclude any associated fire escape stairwells or key clamp roof top handrails etc. but includes roof-mounted photovoltaics. The Design Approach Document sets out design principles to guide the future detailed design of the buildings and supporting infrastructure.		
2	Construction of road infrastructure	The estate road and limits of deviation to the estate road location are shown on the Parameters Plan. As specified within the draft DCO (**Document DCO 3.1**) the works will include the provision of roads and junctions, footways/cycleways, bus stops and laybys and pedestrian crossing facilities.	Parameters Plan (**Document DCO 2.5**) Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 1 Part 2: Principal Powers, Article 4(1)(a) Part 2: Principal Powers, Article 5

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the estate road can deviate laterally from the position shown on the Parameters Plan and Works Plan (Sheet 1 of 4) to the extent of the limits of deviation shown on those plans.		Schedule 2, Part 1: Requirements, Requirement 7(1) Schedule 16: Certification of Plans and Documents
3	Construction of bus interchange	The bus interchange is to be located within Development Zone 6 at the site entrance outside the 'No Building Area' specified on the Parameters Plan. The bus interchange will have a maximum floorspace (GIA) of 500 sq.m. and as specified on the Parameters Plan can comprise 1 to 2 buildings. The bus interchange will be constructed within the parameters for the finished floor level (FFL) and maximum ridge heights for Zone 6 specified on the Parameters Plan. The FFL for Zone 6 is specified as 88.00 m AOD (with a limit of deviation of +/- 1.5m) and maximum ridge height is 106.00 m AOD. The Design Approach Document sets out design principles to guide detailed proposals for the bus interchange.	Parameters Plan (**Document DCO 2.5**) Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**) Design Approach Document (**Document DCO 5.3**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 1 Part 2: Principal Powers, Article 4(1)(a) Part 2: Principal Powers, Article 5 Schedule 2, Part 1: Requirements, Requirement 7(1) Schedule 16: Certification of Plans and Documents
4	Construction of HGV parking	The HGV parking and associated amenity building(s) will be located within Development Zone 7. Maximum floorspace (GIA) will be 500 sq.m. and as specified on the Parameters Plan 1 or 2 amenity buildings can be provided.	Parameters Plan (**Document DCO 2.5**) Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 1 Part 2: Principal Powers, Article 4(1)(a)

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		The HGV parking and amenity building(s) will be constructed within the parameters for the finished floor level (FFL) and maximum ridge heights for Zone 7 specified on the Parameters Plan. The FFL for Zone 7 is specified as 89.50 m AOD (with a limit of deviation of +/- 1.5m) and maximum ridge height is 96.50 m AOD.		Part 2: Principal Powers, Article 5, Part 1 Schedule 2, Part 1: Requirements, Requirement 7(1) Schedule 2, Part 1: Requirements, Requirement 29(1) Schedule 16: Certification of Plans and Documents
5	Provision of hard and soft landscaping	The Works Plan (Sheet 1 of 4) defines the areas of proposed hard and soft landscaping contained within this works package which includes landscaping along the boundaries and between the Development Zones. The Parameters Plan specifies that these areas will comprise open land/landscaping including retained vegetation, mitigation mounding, proposed planting, paths, attenuation & SUDs, retaining walls, retained agricultural land, publicly accessible landscape space and other applicable features. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the landscaping can deviate laterally from the position shown on the Parameters Plan and Works Plan (Sheet 1 of 4) to the extent of the limits of deviation shown on those plans. The landscaping between Zone 2 and Zone 4 can be a maximum of 20m further to the north or south then currently shown. The landscaping between Zone 1 and Zone 3 can be a	Parameters Plan (**Document DCO 2.5**) Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**) Design Approach Document (**Document DCO 5.3**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 1 Part 2: Principal Powers, Article 4(1)(a) Part 2: Principal Powers, Article 5 Part 2: Principal Powers, Article 13 and Schedule 6, Part 2 Schedule 2, Part 1: Requirements, Requirement 7(1) Schedule 2, Part 1: Requirements, Requirement 9(1) Schedule 16: Certification of Plans and Documents

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		maximum of 22m further north or south then currently shown. The location and maximum extent of the areas within which the strategic mitigation mounding will be provided is shown on the Parameters Plan. The Parameters Plan also provides fixed spot heights (m AOD) for the strategic mitigation bunding with a limit of deviation of 0.5m above/below the specified spot heights. The Parameters Plan identifies the existing hedgerows which will be retained. The Design Approach Document sets out principles to guide the future detailed design of the soft and hard landscaping areas.		
6	A453 access junction works to the EMG2 Main Site	The Works Plan (Sheet 1 of 4) defines the area contained within this works package. The Highways Plans General Arrangement (Sheet 1 of 4), shows the proposed design of the A453 access junction works. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works can deviate vertically from the proposed ground levels shown on the Highway Plans Long Sections (Sheet 3) to a maximum of 1.5m above or below the specified levels and where no proposed ground levels are shown on the Highway Plans Long Sections (Sheet 3) deviate vertically from the existing ground levels to a maximum of 0.5m above or below the level of the existing highway.	Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**) Highways Plans, General Arrangement, Sheet 1 of 4 (**Document DCO 2.8A**) Highways Plans, Long Sections Sheet 3 (**Document DCO 2.10C**) Access and Rights of Way Plan, Sheet 1 of 2 (**Document DCO 2.4A**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 1 Part 2: Principal Powers, Article 4(1)(a) and (b) Part 2: Principal Powers, Article 13 and Schedule 6, Part 1 Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
7	Hyams Lane works	The Works Plan (Sheet 1 of 4) defines the areas contained within this works package. The estate road will cross Hyams Lane. The Parameters Plan and Works Plan (Sheet 1 of 4) define the limit of deviation within which estate road will cross Hyams Lane. The Access and Rights of Way Plan (Sheet 1 of 2) identifies the extent of Hyams Lane, the private means of accesses off Hyams Lane and the existing public right of way (PRoW) adjacent to Hyams Lane that will be stopped up. It identifies the route of the new cycle track along Hyams Lane that will be created. The Highways Plans General Arrangement (Sheet 1 of 4) shows the proposed design of the shared use cycle track along Hyams Lane. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works can deviate vertically from the proposed ground levels shown on the Highways Plan Long Section (Sheet 4) to a maximum of 0.2m above or below the specified levels.	Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**) Parameters Plan (**Document DCO 2.5**) Access and Rights of Way Plans, Sheet 1 of 2 (**Document DCO 2.4A**) Highways Plans, General Arrangement, Sheet 1 of 4 (**Document DCO 2.8A**) Highways Plans, Long Sections Sheet 4 (**Document DCO 2.10D**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 1 Part 2: Principal Powers, Article 4(1)(a) and (c) Part 2: Principal Powers, Article 10 and Schedule 4 Part 2: Principal Powers, Article 12 and Schedule 5, Part 1 Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents
8	Works to the M1 northbound	The Works Plans (Sheet 1, Sheet 2 and Sheet 3 of 4) define the area contained within this works package. The Highways Plans General Arrangement (Sheet 1, Sheet 2 and Sheet 3 of 4) shows the proposed design of the M1 northbound works which includes the:	Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**) Works Plans, Sheet 2 of 4 (**Document DCO 2.3B**) Works Plans, Sheet 3 of 4 (**Document DCO 2.3C**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 2 Part 2: Principal Powers, Article 4(1)(a) and (b) Schedule 2, Part 1: Requirements, Requirement 5(1)

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		a) the construction of a new diverge connecting to the link road to the A50 westbound b) the demolition and construction of new or alterations to existing gantries and gantry mounted signs and signals c) alterations to the existing M1 northbound exit slip road to M1 junction 24 d) alterations to the road markings at the merge of the M1 northbound entry slip road at M1 junction 23A In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works can deviate vertically from the proposed ground levels shown on the Highway Plans Long Sections (Sheet 1,) to a maximum of 1.5m above or below the specified levels and where no proposed ground levels are shown on the Highway Plans Long Sections (Sheet 1) deviate vertically from the existing ground levels to a maximum of 0.5m above or below the level of the existing highway.	Highways Plans, General Arrangement, Sheet 1 of 4 (**Document DCO 2.8A**) Highways Plans, General Arrangement, Sheet 2 of 4 (**Document DCO 2.8B**) Highways Plans, General Arrangement, Sheet 3 of 4 (**Document DCO 2.8C**) Highways Plans, Long Sections Sheet 1 (**Document DCO 2.10A**)	Schedule 16: Certification of Plans and Documents
9	Construction of link road from the M1 northbound to the A50 westbound	The Works Plan (Sheet 3 of 4) defines the area contained within this works package. The Highways Plans General Arrangement (Sheet 3 of 4) shows the proposed design of the link road from the M1 northbound to the A50 westbound which comprises the following works: a) construction of a new motorway link road between the M1 northbound (Works No. 8) and the A50 westbound (Works No. 10);	Works Plans, Sheet 3 of 4 (**Document DCO 2.3C**) Highways Plans, General Arrangement, Sheet 3 of 4 (**Document DCO 2.8C**) Highways Plans, Cross Sections, Sheet 3 of 3 (**Document DCO 2.9C**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 2 Part 2: Principal Powers, Article 4(1)(a) and (d) Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		b) construction of a bridge taking the link road over the A453; and c) alterations to the screening bunding between M1 junction 24 and the EMG1 rail terminal. Detailed information on the dimensions of the bridge is provided on the A453 Bridge Plan including its height and width. A cross section of the proposed bridge has also been prepared. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works can deviate vertically from the proposed ground levels shown on the Highway Plans Long Sections (Sheet 1) to a maximum of 1.5m above or below the specified levels.	Highways Plans, Long Sections Sheet 1 (**Document DCO 2.10A**) A453 Bridge Plan (**Document DCO 2.11**)	
10	Works to the A50 westbound	The Works Plans (Sheet 3 of 4) define the area contained within this works package. The Highways Plans General Arrangement (Sheet 3 of 4) shows the proposed design of the A50 westbound works which comprise: a) construction of a new merge connecting to the link road from the M1 northbound (Works No. 9); b) widening of the A50 to the north of the new merge from the link road; and c) construction of a lane drop on the A50 westbound In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works can	Works Plans, Sheet 3 of 4 (**Document DCO 2.3C**) Highways Plans, General Arrangement, Sheet 3 of 4 (**Document DCO 2.8C**) Highways Plans, Long Sections Sheet 1 (**Document DCO 2.10A**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 2 Part 2: Principal Powers, Article 4(1)(a) and (d) Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		deviate vertically from the proposed ground levels shown on the Highways Plan Long Sections (Sheet 1) to a maximum of 1.5m above or below the specified levels.		
11	Works to the link road from the M1 southbound and A50 eastbound to M1 Junction 24	The Works Plan (Sheet 3 of 4) define the area contained within this works package. The Highways Plans General Arrangement (Sheet 3 of 4) shows the proposed design of the works which comprise: a) widening of the link road between the M1 junction 24A A50 southbound diverge and M1 junction 24 A50 southbound merge from one to two lanes; and b) widening of the link road between the M1 junction 24 A50 southbound merge and the M1 junction 24 roundabout from two to three lanes. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works can deviate vertically from the proposed ground levels shown on the Highway Plans Long Sections (Sheet 2) to a maximum of 1.5m above or below the specified levels.	Works Plans, Sheet 3 of 4 (**Document DCO 2.3C**) Highways Plans, General Arrangement, Sheet 3 of 4 (**Document DCO 2.8C**) Highways Plans, Long Sections Sheet 2 (**Document DCO 2.10B**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 2 Part 2: Principal Powers, Article 4(1)(a) and (d) Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents
12a	Works to the west side of the M1 Junction 24 roundabout and A453 northbound approach	The Works Plan (Sheet 3 of 4) define the area contained within this works package. The Highways Plans General Arrangement (Sheet 3 of 4) shows the proposed design of the works which comprise:	Works Plans, Sheet 3 of 4 (**Document DCO 2.3C**) Highways Plans, General Arrangement, Sheet 3 of 4 (**Document DCO 2.8C**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 2 Part 2: Principal Powers, Article 4(1)(a) and (e)

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		i) widening of the circulatory carriageway of the roundabout to provide three lanes from the M1 northbound to A453 northbound and two lanes from the A453 northbound to the M1 northbound; ii) removal of the segregated left-turn lane from the A453 northbound to A50 westbound; iii) removal of the lane drop at the A50 westbound exit from the roundabout; and iv) alterations to the traffic signals, road makings and signage in connection with (i) to (iii) above In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works will tie in with the existing highways infrastructure and can deviate vertically to a maximum of 0.5m above or below the level of the existing highway.		Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents
12b	Works to the east side of the M1 Junction 24 roundabout and A453 southbound approach	The Works Plan (Sheet 3 of 4) define the area contained within this works package. The Highways Plans General Arrangement (Sheet 3 of 4) shows the proposed alterations to the road makings and signage to demarcate that lanes two and three at the A453 Southbound roundabout stop line are to be used for onward progression to the A453 southbound. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works will tie in with the existing highways infrastructure and can deviate vertically to a maximum of 0.5m above or below the level of the existing highway.	Works Plans, Sheet 3 of 4 (**Document DCO 2.3C**) Highways Plans, General Arrangement, Sheet 3 of 4 (**Document DCO 2.8C**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 2 Part 2: Principal Powers, Article 4(1)(a) and (e) Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
13	A6 Kegworth Bypass/A453 Junction Improvements	The Works Plan (Sheet 2 of 4) defines the areas contained within this works package. The Highways Plans General Arrangement (Sheet 2 of 4) shows the proposed design of A6 Kegworth Bypass/A453 Junction Improvements which will include the widening of the A453 southbound within the junction to provide two right turning lanes. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works will tie in with the existing highways infrastructure and can deviate vertically to a maximum of 0.5m above or below the level of the existing highway.	Works Plans, Sheet 2 of 4 (**Document DCO 2.3B**) Highways Plans, General Arrangement, Sheet 2 of 4 (**Document DCO 2.8B**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 3 Part 2: Principal Powers, Article 4(1)(a) and (e) Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents
14	Construction of the Active Travel Link between the EMG1 access junction and the A453 west of Finger Farm roundabout and to provide wider interconnectivity	The Works Plan (Sheet 2 of 4) defines the areas contained within this works package. The Highways Plans General Arrangement (Sheet 2 of 4) shows the proposed design of the Active Travel Link which will comprise: • construction of a 3m wide shared use footway/cycleway alongside the A453 between the EMG1 access junction and the northern end of the existing A453 lay-by • construction of a 3m wide public cycle track as shown on the access and rights of way plans within land to the west of the A453 between the northern end of the existing A453 lay-by and the A453 to the west of Finger Farm roundabout, connecting to the authorised development (Works No. 6)	Works Plans, Sheet 2 of 4 (**Document DCO 2.3B**) Highways Plans, General Arrangement, Sheet 2 of 4 (**Document DCO 2.8B**) Access and Rights of Way Plans, Sheet 1 of 2 (**Document DCO 2.4A**) Access and Rights of Way Plans, Sheet 2 of 2 (**Document DCO 2.4B**) Highways Plans, Long Sections Sheet 3 (**Document DCO 2.10C**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 3 Part 2: Principal Powers, Article 4(1)(a) and (d) Part 2: Principal Powers, Article 12 Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 5: Public Rights of Way, Part 1 Schedule 16: Certification of Plans and Documents

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		The Access and Rights of Way Plan (Sheet 2 of 2) show the lengths of existing public rights of way along the A453 to be stopped up. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works can deviate vertically from the levels shown on the Highway Plans Long Sections (Sheet 3) to a maximum of 1.5m above or below the specified levels.		
15	Provision of an uncontrolled crossing of the A453 at the East Midland Airport signalised access junction	The Works Plan (Sheet 1 of 4) defines the area contained within this works package. The Highways Plans General Arrangement (Sheet 1 of 4) shows the proposed design of the footway along the south side of the A453 connecting to the new public right of way constructed within the EMG2 Main Site (Works No. 5). In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works will tie in with the existing highways infrastructure and can deviate vertically to a maximum of 0.5m above or below the level of the existing highway.	Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**) Highways Plans, General Arrangement, Sheet 1 of 4 (**Document DCO 2.8A**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 3 Part 2: Principal Powers, Article 4(1)(a) and (e) Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents
16	Works to M1 northbound signage on the approach to M1 Junction 23A	The Works Plan (Sheet 4 of 4) defines the areas contained within this works package. The Highways Plans General Arrangement (Sheet 4 of 4) provides further information on the proposed alterations to the northbound signage on the approach to M1 Junction 23A.	Works Plans, Sheet 4 of 4 (**Document DCO 2.3D**) Highways Plans, General Arrangement, Sheet 4 of 4 (**Document DCO 2.8D**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 3 Part 2: Principal Powers, Article 4(1)(a) Schedule 2, Part 1: Requirements, Requirement 5(1)

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		These highway works are within the existing highway boundary and do not have additional prescribed limits of deviation.		Schedule 16: Certification of Plans and Documents
17	Works to Long Holden	The Works Plan (Sheet 1 of 4) defines the areas contained within this works package. The Highways Plans General Arrangement (Sheet 1 of 4) identifies the proposed location of gates to Long Holden and footpath connections into the EMG2 Main Site. The Access and Rights of Way Plan (Sheet 1 of 2) identifies the private means of accesses that will be stopped up. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works will tie in with the existing highways infrastructure and can deviate vertically to a maximum of 0.5m above or below the level of the existing highway.	Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**) Highways Plans, General Arrangement, Sheet 1 of 4 (**Document DCO 2.8A**) Access and Rights of Way Plans, Sheet 1 of 2 (**Document DCO 2.4A**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 3 Part 2: Principal Powers, Article 4(1)(a) and (e) Part 2: Principal Powers, Article 13 Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 6: Private Means of Access, Part 2 Schedule 16: Certification of Plans and Documents
18	Works to the A42/A453 Finger Farm roundabout	The Works Plan (Sheet 2 of 4) defines the areas contained within this works package. The Highways Plans General Arrangement (Sheet 2 of 4) shows the proposed design of the A42/A453 Finger Farm roundabout works which comprise: a) widening of the A453 westbound exit and provision of new and replacement directional signage within the strategic road network; and b) widening of the A453 westbound exit and provision of new and replacement directional	Works Plans, Sheet 2 of 4 (**Document DCO 2.3B**) Highways Plans, General Arrangement, Sheet 2 of 4 (**Document DCO 2.8B**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 3 Part 2: Principal Powers, Article 4(1)(a) and (e) Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		signage within highway maintained by the local highway authority. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works will tie in with the existing highways infrastructure and can deviate vertically to a maximum of 0.5m above or below the level of the existing highway.		
19	Upgrade to public footpath L57 to a cycle track	The Works Plan (Sheet 2 of 4) defines the areas contained within this works package. Inset A to the Highways Plans General Arrangement (Sheet 2 of 4) shows the proposed design of the upgraded footpath L57. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the highway works can deviate vertically from the proposed ground levels shown on the Highway Plans Long Sections (Sheet3) to a maximum of 1.5m above or below the specified levels.	Works Plans, Sheet 2 of 4 (**Document DCO 2.3B**) Highways Plans, General Arrangement, Sheet 2 of 4 (**Document DCO 2.8B**) Highways Plans, Long Sections Sheet 3 (**Document DCO 2.10C**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 3 Part 2: Principal Powers, Article 4(1)(a) and (d) Part 2: Principal Powers, Article 12 and Schedule 5, Part 1 Schedule 2, Part 1: Requirements, Requirement 5(1) Schedule 16: Certification of Plans and Documents
20	Upgrade of EMG1 substation	The location of the EMG1 Substation is shown on the Works Plan (Sheet 3 of 4). The Parameters Plan sets out the following parameters for these works: • 1 unit • Maximum floorspace of 75 sq.m. (GIA) • Maximum FFL: 64.00m AOD (with a limit of deviation of +0.5/- 2.5m)	Parameters Plan (**Document DCO 2.5**) Works Plans, Sheet 3 of 4 (**Document DCO 2.3C**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 3 Part 2: Principal Powers, Article 4(1)(a) and (f) Schedule 2, Part 1: Requirements, Requirement 7(1)

Draft DCO, Schedule 1, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft DCO
		• Maximum ridge height: 69.00m AOD In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the substation works can deviate vertically from the proposed ground levels shown on the Parameters Plan to a maximum of 0.5m above or 2.5m below the specified levels.		Schedule 16: Certification of Plans and Documents
21	Creation of a Community Park	The extent of the Community Park is defined on the Parameters Plan and Works Plan (Sheet 1 of 4). The proposed design of the Community Park is shown on the Community Park Plan. In accordance with Article 4 of the draft DCO (**Document DCO 3.1**), the Community Park works can deviate vertically from the proposed ground levels shown on the Community Park Plan to a maximum of 1.5m above or below the specified levels.	Parameters Plan (**Document DCO 2.5**) Works Plans, Sheet 1 of 4 (**Document DCO 2.3A**) Community Park Plan (**Document DCO 2.16**)	Part 1: Preliminary, Article 2(1) and Schedule 1, Part 3 Part 2: Principal Powers, Article 4(1)(a) Part 2: Principal Powers, Article 12 and Schedule 5, Part 2 Schedule 2, Part 1: Requirements, Requirement 7(1) Schedule 2, Part 2: Requirements, Requirement 28 Schedule 16: Certification of Plans and Documents

Table 3.6: MCO Schedule of Parameters and Details

Draft MCO, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft MCO
3A	Construction of rail served warehousing	Maximum of 26,500sq.m. of floorspace (GIA) at Plot 16 (excluding mezzanines) Allowance for up to 3,500 sq.m. of floorspace (GIA) provided in the form of internal mezzanines floorspace Finished Floor Level (FFL) of 53 metres above ordnance datum (m AOD) and a limit of deviation of 1.5m above/below FFL Maximum ridge height of buildings of 71 m AOD Maximum buildings heights exclude any associated fire escape stairwells or key clamp roof top handrails etc. but includes roof-mounted photovoltaics. The Design Approach Document sets out design principles to guide the future detailed design of the buildings and supporting infrastructure.	Works Plan (Document MCO 2.3) Parameters Plan (Document MCO 2.5) Design Approach Document (Document MCO 5.3)	Part 1: Preliminary, Article 2(1) and Article 39A(11): Certification of additional plans Part 2: Principle Powers, Article 4(a) Schedule 1, Part 1, Works No. 3A Schedule 2, Part 1: Requirement 6(1A) and Requirement 14(1) Schedule 5, Part 4
3B	Extension of the Management Offices	The location of the Management Office Extension is shown on the Works Plan. The Parameters Plan sets out the following parameters for these works: • 1 unit • Maximum floorspace of 500 sq.m. (GIA)	Works Plan (Document MCO 2.3) Parameters Plan (Document MCO 2.5)	Part 1: Preliminary, Article 2(1) and Article 39A(11): Certification of additional plans Part 2: Principle Powers, Article 4(a) Schedule 1, Part 1, Works No. 3B

Draft MCO, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft MCO
				Schedule 2, Part 1: Requirement 6(1)
5A	Construction of road and drainage infrastructure	The location of the proposed road and drainage infrastructure is shown on the Works Plan. As specified within the draft MCO (Document MCO 3.1) the works will include: • access to and egress from the rail served warehouse (Works No. 3A); • alterations to the existing road construction as part of Works No. 5 of the EMG1 DCO; • footways and shared use footways/cycleways; and • a foul drainage outfall	Works Plan (Document MCO 2.3) Parameters Plan (Document MCO 2.5)	Part 1: Preliminary, Article 2(1) and Article 39A(12): Certification of additional plans Part 2: Principle Powers, Article 4(a) and Article 5 Schedule 1, Part 1, Works No. 5A Schedule 2, Part 1: Requirement 6(1)
5B	Construction of road infrastructure	The location of the proposed road infrastructure is shown on the Works Plan. As specified within the draft MCO (Document MCO 3.1) the works will include: • a pedestrian drop-off lay-by; • alterations to the existing road constructed as part of Works No. 5 of the EMG1 DCO; • earthworks retaining structures; and	Works Plan (Document MCO 2.3) Parameters Plan (Document MCO 2.5)	Part 1: Preliminary, Article 2(1) and Article 39A(12): Certification of additional plans Part 2: Principle Powers, Article 4(a) and Article 5 Schedule 1, Part 1, Works No. 5B Schedule 2, Part 1: Requirement 6(1)

Draft MCO, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft MCO
		• a footway from the lay-by connecting to the crossing constructed as part of the EMG1 access works (Works No. 8A).		
5C	Construction of infrastructure	The location of the proposed road infrastructure is shown on the Works Plan. As specified within the draft MCO (Document MCO 3.1) the works will include: • a secure parking area for buses; • access to and egress from the parking area; and • alterations to the existing road constructed as part of Works No. 5 of the EMG1 DCO.	Works Plan (Document MCO 2.3) Parameters Plan (Document MCO 2.5)	Part 1: Preliminary, Article 2(1) and Article 39A(12): Certification of additional plans Part 2: Principle Powers, Article 4(a) and Article 5 Schedule 1, Part 1, Works No. 5C Schedule 2, Part 1: Requirement 6(1)
6A	Provision of hard and soft landscaping works	The Works Plan defines the areas of proposed hard and soft landscaping contained within this works package which includes landscaping to the east and west of the rail served warehouse (Works No. 3A). The Parameters Plan specifies that these areas will comprise open land/landscaping including retained vegetation, mitigation mounding, proposed planting, paths, attenuation & SUDs, retaining walls, publicly accessible landscape space and other applicable features.	Works Plan (Document MCO 2.3) Parameters Plan (Document MCO 2.5)	Part 1: Preliminary, Article 2(1) and Article 39A(12): Certification of additional plans Part 2: Principle Powers, Article 4(a) and Article 5 Schedule 1, Part 1, Works No. 6A Schedule 2, Part 1: Requirement 6(1) and Requirement 8

Draft MCO, Works No.	Description	Parameters and Details	Relevant plans and documents	Where secured in draft MCO
8A	Construction of signalised pedestrian crossings over the EMG1 exit road approach to the A453 signalised junction and associated footway connecting to Works No. 5B	The Works Plan defines the area contained within this works package. The Highways Plan General Arrangement shows the proposed works.	Works Plans (Document MCO 2.3) Highways Plan, General Arrangement (Document MCO 2.8)	Article 39A(13): Certification of additional plans Schedule 1, Part 2, Works No. 8A