

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

Document [6.3]

ENVIRONMENTAL STATEMENT

Volume 1 Main Statement

Chapter 2

Site and Surroundings

[January] 2025

02

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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2. Site and Surroundings

2.1. Introduction

- 2.1.1. This section of the ES describes the site and surrounding area of the **Scheme**. In broad terms, the **Scheme** is located in the district of North West Leicestershire on land close to East Midlands Airport (EMA). It includes the **EMG2 Main Site** situated south of the airport together with land required for associated **Highway Works** to the east and north of EMA along the M1 corridor. It also includes land to the north of EMA within EMG1 to accommodate the proposed **EMG1 Works**. The boundary of these areas is identified on [Documents 2.1 and MCO 2.1] and provided as **Figures [xx and xx]** to this ES.
- 2.1.2. The component parts of the **Scheme** are identified on the Components of the Proposed Development plan (Document 2.7 and MCO 2.7) and are described in further detail below.

2.2. EMG2 Main Site and Highways Works (DCO Application Site)

EMG2 Main Site

- 2.2.1. The **EMG2 Main Site** comprises land immediately south of EMA and to the east of the village of Diseworth. It is located immediately west/north-west of J23A of the M1 motorway and approximately 3 km south of J24.
- 2.2.2. The **EMG2 Main Site** extends to approximately 105ha and currently comprises undeveloped, predominantly arable, land with hedgerows and trees dividing the various fields. The topography is generally sloping towards the south and overall has a significant fall of approximately 35m from its north eastern boundary to its south eastern boundary. An unclassified single track road with an unbound gravel surface, known as Hyam's Lane, dissects the **EMG2 Main Site** from south-west to north-east. It is bound by hedgerows to both sides. A public right of way (footpath references L45/L46) generally follows the route of Hyam's Lane. There are overhead power cables crossing the western fields in a north to south direction and there is also a drain to the south-east.
- 2.2.3. The **EMG2 Main Site** is bound to the north by Ashby Road (A453) with EMA beyond. Donington Park Motorway Services Area and a small copse of trees is located immediately adjacent to the north-east. Wooded areas and an area of mixed scrub surround the services and boundary to the east. To the south-east lies the A42 and the M1, parts of the strategic road network. To the south is Long Holden, another unclassified road which stops at the A42 boundary to the east. To the south-west is the village of Diseworth. The historic core of Diseworth is designated as a conservation area and includes individually listed buildings.
- 2.2.4. The surrounding context to the **EMG2 Main Site** is heavily influenced to the north and east by the existing commercial development including the Airport and associated infrastructure, the motorway services and Pegasus Business Park. To the south and east the context is more rural except for the urbanising influence of the A42 to the south east.

2.2.5. This part of the site falls within the 'East Midlands Airport and Gateway Industrial Cluster' (EMAGIC) site, which forms part of the East Midlands Freeport designated by the Government in 2022.

Land for the Highway Works

2.2.6. The principal areas of land required for the **Highways Works** are:

- along a section of the M1 motorway northbound between J23a and J24, alongside the northbound off-slip to J24 and alongside the A50 where it joins with J24. This section of the M1 comprises a dual four lane carriageway with hard shoulders and a central reservation with crash barriers, and adjoining areas of existing landscaping.
- widening the A50 eastbound link to J24, to the east of the M1 southbound, from two lanes to three lanes.

2.2.7. Other areas of land affected by the **Highway Works** are areas of existing highway around the proposed entrance to the **EMG2 Main Site** on the A453 (referred to as EMG2 Access Works) and the existing entrance to EMG1 on the A453 (referred to as EMG1 Access Improvements), and land alongside the A453 between the **EMG2 Main Site** and EMG1 to provide a cycleway (referred to as the Active Travel Link). Finally, small areas of land are included for proposed minor improvements at the junction of The Green with the A453 to the north west of Diseworth (referred to as A453/The Green Improvements), and along the route of Footpath L57 which is proposed to be upgraded.

2.3. EMG1 Works (MCO Application site)

2.3.1. As set out within Chapter 1, the **Scheme** includes land within parts of the original EMG1 site. Specifically it includes:

- Operational land within the rail freight terminal where higher gantry cranes are proposed than those already permitted (but yet to be constructed) under the EMG1 DCO;
- An area of open ground adjoining the rail freight terminal which was utilised during the construction of EMG1 for temporary surface water storage ponds whilst drainage works were completed. These became redundant once the drainage works were completed and have been removed. This area of land extends to 6.08 ha and is currently unused. It is referred to as Plot 16; and
- Operational land, sub-station land, and small areas of landscaping within and adjacent to the existing public transport interchange and site management building at the EMG1 site entrance.