East Midlands Gateway
Phase 2 (EMG2)

Document [6.4]
ENVIRONMENTAL STATEMENT

Volume 1 Main Statement

Chapter 3

Project Description

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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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3. Project Description

3.1. Introduction

3.1.1. This chapter of the ES describes the development proposals which have been subject to assessment of likely environmental impacts and against which all the chapters are based. It covers the following:

- A description of the component parts of the **Scheme**; and
- An overview of the construction processes and the timescales envisaged.

3.1.2. The description of the **Scheme** set out in this Chapter should be read alongside the details set out on the Parameters Plans [Documents 2.5 and MCO 2.5] provided as **Figures [xx and xx]** with this ES which identifies the parameters on which the environmental assessment is based.

3.2. Description of the Proposed Development

3.2.1. As summarised in **Chapter 1** of this ES, SEGRO is proposing EMG2 as a second phase of its East Midlands Gateway Logistics Park (EMG1) which is a Strategic Rail Freight Interchange (SRFI) located to the north of East Midlands Airport.

3.2.2. EMG2 comprises the following components which are also referred to collectively in this ES as the **Scheme**:

- **EMG2 Main Site** – a comprehensive multi-unit logistics and advanced manufacturing development located south of East Midlands Airport and the A453, and west of the M1 motorway;
- **Highways Works** – works to the highway network including significant improvements at Junction 24 of the M1 (referred to as J24 Improvements) and the road network interacting with that junction; and
- **EMG1 Works** – additional warehousing on Plot 16 together with works to increase the permitted height of the cranes at the rail-freight terminal, improvements to the public transport interchange and site management building

3.2.3. The following sections describe these various components in further detail and includes references to the form pf application (statutory process) for each.

EMG2 Main Site and Highway Works (The DCO Application)

EMG2 Main Site

3.2.4. The proposed employment development within the **EMG2 Main Site** is for a comprehensively planned multi-unit logistics and advanced manufacturing development together with supporting and co-located office functions. 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. 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 Environmental Impact Assessment process, while also ensuring the flexibility to incorporate a range of occupier requirements regarding building footprints and plot layouts.

3.2.5. The parameters are set out on the Parameters Plan **[Document 2.5]** and provided as **Figure [xx]** to this ES.

3.2.6. The Parameters Plan establishes the following key parameters or design principles for the **EMG2 Main Site**:

a. a maximum of 300,000 sq.m. of employment floorspace (GIA) overall, with an additional allowance of 100,000 sq.m. in the form of internal mezzanines across the site. The development will primarily comprise logistics facilities (Use Class B8) with up to 20% of the floorspace capable of being used for general industrial uses (Use Class B2);

b. a series of Development Zones to the north and south of Hyam's Lane where new employment buildings are proposed to be located together with supporting infrastructure;

c. Hyam's Lane is to be retained and its surface upgraded to provide enhanced pedestrian/cycle connectivity through the site;

d. maximum amount of floorspace for each Development Zone and range of units to be erected within each zone (see **Table 3.1**);

e. maximum external building heights for each Development Zone to ensure the overall height of the development is fixed (see **Table 3.1**);

f. vehicular access from the A453 via a new arm off the Hunter Road roundabout (the EMG2 Access Works), with a possible alternative principal access (new roundabout) further to the west along the A453;

g. 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 Hyam's Lane;

h. structural landscaping areas and buffers including new and retained landscaped features. This includes a significant landscaped earthwork mound on the western part of the site. The landscape areas would include SuDS features (see further below);

i. a secure, dedicated, HGV parking area (of approximately 95 spaces) to meet the needs of HGVs visiting the **EMG2 Main Site** or EMG1; and

j. a bus interchange terminal at the site entrance which replicates and builds upon the successful sustainable travel strategy for the EMG1 site.

3.2.7. The schedule of development for the **EMG2 Main Site** is further explained in **Table 3.1.**

Table 3.1 Main Site Development Parameters

Zone	Range of Units	Max Floorspace (sq.m.)	Finished Floor Level (m above AOD) - allowable deviation +/- 1.5m	Max Building height to highest point (m above AOD)
1	1 to 2	75,000	67.25	91.25
2	1 to 4	20,000	70.60	88.60
3	1 to 4	60,000	79.40	103.40
4	1 to 2	45,000	76.05	94.05
5	1 to 4	75,000	84.20	102.20
6	1 to 4	40,000	88.00	106.00
7	1 to 4	5,000	89.50	96.50
Max* Floorspace		300,000		
*This total floor space is the maximum employment 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 100,000 sq.m. of floor space can be provided in the form of internal mezzanine floor space to units within the development.				
In addition to the limits set out in the schedule above the following units and floor space are permitted: - Bus terminal and office within Zone 6: 1-2 buildings up to 500 sq.m - HGV parking and amenity building within Zone 7: 1-2 buildings up to 500 sq.m				
Notes - The maximum ridge height specified excludes any associated fire escape stairwells or key clamp roof top handrails etc - all areas specified are gross internal areas (GIA) unless otherwise stated.				

3.2.8. In relation to building heights, the parameters indicate maximum buildings heights of 24m within Zones 1 and 3 (furthest away from Diseworth) and 18m building heights within Development Zones 2, and 4-6. These may change in circumstances where finished floor levels are lowered but overall the highest points of any buildings (the actual Ordnance Datum) would not exceed the parameters identified in **Table 3.1.**

Design Approach

3.2.9. Whilst the application does not seek approval for the layout or design detail, an Illustrative Masterplan is submitted as part of the application for information and included as [Document 2.6]. It shows how the **EMG2 Main Site** could be developed in accordance with the Parameters Plan to appropriately respond to the site conditions and requirements of future occupiers.

3.2.10. A Design Approach Document [Document 5.3] has also been prepared and submitted with the application. It sets out the key design principles that will guide detailed proposals for individual buildings when they come forward for subsequent approval, and will ensure consistency in approach in the design and appearance of buildings and site infrastructure.

3.2.11. One of SEGRO's strategic priorities, as part of its Responsible SEGRO framework, is "Championing Low Carbon Growth". Buildings will be constructed using low carbon methods of construction. 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.

3.2.12. 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 'Outstanding' as part of SEGRO base build specification and on-site installation of solar PV generating renewable energy for occupiers.

Strategic Landscaping and Community Park

3.2.13. The proposals for the **EMG2 Main Site** include provision of significant areas of landscaping and tree planting to supplement existing retained boundary trees and hedges as part of the mitigation of visual and landscape effects. The landscape strategy is fully integrated into the earthworks strategy (see Section 3.3) which will create substantial landscape bunds, particularly around the western edge of the site, and along the A453 and Long Holden, which would be planted with trees and will form a significant component of the visual mitigation measures to limit outside views into the **EMG2 Main Site**. The strategy will ensure the establishment of a strong and cohesive landscape and open space framework around the **EMG2 Main Site**. As part of this, it is proposed that the 4 field parcels closest to Diseworth (which extend to approximately 13ha) will remain open and reserved for informal public access, biodiversity enhancements and surface water drainage attenuation.

3.2.14. A key principle of the design of all landscaped areas will be habitat biodiversity which will contribute towards an overall **Scheme** post development habitat gain of 10% against the pre-development baseline position.

Strategic Drainage Proposals

3.2.15. A surface water drainage strategy for the **EMG2 Main Site** has been developed to ensure that surface water run-off generated by the proposed development is dealt with in a sustainable manner in accordance with local and national standards. The drainage strategy has been designed to intercept and store rainwater falling on the development, before discharging it to the local watercourse in the south east corner of the site at a runoff rate that will be agreed with the drainage authorities. This will require the installation of a series of attenuation basins and swales along the western and southern boundaries to store and treat surface water run-off from the development. This strategic drainage infrastructure will be installed as the earthworks progress. 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. Full details of the drainage strategy is provided in **Chapter 13** and the associated appendices.

Highway Works

3.2.16. A package of highways works is proposed including site access, substantial improvements around J24 of the M1 as well as more minor works on the local highways network and

pedestrian/cycle route enhancements. The full extent of the highway works are shown on the Highways Plans **Document 2.9]** and the Components of the Proposed Development Plan **[Document 2.7]** and are described further as follows:

a. A453 EMG2 access junction (EMG2 Works No.6) – providing access to the **EMG2 Main Site** off the A453 via a new arm off the Hunter Road roundabout with a potential alternative location via a new roundabout farther along the A453 (the EMG2 principal access alternative location);

b. J24 Improvements comprising:

   i. M1 northbound to A50 westbound link (EMG2 Works No. 9) – providing 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 (EMG2 Works No. 10) alterations;

   ii. M1 southbound and A50 eastbound link to J24 widening (EMG2 Works No. 11) – providing widening of the A50 eastbound link at J24 and other related works and traffic management measures in this location;

   iii. M1 J24 minor works (EMG2 Works No.12) – providing signing and lining amendments on the J24 roundabout itself and the A453 southbound and northbound approaches; and

   iv. M1 northbound alterations (EMG2 Works No. 8) – providing the new M1 northbound exit and associated gantry/signage improvements on the M1;

c. EMG1 Access Improvements (EMG2 Works No. 13) – providing widening at the EMG1 roundabout to increase junction capacity;

d. Active Travel works comprising:

   i. Active Travel Link (EMG2 Works No. 14) - providing a dedicated cycle track alongside the A453 between EMG1 and the **EMG2 Main Site**;

   ii. Hyam's Lane Works (EMG2 Works No. 7) – providing signage at the junction of Hyam's Lane with Grimes Gate and resurfacing works along Hyam's Lane to enhance cycle access.

e. A453/The Green Improvements (EMG2 Works No. 16) – providing minor junction widening to increase junction capacity.

f. A453/EMA junction uncontrolled crossing (EMG2 Works No. 15) – providing pedestrian crossing improvements across the A453 to facilitate improved pedestrian access.

3.2.17. 'Limits of deviation' are identified for some elements of the highway works to provide some flexibility within the Order Limits to vary the precise alignment of the highway works at the time of detailed working drawings being approved post consent.

3.2.18. Further detail is provided in **Chapter 6** and the associated appendices.

Rights of Way

3.2.19. In addition to the Active Travel works listed above, the proposals for the **EMG2 Main Site** incorporate significant extended public access routes and improved pedestrian and cycle connectivity to the surrounding areas, particularly to and from Diseworth, to the Airport and

EMG1. Full details are provided in **Chapter 6** and the associated appendices are shown on the Access and Rights of Way Plan [**Document 2.4**].

3.2.20. In summary the rights of way works are:

- The existing Public Right of Way (PROW L45/L46) that follows the southern boundary of Hyam's Lane will become integrated into the upgraded Hyam's Lane (see **Highway Works** above);
- A new footpath from the western end of Hyam's Lane and PROW L45/L46 northwards through the proposed community park connecting to the A453 Ashby Road by the Airport entrance junction via the western edge of the **EMG2 Main Site**. This will link to the A453/EMA junction uncontrolled crossing. Currently there is no off road pedestrian access for this route;
- A new footpath from the western end of Hyam's Lane and PROW L45/46 southwards through the proposed community park connecting to Long Holden and PROW L48 via the western edge of the **EMG2 Main Site.** Connecting these two PROWs will create a valuable new publicly accessible route all the way from PROW L48 to the airport;
- A new footpath from the eastern end of Hyam's 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
- 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.

EMG1 Works (The MCO Application)

3.2.21. The **Scheme** includes the following elements of works at **EMG1**.

a. Provision of a maximum of 26,500 sq.m (approximately 285,000 sq.ft) (GIA) of additional warehousing on Plot 16 which lies adjacent to the rail freight terminal, 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;

b. An increase to the maximum permitted height of gantry cranes at the rail freight interchange by 4m, to 24m overall. 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;

c. An expansion of the EMG1 Management Suite by the EMG1 site entrance to cater for the additional demand on management facilities resulting from the **Scheme**;

d. 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; and

e. An upgrade of the EMG1 substation to accommodate a 3rd circuit and increase capacity to 33kV in order to accommodate the power requirements at EMG1 and **EMG2 Main Site**. This will require a new switch room and switchgear.

3.3. Construction Activities

EMG2 Main Site and Highways Works (The DCO Application)

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

3.3.2. To enable the development, substantial earthworks will be required to be undertaken, particularly on the **EMG2 Main Site**, given the site slopes towards the south with a significant fall. 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 employment units. In some areas the site will be lowered from existing ground levels by up to [xx]m and in others it will raised by up to [xx]m. This will result in the creation of three main development plateaus to the north of Hyam's Lane and a further four development plateaus to the south. Hyam's Lane itself will remain in situ. The development plateau levels will step down from north-east to south-west 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. The cut and fill exercise will be designed to enable a balance across the site to avoid any off site removal of material. The approach to the earthworks is shown on Earthworks Plan ref [xx].

3.3.3. The further extent of principal activities associated with the construction stage in addition to the above are as follows:

a. Installation of surface and foul water infrastructure, including attenuation and Sustainable Drainage (SuDS) features;

b. Installation of service trenches, ducts and associated service infrastructure;

c. 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;

d. Construction of building foundations (piled building foundations are not proposed);

e. Construction of buildings;

f. Landscaping;

g. Alterations to, and construction of, new sections of existing public highway infrastructure; and

h. Alterations and improvements to public rights of way.

3.3.4. A Construction Environmental Management Plan (CEMP) is provided as Appendix 3[x] to this ES. It outlines measures to ensure compliance and adherence to safe and sustainable

construction practices and sets out the controls that will be adopted during the construction to minimise any adverse environmental effects (for example, noise, dust, lighting, surface water run-off and ecology). Further details are set out in the individual ES Chapters.

3.3.5. As described in the CEMP, working areas would be fully secured to ensure that public safety is fully maintained throughout the construction stage in accordance with the statutory requirements and recognised good practice.

3.3.6. A Construction Traffic Management Plan (CTMP) is provided as Appendix [xx] to this ES. This sets out the arrangements and management practices that will be adopted to minimise the impact of traffic on the local road network. Principal routes for construction access to the **EMG2 Main Site** 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 Main Site** would not involve the use of any roads that principally service established residential areas. Specifically, no construction access will be taken via Diseworth village, Hyam's Lane or Long Holden.

3.3.7. During construction, Hyam's Lane will be temporarily closed or diverted to enable the proposed crossing point to be constructed and any proposed improvement works along its route to be undertaken.

EMG1 Works (The MCO Application)

3.3.8. The Construction activities associated with the **EMG1 Works** are clearly less substantial than for the **EMG2 Main Site.** The principal activities are as follows:

a. Installation of surface and foul water infrastructure, including attenuation and Sustainable Drainage (SuDS) features;

b. Installation of service trenches, ducts and associated service infrastructure;

c. Construction of internal access to Plot 16 and installation of bases and surfacing to parking areas;

d. Construction of building foundations (piled building foundations are not proposed);

e. Construction of buildings;

f. Landscaping; and

g. Erection of gantry cranes within the existing rail freight interchange.

3.3.9. The EMG1 DCO already contains provisions under Requirement 11 requiring a further CEMP to be submitted for each phase and this will apply to the **EMG1 Works**. The CEMP will need to adhere to the approved construction management framework plan that was approved for EMG1.

3.4. Timescales and Phasing

EMG2 Main Site and Highway Works (The DCO Application)

3.4.1. It is anticipated for the purposes of this ES that the general construction programme for the **EMG2 Main Site** and the **Highways Works** will be phased over a 5 year period.

3.4.2. In circumstances where an approval was made in Summer 2026, it has been assumed that works would commence on site at the start of 2027. An indicative programme based on these assumptions setting out the broad timescales for construction is attached as **Appendix [xx].** This has formed the basis of the assumptions in this ES. The key components are summarised as follows:

- **EMG2 Main Site** Infrastructure (26 months overall from January 2027 to March 2029)
    - Bulk earthworks (18 months)
    - Structural landscaping (18 months)
    - Access and Roads (21 months)
- **EMG2 Main Site** Buildings (56 months overall from January 2028 to September 2032).
- **Highways Works** (24 months overall from January 2027 to January 2029)

3.4.3. As can be seen from the indicative phasing summary, it is anticipated that the earthworks would commence at the start of 2027 and will take some 26 months to complete to create all the development plateaus, provide the mounding and the ground works for the strategic landscape and drainage infrastructure. As the earthworks progress, the landscape strategy for the strategic landscape areas will be implemented in stages and finished upon completion of the major phase of earthworks. It is envisaged the infrastructure will be built out and delivered in a single phase, with buildings coming forward thereafter on a plot-by-plot basis.

3.4.4. The phasing allows for commencement of some of the buildings to start on site from January 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.

3.4.5. It is anticipated that construction of both the on-site and off-site infrastructure and the construction of buildings would be completed by the end of 2032.

EMG1 Works (The MCO Application)

3.4.6. It is anticipated for the purposes of this **ES** that the general construction programme for the **EMG1 Works** will be undertaken over a period of approximately 2 years, from January 2027 to March 2029. It would run in parallel with the early years of the construction period set out above.

3.5. Operational Stage

3.5.1. SEGRO will operate the **Scheme** as a fully integrated part of EMG1 with shared operational management and ownership. SEGRO will own both sites and will manage them as a single entity as further explained in this section.

3.5.2. The existing SEGRO EMG1 Management Company 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 maintenance of the internal estate roads, landscape areas, footpaths/cycleways and community public open space proposed at the **EMG2 Main Site** which will all be integrated and managed as a single entity with the existing EMG1 common areas.

3.5.3. The EMG1 Rail Freight Terminal will serve both EMG1 occupiers and new occupiers on the **EMG2 Main Site** and Plot 16**,** as well as continuing to serve occupiers based nearby but outside of EMG1 or EMG2 in its function as an 'inland port'.

3.5.4. The existing EMG1 Sustainable Transport Working Group 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 51%.

3.5.5. A central part of the sustainable transport strategy for the **EMG2 Main Site** will be a Gateway Shuttle Bus service. This will be a free service for all site employees providing a highly sustainable and affordable alternative to single occupancy car travel, 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. Using state of the art fully electric shuttle buses, patronage at EMG1 has to date far exceeded expectations, with some 4,800 trips per week achieved in 2023. The EMG2 shuttle service will be co-ordinated through an expanded Sustainable Transport Working Group already in operation at EMG1. This ensures that through close cooperation between all parties, bus services operate throughout the day to support the shift patterns of the businesses. Full details of the Sustainable Transport Strategy for the **EMG2 Main Site** are provided in **Appendix [6x**].

3.5.6. The **Scheme** incorporates a new Primary Sub Station within EMG1 and this will facilitate power to the **EMG2 Main Site** and Plot 16.

3.5.7. Staff at many of the buildings are likely to work in shifts, and the facilities at **EMG2 Main Site** (as at EMG1) will likely operate on a 24 hour/7 day week basis once fully operational. The assessments in the Environmental Statement assume this to be the case to ensure that a 'worst case' assessment of potential impacts is provided.

3.5.8. It is intended the **EMG2 Main Site** would 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**.

3.5.9. 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 of both logistics warehousing and co-located head office functions.

3.5.10. 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.

3.5.11. As set out at Paragraphs [3.2.11-3.2.12], across the wider development, SEGRO is committed to delivering the **Scheme** in a way that enables occupiers to run net zero operations, and the development would be an industry leader in sustainability. SEGRO is committed to achieving net zero and one of its Strategic Priorities is "Championing Low Carbon Growth" which includes reducing operational carbon emissions (including occupier emissions) by 42% by 2030, measured against a 2020 baseline. This commitment to sustainability is led by SEGRO Sustainable Initiatives which covers wide ranging energy efficient initiatives including targeting an Energy Performance Certificate (EPC) rating of Band 'A' and a minimum of BREEAM 'Outstanding' as part of SEGRO base build specification.

3.6. Decommissioning

3.6.1. The EIA has not assessed decommissioning as the **Scheme** 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 or MCO Applications.