

**SEGRO Logistics Park
East Midlands Gateway
Phase 2 (EMG2)**

Doc 5.4 and MCO 5.4

Planning Statement

February 2025

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

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1. Policy Compliance Tracker

DRAFT

January 2025

1. Introduction

- 1.1. This Statement has been prepared to accompany applications made by SEGRO Properties Ltd and SEGRO (EMG) Ltd. (referred to in the Planning Statement as 'SEGRO' or the 'Applicant'), relating to a second phase of its East Midlands Gateway Logistics Park (EMG1). This proposed second phase to EMG1 is known as East Midlands Gateway 2 (referred to as 'EMG2').
- 1.2. EMG1 is a nationally significant infrastructure development comprising a rail freight terminal and warehousing. It was authorised by The East Midlands Gateway Rail Freight Interchange and Highway Order 2016 (SI 2016/17) (the EMG1 DCO). Later sections of this Statement provide further detail about the physical and policy context for the proposals, but in brief EMG1 forms one of several strategic elements which specifically explain the origins and justification for the EMG2 scheme. EMG1 is now substantially complete, with the terminal fully operational, and all development plots either operational or subject to ongoing final construction. Market demand and interest in both accessing the rail terminal, but also in securing additional floorspace, remains significant. National policies seek to increase the shift of freight from road to rail, and to support the further growth of the logistics and distribution sector as part of efficient, high-quality supply chains which benefit the UK economy. The area in which EMG1 and EMG2 are located is at a nexus of national infrastructure networks and of strategically significant economic activity, with more sites committed or planned, and regional and local policies and strategies recognise the strength of the opportunity for more growth in this area. Parts of EMG1 and the entire EMG2 Main Site are located within the East Midlands Freeport which was designated specifically to drive forward further growth and development in support of national and regional economic trade and development. The EMG2 proposals would directly respond to this strategic policy context, as set out in later sections of this draft Planning Statement.
- 1.3. The EMG2' scheme in brief comprises the following:
- EMG2 Main Site – A new multi-unit logistics/industrial development located south of East Midlands Airport and the A453, and west of the M1 motorway. 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; and
 - 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.
 - EMG1 Works – the proposals include changes within EMG1 incorporating 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.

1.4. The three components above are collectively referred to in this Statement as the Scheme. Section 3 of this Planning Statement provides more detail about each of these components.

1.5. The Applicant is making two concurrent applications for the three component parts of the Scheme comprising:

- an application for a Development Consent Order (referred to as the DCO Application) for the EMG2 Main Site development and the Highways Works. Of note, the Highway Works qualify as a Nationally Significant Infrastructure Project (NSIP) in their own right, and
- an application for a material change (referred to as the Material Change, or MCO Application) for the EMG1 Works.

1.6. The DCO application is supported by a suite of supporting information as set out within the submitted Document List. The core documents are:

- Application form;
- Draft Development Consent Order (and Explanatory Memorandum and DCO Validation Report);
- Application drawing package prepared by UMC, FPCR, BWB and TerraQuest;
- Design Approach Document;
- Planning Statement;
- Environmental Statement (ES), including associated Technical Appendices and Non-Technical Summary. This covers an extensive range of technical assessments relating to: socio-economic, transport, noise and vibration, air quality, ecology, landscape and visual, lighting, cultural heritage, flood risk and drainage, ground conditions, agriculture and soils, utilities, population and human health, materials and waste, energy and climate change, and major accidents and disasters; and
- Consultation Report.

1.7. The Material Change Application is supported by the following documents that are only relevant to that application:

- Application letter;
- Draft Material Change Order (and Explanatory Memorandum and MCO Validation Report);

- Application drawing package prepared by UMC, FPCR, BWB and TerraQuest;
- Statement identifying which elements of the original EMG1 application remains correct and relevant.

1.8. Notwithstanding this differentiation in terms of applications under the required consenting regimes, given the integrated nature of the Scheme, a number of the supporting documents for the DCO application also cover the MCO application, including this Planning Statement, the Environmental Statement, and the Consultation Report.

1.9. This Planning Statement describes the site and surroundings for the Scheme at Section 2, and the proposed development at Section 3. Section 4 then provides a summary of the relevant policy and other material considerations. This is accompanied by a full policy compliance statement provided at Appendix 1. Section 5 then considers the principle of the proposed development against relevant policies and other material considerations before providing a review of the Scheme in light of the technical assessment work undertaken (Section 6). Finally, Section 7 provides a summary and sets out the conclusions of the planning assessment and the planning balance.

2. Description of Site and Surroundings

- 2.1. 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 EMG1 Works. The boundary of these areas is identified on the Order Limits Plans (Documents 2.1 and MCO 2.1).
- 2.2. 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.

The EMG2 Main Site

- 2.3. 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 3km south of J24. 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.
- 2.4. 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 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.
- 2.5. The Main Site is bound to the north by Ashby Road (A453) with EMA beyond. Donington Park motorway services 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.
- 2.6. 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.

Land for the Highways Works

- 2.7. 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.
- 2.8. 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 the EMG2 Access Works) and the existing entrance to EMG1 on the A453 (referred to as the 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), along the route of footpath L57 which is proposed to be upgraded.

Land for the EMG1 Works

- 2.9. As described above, 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 and small areas of landscaping within and adjacent to the existing public transport interchange and site management building at the **EMG1** site entrance.

3. Development Proposals

- 3.1. This section sets out the development proposals in further detail. The description of the Scheme set out in this section should be read alongside the submitted Parameters Plans (Documents 2.5 and MCO 2.5).

Description of the Proposed Development

- 3.2. 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.
- 3.3. As summarised in the introduction to this Planning Statement, the EMG2 Scheme comprises the following components:
- EMG2 Main Site – A new multi-unit logistics/industrial development located south of East Midlands Airport and the A453, and west of the M1 motorway; and
 - 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.
 - 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.
- 3.4. The following sections describe these various components in further detail.

EMG2 Main Site and Highway Works (Applied for via the DCO Application)

EMG2 Main Site

Development Principles

- 3.5. 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.

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

- 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 advanced manufacturing uses (Use Class B2);
- 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;
- Hyam's Lane is to be retained and its surface upgraded to provide enhanced pedestrian/cycle connectivity through the site;
- maximum amount of floorspace for each Development Zone and range of units to be erected within each zone (see Table 3.1);
- maximum external building heights for each Development Zone to ensure the overall height of the development is fixed (see Table 3.1);
- 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;
- 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;
- structural landscaping areas and buffers including new and retained landscape 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);
- a secure, dedicated, HGV parking area (of approximately 95 spaces) to meet the needs of HGVs visiting the EMG2 Main Site or EMG1; and
- a bus interchange terminal at the site entrance which replicates and builds upon the successful sustainable travel strategy for the EMG1 site.

3.7. 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	5000	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 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: <ul style="list-style-type: none"> - 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.				

3.8. 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

3.9. Whilst the application does not seek approval for the layout or design detail, an Illustrative Masterplan for the EMG2 Main Site is submitted as part of the application for information (Document 2.6). This 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.

3.10. A Design Approach Document (Document 5.3) has also been prepared as part of 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.

- 3.11. One of SEGRO's strategic priorities, as part of its Responsible SEGRO framework, is "Championing Low Carbon Growth". 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.
- 3.12. Buildings will also be designed such that they have the ability for occupiers to be net zero 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.
- 3.13. Part of the EMG2 Main Site is intended to accommodate a new HQ operation for Maersk. This is described in more detail later on in this Chapter.

Strategic Landscaping and Community Park

- 3.14. 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 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 (32 acres)) will remain open and reserved for informal public access, biodiversity enhancements and surface water drainage attenuation.
- 3.15. 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

- 3.16. 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 the submitted Flood Risk Assessment and Drainage Strategy provided as part of the ES. This identifies that in larger storm events the proposals will represent a reduction in runoff, thereby providing a reduction in downstream flood risk.

The Highway Works

3.17. 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 proposed Highways Works are considered to meet the definition of an NSIP in their own right and 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:

- 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 further along the A453 (the EMG2 principal access alternative location);
- J24 Improvements comprising:
 - 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;
 - 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;
 - 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
 - M1 northbound alterations (EMG2 Works No. 8) – providing the new M1 northbound exit and associated gantry/signage improvements on the M1;

- EMG1 Access Improvements (EMG2 Works No. 13) – providing widening at the EMG1 roundabout to increase junction capacity;
- Active Travel works comprising:
 - Active Travel Link (EMG2 Works No. 14) – providing a dedicated cycle track alongside the A453 between EMG1 and the EMG2 Main Site;
 - 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;
- A453/The Green Improvements (EMG2 Works No. 16) – providing minor junction widening to increase junction capacity;
- A453/EMA junction uncontrolled crossing (EMG2 Works No. 15) – providing pedestrian crossing improvements across the A453 to facilitate improved pedestrian access.

3.18. ‘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.

3.19. The EMG2 package of strategic highways improvements form an integral part of an emerging strategic highways solution to existing challenges and problems around junction 24 of the M1. The process to devise and assess a wider package of strategic highways improvements is ongoing, and is the product of collaborative working between the private and public sectors to remove the recognised restricted capacity at junction 24 which would otherwise inhibit proposals to deliver major economic, housing and energy development across the region. SEGRO is working collectively with the promoters of other nearby strategic developments to deliver the East Midlands Growth Point in response to this widely acknowledged constraint. The proposed emerging strategic highways solution is potentially transformative in terms of unlocking housing and employment growth for the East Midlands. In summary, the EMG2 scheme is entirely supportive of, and consistent with the emerging draft proposals but is not reliant upon those coming forward - the draft proposals are shown in Appendix 2.¹ The approach utilises complementary works packages capable of being delivered by individual promoters of nearby development sites. The proposed Highways Works which form part of the EMG2 scheme form one of these complementary packages which alone would mitigate the impact of the EMG2 scheme on the highway network, but when combined with other packages would deliver further benefits to enable and support additional development whilst

¹ Although the plan shows an underbridge within the green package, the EMG package proposes an overbridge which will achieve the same mitigation effect

minimising disruption to future road users.

Rights of Way

3.20. 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 the submitted Sustainable Transport Strategy and shown on the Access and Rights of Way Plan (Document 2.4).

3.21. 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/L46 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 the Public Right of Way (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 (Applied for via the MCO Application)

3.22. The Scheme includes the following elements of works at EMG1:

- 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;

- 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 and implemented at the terminal through subsequent approvals². Therefore approval is sought to install gantry cranes up to 24m which would provide additional operational efficiency to the terminal;
- An expansion of the EMG1 Management Suite to cater for the additional demand on these facilities resulting from the Scheme;
- 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 to enhance its ability to support sustainable travel initiatives; and
- 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.

EMG2 Scheme in Operation

- 3.23. 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.
- 3.24. 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 on the EMG2 Main Site which will all be integrated and managed as a single entity with the existing EMG1 common areas.
- 3.25. 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'.
- 3.26. 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

² Granted under the Town and Country Planning Act (NWLDC App Ref: 18/01527/FULM)

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%.

- 3.27. A central part of the sustainable transport strategy for the EMG2 Main Site will be a Gateway Shuttle Bus service. This will be free 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 EMG2 are provided in the ES.
- 3.28. The Scheme incorporates a new Primary Sub Station within EMG1 and this will facilitate power to the EMG2 Main Site and Plot 16.
- 3.29. Staff at many of the buildings are likely to work in shifts, and the facilities at EMG2 (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.
- 3.30. 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.
- 3.31. 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.
- 3.32. 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.

- 3.33. As previously set out, 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 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.

4. Relevant Legislation and Policy Context

- 4.1. This section provides an overview of the legislative framework and the planning policy context against which the Scheme is to be considered. It first considers the strategic context provided by key themes and objectives of national transport and planning policies. It then summarises the legislative context set by the Planning Act 2008 before discussing the local development plan context. It then further expands on the detail of the main national policy documents including the relevant National Policy Statement National Networks (NPSNN), the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG). This section then looks at other relevant and important national, regional and local policy and strategy documents.

Strategic Policy Context overview

- 4.2. This draft Planning Statement seeks to explain the extent to which the proposals fit with, and are supported by, a national and local planning policies. The assessment and analysis set out in below and in Sections 5 and 6 will be expanded further before finalisation and submission of the final application. Along with other documents which form part of the draft application material, much of the analysis provided relates to a fundamental question for any development proposal of 'why here?', and aids consideration and balancing of the relevant likely impacts and benefits of the proposals.
- 4.3. Later this Section of the Planning Statement provides more detail of the various policy documents of relevance. As a preamble and context to that assessment it is useful to consider the high-level context set for the EMG2 Scheme by a range of relevant national policies and objectives, relating both to planning in general, but also to policies focused on enhancing economic growth and national infrastructure. There are important key themes which directly embed the proposals in national policy and which also underline the consistency and synergy between different sources of national policy.
- 4.4. These themes include the Government's commitment to maximising the role of rail in the UK freight distribution and logistics sector (expressed clearly through the NPSNN). The importance of, and need for, a network of strategic rail freight interchanges is an explicit part of this national policy which not only seeks to help reduce the environmental impact of transport and distribution (relating to emissions and climate change), but also support economic growth and development associated with national and international supply chains and distribution networks. The NPPF also recognises the importance of providing for the operation or expansion of strategic facilities including rail freight interchanges

which make a contribution to the wider economy³.

- 4.5. In addition, the NPPF attaches significant weight to delivering sustainable economic development through planning and development, and the need to take account of local business needs and wider opportunities for economic development. The NPPF is clear on the need to plan for, and respond to, market signals regarding the needs of the economy. This includes explicit recognition of the importance of the 'freight and logistics' sector, ensuring suitable strategic sites and locations are identified through plans, but also that policies are flexible enough to accommodate changing needs or economic circumstances.
- 4.6. Although the Scheme itself does not represent a new nationally significant strategic rail freight interchange, it would directly deliver improvements to the existing EMG1 rail freight interchange and directly enable further use of that interchange through enhancements to the operational efficiency of the terminal as well as through delivery of new strategic distribution warehousing in very close proximity to it. With common ownership, management, and integrated transport connectivity, EMG2 would operate as an extension to EMG1.
- 4.7. As described in Section 2, the application site is in a highly strategic location, at the nexus not only of national rail and road networks, but also of regionally significant operational employment sites, and other consented or planned development sites and opportunities. These include not only EMG1 referred to above, but also East Midlands Airport, and key sites nearby such as the former Ratcliffe on Soar power station site. For these reasons, the broader area in which EMG2 sits has been identified as a major focus for growth locally (for example in the Leicester and Leicestershire Economic Growth Strategy), but also through the national Freeports programme.
- 4.8. The East Midlands Freeport includes the 'East Midlands Airport and Gateway Industrial Cluster' (EMAGIC) which includes the EMG2 Main Site and EMG1 Works as described earlier in this Statement. Uniper's Ratcliffe-on-Soar site is also part of the Freeport along with other strategic sites around the M1/A50 corridor. Given the focus of the Freeport programme on trade and development, and on attracting new employment and investment, the inclusion of the EMG2 site (as well as parts of EMG1) within the Freeport further emphasises their role as effective 'inland ports' which enable and support the strategic environmental and economic objectives described above, and expanded upon in later sections of this Statement.
- 4.9. In summary, in national policy terms there are a range of compelling answers to the question of 'why here?'. An arguably unique set of locational strengths and characteristics mean the proposals would directly support delivery of economic

³ NPPF paragraph 111 (e), and footnote 46.

and environmental objectives. The opportunities for additional economic development in this area is already a feature of local economic strategies, but as set out, the proposals find clear and significant support from the NPS and NPPF, and would directly help deliver the objectives of the national Freeports programme.

Legislative Context – Planning Act 2008

- 4.10. The Planning Act 2008 (PA 2008) establishes the legal framework for applying for, examining, and determining applications for National Significant Infrastructure Projects (NSIPs).
- 4.11. In January 2024, SEGRO made an application to the Secretary of State under s.35 of the PA 2008 for a direction to recognise the EMG2 Main Site development as being a project of national significance for which development consent application should be made. The Secretary of State (SoS) issued a direction dated 21 February 2024 (the 's.35 Direction') confirming that the proposed EMG2 Main Site development by itself is nationally significant because the proposal would:
- *“be likely to have significant economic impact;*
 - *be important in driving growth in the economy;*
 - *have an impact on an area wider than a single local authority area;*
 - *be of a substantial physical size and scale;*
 - *contribute to delivering the outcomes of the Freeport; and*
 - *benefit from the application being determined through a single, unified consenting process provided by the Planning Act 2008 which would remove the need to apply and the uncertainty of applying for separate powers and consents.”*
- 4.12. [The final Planning Statement will expand the assessment in the context of national legislation and policy, including the relevance of, and support provided by, the NPSNN.]

Local Planning Policy Context

- 4.13. The planning authority for the area is North West Leicestershire District Council (NWLDC). The current development plan for NWLDC is the North West Leicestershire Local Plan, which was adopted in 2017, and sets out the strategy for delivering homes, jobs and infrastructure in the district between 2011 and 2031. The Local Plan has been subject to a partial review in order to amend the timescales for a substantive review. The partial review was adopted in March 2021. As referred to below, a further review to replace the Local Plan with an

updated version covering the period to 2040 is under preparation.

- 4.14. Part of the adopted Local Plan's vision, as set out within Paragraph 4.5 of the Local Plan, is to ensure that *"businesses will choose to locate and grow in this area, taking advantage of its excellent location in the centre of the country, close to major road and rail networks and a major international airport. The East Midlands Enterprise Gateway, focussed on East Midlands Airport, Donington Park and **the East Midlands Gateway Rail Freight Interchange, will be recognised as a key destination in its own right**".* [Our emphasis].
- 4.15. Of key importance to the consideration of the Scheme is Local Plan Policy Ec2(2) entitled 'New Employment Sites'. This states that *"Where evidence indicates an immediate need or demand for additional employment land (B1, B2 and B8) in North West Leicestershire that cannot be met from land allocated in this plan, the Council will consider favourably proposals that meet the identified need in appropriate locations subject to the proposal:*
- *Being accessible or will be made accessible by a choice of means of transport, including sustainable transport modes, as a consequence of planning permission being granted for the development; and*
 - *Having good access to the strategic highway network (M1, M42/A42 and A50) and an acceptable impact on the capacity of that network, including any junctions; and*
 - *Not being detrimental to the amenities of any nearby residential properties or the wider environment".*
- 4.16. It is the Applicants view that the Scheme wholly complies Policy Ec2(2), in that there is clear evidential need for additional employment land and that the evidence submitted with the proposal in the form of the ES demonstrates compliance with the 3 criteria required to be met under the policy. A comprehensive review of the Scheme against the this, and other Local Plan policies, is provided by the Policy Compliance Tracker included as Appendix 1 to this Planning Statement.
- 4.17. NWLDC is currently preparing the North West Leicestershire Local Plan which will replace the existing Local Plan and will provide strategic planning direction to 2040. It will set out strategic policies including the level and distribution of housing and employment growth and identify specific sites to meet growth requirements. The Local Plan Review has reached Regulation 18 stage, with a consultation on 'Preferred Options' having been undertaken in Spring 2024. NWLDC is currently working on its evidence base as its moved towards a Regulation 19 draft plan consultation in late 2025.
- 4.18. The Regulation 18 draft plan cross-refers to the Leicester and Leicestershire Strategic Growth Plan (2018) which identifies "major employment opportunities

such as the Airport and East Midlands Gateway” (Reg 18 draft Plan, paragraph 7.6), and also cross refers to the NWLDC Economic Growth Plan (2022-2025) which identifies specific economic sectors and strengths in the local economy, including “logistics and distribution” (Reg 18 draft Plan, paragraph 7.5,). The consultation draft local plan also refers to the East Midlands Freeport announced in 2022, and the East Midlands Airport and Gateway Industrial Cluster (‘EMAGIC’) site which covers parcels of land within the airport boundary, the SEGRO logistics park to the north and undeveloped land - the EMG2 Main Site - to the south of the Airport. These three material considerations within the planning policy and economic development context are also discussed further below.

- 4.19. The emerging draft new Local Plan also confirms the intention to replace and update policy Ec2(2) in the form of draft policy Ec4.
- 4.20. Within the context of these strategic documents, and informed by initial work to identify employment land needs, the draft plan includes the EMG2 Main Site as a potential option to deliver the District’s economic growth – the site is identified in Section 6 of the Regulation 18 Consultation Local Plan document as site ‘EMP90(part)’ with the potential for strategic distribution development. The document identifies a number of criteria and issues (a - h) which will inform any final decision by NWLDC to allocate the site for development.

National Policy Context

- 4.21. The following section begins to identify key, detailed elements of the national policy context for the Scheme. The two main sources of relevant national policy are the National Policy Statement for National Networks (the NPS), and the National Planning Policy Framework (NPPF), both of which are discussed further below. Sections 5 and 6 of this Statement also provide detailed analysis of how the proposals align with these and other relevant policies.

National Policy Statement for (NPS) National Networks (‘the NPS’)

- 4.22. Whilst the Scheme is itself not a Strategic Rail Freight Interchange (SRFI), it includes a material change to an existing SRFI (EMG1) together with the delivery of an intrinsically linked, second phase of this SRFI. The application for a DCO also includes an application for a Highway NSIP to which the NPS applies. The NPS should therefore be given significant weight in the decision making process.
- 4.23. The NPS was updated in March 2024 and sets out the need for, and government’s policies to deliver, development of NSIPs on the national road and rail networks in England. This includes national road, rail and strategic rial freight interchanges.
- 4.24. The NPS notes that national networks provide critical long-distance links

between places, which supports and stimulates economic growth, through improved labour market connectivity and accessibility, providing individuals better access to jobs and education, and businesses better access to skills. Transport infrastructure is identified as a catalyst and key driver of growth that can deliver sustainable growth and support local and regional development plans and the growth aspirations of local authority areas.

- 4.25. The NPS recognises the importance of the logistics industry to the UK economy as it provides warehousing and distribution networks for UK manufacturers, importers and retailers. It is currently still predominantly a road based industry but rail is becoming increasingly important and the Government is committed to supporting the ongoing growth of rail freight due to the environmental and economic benefits of the sector. The NPS seeks to support the continued modal shift towards rail and a network of SRFIs is seen as the key element in aiding the transfer of freight from road to rail, particularly when supported by intermodal Rail Freight Interchanges.
- 4.26. The NPS stresses that recently consented SRFIs are “expected to create thousands of jobs on site, with additional roles created in the wider economy through indirect and supply chain links at a range of skills levels”. **Expansion at existing SRFI sites is also expected to create numerous new roles, supporting local economies and levelling up.** (NPS, paragraph 3.90 – our emphasis). This is directly relevant given the integration of the proposals with the existing, successful and now fully occupied EMG1 SRFI.
- 4.27. It is the Applicants view that the Scheme is wholly supported by the NPS and it should carry significant weight in favour of the proposals. A detailed review of the Scheme against the NPS is provided by the Policy Compliance Tracker included as Appendix 1 to this Planning Statement [compliance tracker will be updated in a later version].

National Planning Policy Framework (NPPF) 2024

- 4.28. The NPPF contains policies that are considered important and relevant for the purposes of the Secretary of State’s decision-making. The NPPF also provides relevant context for certain individual assessment topics.
- 4.29. The latest NPPF was published in December 2024. Paragraph 5 notes that although it does not contain specific policies for NSIPs, the NPPF may be one of the relevant considerations against which NSIPs are determined.
- 4.30. Chapter 2 of the NPPF sets out that a presumption in favour of sustainable development lies at the heart of the Framework and that achieving sustainable development means that the planning system has three overarching objectives, economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways.

- 4.31. As set out at Para 11, for decision-taking, the presumption in favour of sustainable development means approving development proposals that accord with an up-to-date development plan without delay or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
- The application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.
- 4.32. The NPPF makes clear that local planning authorities should approach decisions on proposed development in a positive and creative way and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.
- 4.33. With regard to employment, the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 85 states that **significant weight** should be placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 4.34. Paragraph 87 is clear that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for:
- *“clusters or networks of knowledge and data-driven, creative or high technology industries”;*
 - *“storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation; and*
 - *“the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience”.*
- 4.35. It is the Applicants view that the Scheme is wholly supported by the NPPF and it should carry significant weight in favour of the proposals. A detailed review of the Scheme against the NPPF will be provided in Section 6, and in the Policy Compliance Tracker included as Appendix 1 to this Planning Statement

National Planning Practice Guidance (NPPG)

- 4.36. The NPPF is supplemented by the Government's Planning Practice Guidance (PPG).
- 4.37. Paragraph 031 (Reference ID: 2a-031-20190722) states that the logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land).
- 4.38. Paragraph 032 (Reference ID: 2a-032-20190722) explains that when assessing what land and policy support may be needed for different employment uses, it will be important to understand whether there are specific requirements in the local market which affect the types of land or premises needed. Clustering of certain industries (such as some high tech, engineering, digital, creative and logistics activities) can play an important role in supporting collaboration, innovation, productivity, and sustainability, as well as in driving the economic prospects of the areas in which they locate. Strategic policy-making authorities will need to develop a clear understanding of such needs and how they might be addressed taking account of relevant evidence and policy within Local Industrial Strategies.
- 4.39. It is the Applicants view that the Scheme is wholly supported by the PPG and it should carry significant weight in favour of the proposals. A full review of the Scheme against the PPG is provided by the Policy Compliance Tracker included as Appendix 1 to this Planning Statement.

Other Considerations

- 4.40. The importance of logistics to the regional economy has been recognised by various regional economic strategies including the Midland Engine Strategy (March 2017), the Leicester and Leicestershire Strategic Growth Plan (September 2018) and the Leicester and Leicestershire Economic Growth Strategy (November 2021). Land in and around East Midlands Airport (EMA) and EMG1 has also been specifically identified as a strategic growth location by these strategies as further outlined below.

Midland Engine Strategy

- 4.41. The Midlands Engine Strategy, which was published by Government in March 2017, sets out a collective ambition for economic growth and prosperity. It aligns with the national industrial strategy and highlights how the region can build upon existing business sectors and areas of opportunity.

- 4.42. The Midlands Engine Strategy specifically recognises the growth potential of major employment areas such as East Midlands Airport and East Midlands Gateway (EMG1).

Leicester and Leicestershire Strategic Growth Plan

- 4.43. The Strategic Growth Plan (SGP), a non-statutory plan which was published in 2018, sets out the long-term vision for growth in the wider Leicestershire area. It was prepared by ten partnership organisations, including the Leicestershire Local Enterprise Partnership (LLEP), Leicestershire County Council (LCC) and North West Leicestershire District Council (NWLDC).
- 4.44. The SGP recognises Leicestershire's locational advantages, specifically in relation to its connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services. It identifies broad strategic locations where it is believed that economic growth should take place. The 'Leicestershire International Gateway', which is focussed in and around East Midlands Airport and East Midlands Gateway (EMG1), is identified as a key and important strategic growth location.

Leicester and Leicestershire Economic Growth Strategy

- 4.45. The Leicester and Leicestershire Economic Growth Strategy (EGS), published in November 2021, was prepared by the Leicester and Leicestershire Enterprise Partnership (LLEP) and sets out the economic growth strategy for the region over the period 2021-2030. This economic strategy incorporates previous and current research, strategies and action plans, and stakeholder aspirations and concerns. It also builds on the recommendations and priorities of the Leicester and Leicestershire Strategic Growth Plan.
- 4.46. The EGS states that Leicester and Leicestershire is the UK's central logistics hub, having gained significant jobs and investment due to the area's strategic location. It considers that the East Midlands Freeport and the continued development and build-up of world-class technology and business parks in that area, create the conditions for further growth. It specifically recognises the potential job creation and economic benefits of the Freeport including the benefits offered by the existing rail facility at East Midlands Gateway (EMG1), and existing and proposed railheads at Ratcliffe and East Midlands Intermodal Park.

Freeport Designation

- 4.47. In March 2022, the Government announced the designation of Freeport status to a designated area in, and linked to, East Midlands Airport. East Midlands Freeport is the only inland Freeport in England and will create a globally connected, world-leading advanced manufacturing and logistics hub at the heart of the UK.

- 4.48. The spatial extent of the East Midlands Freeport covers three complementary locations, the East Midlands Airport and Gateway Industrial Cluster (EMAGIC), Uniper's Ratcliffe-on-Soar site, and the East Midlands Intermodal Park (EMIP). The EMG Main Site and the EMG1 Works both fall within the EMAGIC area, and accordingly form part of the Freeport designation.
- 4.49. Freeports are special areas within the UK's borders where different economic regulations apply. Freeports in England are centred around one or more air, rail, or seaport, but can extend up to 45km beyond the port. With Freeport status comes a comprehensive package of measures, comprising tax reliefs, customs, business rates retention, planning, regeneration, innovation and trade and investment support and incentives.
- 4.50. The East Midlands Freeport offers unique opportunities for new high-value, low carbon investment. With Net Zero, skills and innovation at its core, the Freeport is forecast to create thousands of new jobs in the region over the next 30 years and deliver £8.4 billion net additional gross added value to the UK economy.

Policy Conclusions

- 4.51. From the review above the key policy issues of relevance to the application can be summarised as follows:
- Strong national support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth;
 - National support for the provision of a network of SRFIs, particularly when supported by intermodal Rail Freight Interchanges, to aid the transfer of freight from road to rail;
 - Strong regional support for additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services;
 - Regional and local policy recognises that land in and around the East Midlands Airport and EMG1 is recognised as a strategic location suitable for further employment growth, which is further strengthened by the area's designation as part of the East Midlands Freeport;
 - Local policy support for economic growth and productivity and employment sites to come forward, without allocation, where an immediate need or demand is demonstrated.

5. Principle of Development

- 5.1. This section is under development whilst the full project assessment work is still underway. This section will set out the conclusions of the assessment of the proposals against the Development Plan, comprising the North West Leicestershire Local Plan (adopted 2021), and other material considerations. The key other material policy considerations in this case are the NPPF (2024), and the NN NPS (2024). Further material considerations include the designation of the East Midlands Freeport, regional growth strategies and the Reg 18 Local Plan.

6. Technical Assessment

Environmental impacts

- 6.1. This section is under development whilst the full project assessment work is still underway. The applications are supported by an Environmental Statement (ES) which looks in detail at the likely key environmental impacts including socio-economic, transport, noise and vibration, air quality, ecology and biodiversity, landscape and visual, lighting, heritage, flood risk and drainage, ground conditions, agriculture and soils, utilities, population and human health, materials and waste, energy and climate change, and major accidents and disasters.
- 6.2. Once the assessment outcomes are available in full, a summary of the technical assessments will be provided below.

7. Summary and Planning Balance Conclusions

- 7.1. This Statement accompanies applications for a Development Consent Order under Section 37 of the Planning Act 2008 for a second phase of SEGRO's East Midlands Gateway Logistics Park (EMG), in addition to a material change application (MCO) to the existing EMG1 Logistics Park DCO.
- 7.2. The Scheme is located within 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 the existing East Midlands Gateway Logistics Park to accommodate the EMG1 Works.
- 7.3. The Scheme comprises of the following components:
- EMG2 Main Site – A new multi-unit logistics/industrial development located south of East Midlands Airport and the A453, and west of the M1 motorway. 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;
 - 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. These works represent an NSIP in their own right; 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.
- 7.4. A review of the relevant legislative and policy context has identified the following key considerations:
- Strong national support for the logistics industry which plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities and economic growth;
 - National support for improvement to the 'national networks' of road and rail, including the provision of a network of SRFIs, particularly when supported by intermodal Rail Freight Interchanges, to aid the transfer of freight from road to rail. The proposed significant enhancements to the strategic road network are also consistent with this element of national policy;

- Regional support for additional logistics growth within Leicestershire in light of the area's locational advantages, specifically its excellent connectivity given the area is at the heart of the UK, with nationally significant road, rail and air services;
- At a regional and local level, land in and around the East Midlands Airport and EMG1 is recognised as a strategic location suitable for further employment growth, which is further strengthened by the area's designation as part of the East Midlands Freeport;
- Local policy support for economic growth and productivity and employment sites to come forward, without allocation, where an immediate need or demand is demonstrated.

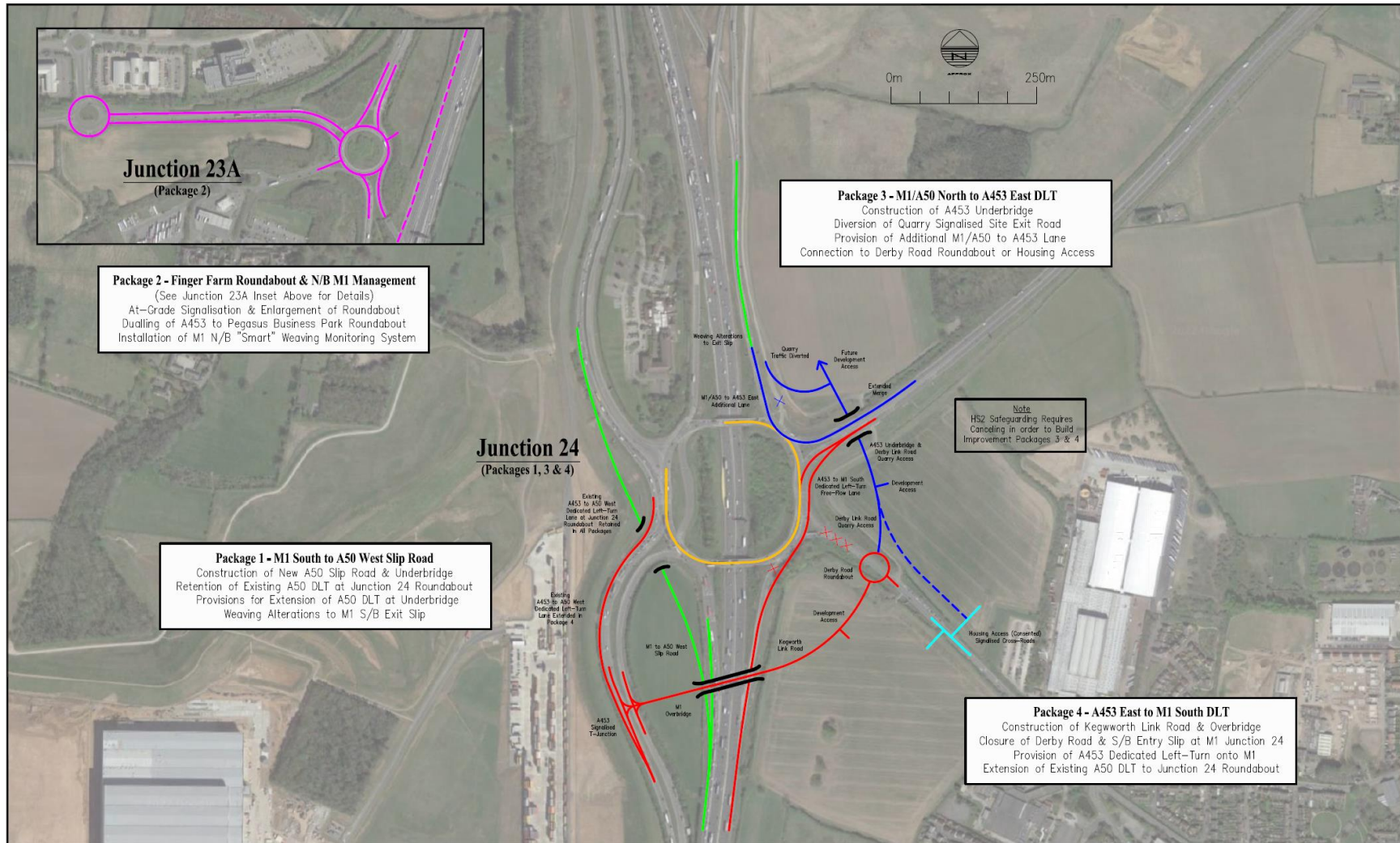
7.5. [This section remains under development and will be reviewed once all the assessment work has been substantially completed.]

Appendix 1 - Policy Compliance Tracker

[to form part of the final Planning Statement]

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Appendix 2 – emerging (draft) strategic highways solution at Junction 24



Key

- Proposed Package 1 Improvement Scheme
- Proposed Package 2 Improvement Scheme
- Proposed Package 3 Improvement Scheme
- Proposed Package 4 Improvement Scheme
- Site Access Works (Consented Housing Development)
- Rationalisation Works to M1 Junction 24 Roundabout
- XXX Existing Road Closed within Each Respective Phase