

APPLICATION ON BEHALF of SEGRO

For a direction from the Secretary of State
under S.35 (1) of the Planning Act 2008 relating to East
Midlands Freeport - East Midlands Gateway Phase 2

APPLICATION FOR A DIRECTION UNDER S.35 PLANNING ACT 2008 – EAST MIDLANDS GATEWAY PHASE 2

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1. INTRODUCTION

- 1.1 This is an application on behalf of SEGRO Properties Ltd (SEGRO) for a direction under s.35 of the Planning Act 2008 in respect of proposals for a commercial/business development on land to the south of East Midlands Airport and south-east of M1 Junction 23A as identified indicatively on the plan at Appendix 1.
- 1.2 The land concerned is a second phase of East Midlands Gateway, which is a nationally significant infrastructure development (rail freight terminal and warehousing) which was authorised by a Development Consent Order (DCO) in 2016. Phase 1 is under construction and in operation on land to the north of East Midlands Airport (EMG1).¹
- 1.3 The site concerned lies to the south of East Midlands Airport. It is one of the sites designated as part of the East Midlands Freeport and is the majority of the land still to be developed within the East Midlands Airport and Gateway Industrial Cluster² (EMAGIC). The East Midlands Freeport was designated in 2022 and those parts of the Freeport within EMG1 are already occupied and benefitting from Freeport status.
- 1.4 SEGRO is seeking to bring forward the Freeport site as the next phase of East Midlands Gateway and wish to ensure as fast a track as possible to the delivery of the site. This is in line with the recent Government emphasis on speeding up delivery of the Freeport sites set out in the Freeports Delivery Roadmap published on 19 December 2023.
- 1.5 In the Ministerial Foreword to the Roadmap the Secretary of State for Levelling Up, Housing and Communities stated that the Roadmap: *“.. is a comprehensive set of measures that government will implement to accelerate Freeport delivery and maximise its benefits for all: we are doubling down on our efforts to promote Freeports to investors; we are making sure those investors have as smooth a journey through the planning system as possible.”*
- 1.6 SEGRO wishes to play its part in realising the benefit of its Freeport sites as soon as possible and believes that key to this will be utilising the consenting process in the Planning Act 2008.
- 1.7 This document explains how the proposed development meets the criteria in s.35 of the Planning Act 2008 and the related guidance and sets out the basis for the request that a s.35 direction be issued so that the proposed development is treated as development for which a development consent order is required.
- 1.8 The document is structured as follows:

¹ The East Midlands Gateway Rail Freight Interchange and Highway Order 2016 SI No. 17

² For Freeport sites within EMAGIC see plan in Appendix 2.

Section 2:	Identification of relevant legal and policy considerations
Section 3:	The National/Regional Economic Imperative and Freeport Context
Section 4:	The Proposed Development
Section 5:	Review of relevant considerations arising from application of the 2013 Policy Statement
Section 6:	Conclusions

2. IDENTIFICATION OF RELEVANT LEGAL AND POLICY CONSIDERATIONS

Sections 35 and 35ZA

- 2.1 Under s.35 of the Planning Act 2008, the Secretary of State has the power to direct that a proposed commercial or business project of a prescribed description be treated as development for which development consent is required³.
- 2.2 An application can only be made in response to a “qualifying request” made by, inter alia, a “*person who proposes to carry out any of the development to which the request relates*”.⁴
- 2.3 This application is submitted by SEGRO who intend to carry out the proposed development.
- 2.4 In order to be a “qualifying request” the request must be in writing, must specify the development to which it relates and must explain why the conditions in section 35(2)(a) and (b) of the Planning Act 2008 are met in the relation to the development.⁵
- 2.5 This document constitutes the qualifying request. It specifies the development to which it relates in Section 2 and, in respect of section 35 (2) (a) it explains in the paragraphs below that the proposed development is “*a business or commercial project of a prescribed description*”. In respect of (2)(b) it is confirmed that the proposed development is in England.
- 2.6 S.35 also requires that the Secretary of State conclude that the project is of national significance either by itself or when considered with one or more business and commercial projects. This is considered in Section 5 of this document by reference to the matters identified in the relevant policy statement.

³ S.35 (1) and (2)

⁴ S.35ZA (2)

⁵ S.35ZA (11)

2013 Regulations

- 2.7 The Infrastructure Planning (Business or Commercial Projects) Regulations 2013 set out the prescribed description for the purpose of the application of S.35(2)(a)(ii).
- 2.8 The relevant part of the regulations state that a project is a prescribed project if it consists “*wholly or mainly of the construction of buildings or facilities for use for the purposes of one or more of the matters in the Schedule to these Regulations*”.⁶
- 2.9 The proposed development will be constructed and used wholly or mainly for the purposes of storage and distribution of goods, industrial processes and offices, all of which are included in the Schedule to the Regulations.

DCLG Policy Statement 2013

- 2.10 The 2013 policy statement was produced at the same time as the draft regulations but is understood to be still considered relevant.
- 2.11 The guidance sets out matters which are to be considered relevant to the judgement as to whether or not the project is of national significance. These are:
- *whether a project is likely to have a significant economic impact, or is important for driving growth in the economy;*
 - *whether a project has an impact across an area wider than a single local authority area;*
 - *whether a project is of a substantial physical size – further details are set out below; or*
 - *whether a project is important to the delivery of a nationally significant infrastructure project or other significant development.*
- 2.12 The text referred to in the third bullet point states that projects should be of a substantial size with an example given in respect of construction projects of a minimum of gross internal floorspace of 40,000m².
- 2.13 These matters are considered in Section 5 of this document.
- 2.14 The Policy Statement goes on to say the Secretary of State will also consider:
- *whether a project is likely to require multiple consents or authorisations, and which, in consequence, would benefit from the single authorisation process offered by the nationally significant infrastructure regime;*

⁶ Reg 2(a)

- *whether the project is related to a nationally significant infrastructure project being brought forward at the same time and therefore would benefit from the scheme being considered as a single application through the 2008 Act regime*

2.15 These matters are also considered in Section 5.

3. THE NATIONAL/REGIONAL ECONOMIC IMPERATIVE AND FREEPORT CONTEXT

3.1 On 1st March 2022, the Government announced the designation of Freeport status to the areas around, 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. The spatial extent of the East Midlands Freeport covers three complementary locations, East Midlands Airport and Gateway Industrial Cluster (EMAGIC), Uniper’s Ratcliffe-on-Soar site, and the East Midlands Intermodal Park (EMIP). The EMG2 site falls within the EMAGIC area, which can be seen on the plan in Appendix 2.

3.2 Freeport designations are economic designations for special areas within the UK where different economic regulations apply. Freeports in England are centred around one or more air, rail, or seaport and are aimed at leveraging the UK’s world-class port infrastructure and a special customs procedure to attract trade-orientated investments. The EMAGIC freeport sites have the benefit of accessibility from road, rail and air.

3.3 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. The Government’s Freeport programme aims to play a role in the UK’s post-Covid economic recovery and contribute to realising the levelling up agenda. At a Freeport, imports can enter with simplified customs documentation and without paying tariffs. Businesses operating inside designated areas in and around the port can manufacture goods using the imports and add value before exporting again without ever facing the full tariffs or procedures. Freeports are similar to enterprise zones, but are designed to specifically encourage businesses that import, process and then re-export goods.

3.4 The East Midlands Freeport is forecast to create 60,000 jobs in the region over the next 30 years and deliver £8.4 billion net additional gross added value to the UK economy⁷.

3.5 In the Autumn Statement 2023, the Chancellor announced four new ‘Investment Zones’ in England, one of which will be in the East Midlands. This further demonstrates the Government’s commitment to, and acknowledgment of, the strategic importance of the East Midlands to the UK’s economic growth strategy. Whilst the boundaries of the East

⁷ Department for Levelling Up, Housing and Communities (2021). Freeport Detailed Guide. Available at <https://www.gov.uk/guidance/freeports>

Midlands investment zone have not yet been confirmed, it is clear that it will at least in part overlap with the East Midlands Freeport designated area. The Investment Zones are aimed at being highly complementary to the UK Freeport programme and where there is already a Freeport linked to an Investment Zone it is envisaged it will offer accelerated and expanded cluster development.

- 3.6 The Freeport designation reflects the importance of the East Midlands to the UK economy and follows through from the Midlands Engine Strategy published in 2017. That Strategy recognised the strategic importance of the area and indeed specifically acknowledged the importance of East Midlands Airport to the UK economy as the UK's second largest freight handling airport. The Strategy sets out a collective ambition for economic growth to enable the region to capitalise on its locational advantage, and to make it a powerful engine for national growth. It noted that the Midlands Engine is the largest regional economy in the UK outside London and covers an area which homes 11 million people. The Strategy aligns with the National Industrial Strategy, highlighting how the region can build upon existing business sectors and areas of opportunity. It highlights that some 92% of the UK population can be reached from the Midlands within 4 hours, including 10 million people residing in the Midlands itself⁸. The area, and especially the area covering Leicestershire, Nottinghamshire, South Derbyshire and to Birmingham, is considered the 'Golden Triangle' for logistics operators given its highly sustainable and well-connected location.
- 3.7 To support regional growth, the East Midlands Development Company (EM DevCo) has been established. Supported by the Midlands Engine, it is focused on driving forward the transformation of four sites, one of which is the East Midlands Airport Area. The EM DevCo recognises East Midlands Airport as a nationally important asset for freight and logistics, noting it is Britain's busiest dedicated air-freight hub. It handles 1,000 tonnes a day and facilitates approximately £40bn of trade to and from the UK and £11bn of non-EU imports and exports each year. It has already witnessed significant growth with DHL Express and UPS investing, between them, over £200m in recent years⁹. The airport provides a stimulus for wider regional growth and a key example of this is EMG1 with occupiers such as Amazon and Kuehne and Nagel using both the rail freight facility at EMG 1 and air freight from the airport.
- 3.8 The rail terminal at EMG1 has itself also proved very successful in proving a focus for the growth of the use of rail freight. All occupiers of the warehousing on EMG1 utilise the rail terminal. The rail freight interchange provides a central distribution hub with connectivity to destinations across the national rail network including to other Freeports, such as Thames Freeport, Solent Freeport, Liverpool Freeport and Freeport East.

⁸ UKTI (2016). Midlands Engine Regeneration Opportunities Pitchbook- pg. 4

⁹ East Midlands Development Company. Growth Centre – East Midlands Airport Area. Available at: <https://www.emdevco.co.uk/east-midlands-airport-area/>

- 3.9 In more local policy terms, the Leicester and Leicestershire Strategic Growth Plan (2018) (SGP) recognises Leicestershire’s national locational advantages, specifically in relation to its connectivity. It identifies broad strategic locations where economic growth should take place, with one such key location being at ‘Leicestershire International Gateway’, which is focussed in and around East Midlands Airport and EMG1.
- 3.10 Empirical evidence relating to the need for industrial and logistics land and facilities to support the ambitions and plans for growth in this area is contained in a recent evidence base report commissioned by the Leicestershire Planning Authorities in conjunction with the Leicester and Leicestershire Local Enterprise Partnership entitled ‘Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change’ (GL Hearn 2021)¹⁰.
- 3.11 This evidence base study focusses on the planning of large-scale logistics warehouse facilities and seeks to estimate the demand for such across the Functional Economic Market Area (the FEMA) over a 21-year period from 2020 – 2041. It concludes that there is demonstrable and immediate need for additional logistics space across the FEMA totalling some 861 hectares for the 21-year period. Although it does not apportion this figure between the local authorities, it identifies several broad Key Areas of Opportunity. Of particular note is that most of these Key Areas identified all converge and overlap at and around East Midlands Airport where the EMG2 site is located. This is shown on the plan in Appendix 3.
- 3.12 As a result of the 2021 GL Hearn evidence case report, the emerging Development Plan for the area (The North West Leicestershire Local Plan review) has fully acknowledged the need for additional strategic logistics sites in this area and is shortly to commence a public consultation on the best locations for this to be located. One of the locations included in the proposed consultation is the Freeport land south of East Midlands Airport at EMG2. This demonstrates a recognition by the Local Planning Authority of the potential suitability of the site for the proposed use. However, the Local Plan Review is still at an early stage and the plan is not due to be adopted until the end of 2026 at the very earliest.
- 3.13 SEGRO has nevertheless fully engaged with the Local Plan review process and as part of this SEGRO jointly-commissioned a report on the future Industrial and Logistics Demand to assist the Council and supplement the GL Hearn study. This report, prepared by Savills, was submitted as part of SEGRO’s representations to the earlier ‘Issues and Options’ consultation stage of the plan which was held in January 2022.
- 3.14 The Savills report again demonstrates that there is significant market demand for new industrial and distribution buildings in this locality. The demand was fuelled even

¹⁰ GL Hearn (2021) Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change

further by the pandemic and Brexit as a result of which the market had been growing strongly with demand outstripping supply. The acceleration of a number of growth drivers such as online shopping and the desire for quick deliveries and companies considering bringing part of their operations back to the UK to guard against future supply chain shocks, has resulted in a significant demand for employment space. Demand in the East Midlands in particular was 113% above the long-term average in 2021, the highest on record, with vacancy at an historical low of 1.69% (the lowest rate nationally). Take-up in the East Midlands is driven by the North West Leicestershire area and its wider FEMA clearly cementing it as one of the most important industrial and logistics markets in the Country.

3.15 The above section demonstrates that the Freeport status, other supportive national and regional initiatives, existing successful development and the evidence of need all support the contention that the Freeport site would realise national, regional and local benefits and should be delivered as soon as possible.

3.16 More detail is contained in the following sections.

4. THE PROPOSED DEVELOPMENT

4.1 This section explains the details of the proposal, the synergy with EMG1 and details of the applicant, SEGRO.

The Proposals

4.2 SEGRO proposes to build upon the success of its flagship EMG1 by bringing forward the Freeport land lying to the south of East Midlands Airport which is the majority of the land remaining undeveloped in the UK's only inland Freeport. The proposal is for a logistics and manufacturing hub including a very substantial carbon neutral campus/headquarters required by Maersk.

4.3 The core site extends to some 100 ha (250 acres) (gross) and can be seen, along with its context and the proposals, in the document describing the proposed development contained at Appendix 4.

4.4 Phase 2 of East Midlands Gateway (EMG2) will take advantage of a combination of factors which together represent a unique opportunity for a development to provide a very significant contribution to the local, regional and national economy. These factors being:

- the designation of the site as a Freeport with the attendant benefits of the Freeport status to the development and the region;
- the proximity to East Midlands Airport being the second largest freight airport in the country;

- the proximity to EMG1 and its intermodal rail freight terminal;
- the synergy with the social and physical infrastructure of EMG 1;
- the provision of development within a strategic growth area – Leicestershire International Gateway which is focussed on East Midlands Airport and EMG1 and the wider areas around J23a, 24 and 24a of the M1 motorway;
- the proximity of the site to the East Midland Investment Zone and the potential for cumulative economic benefits;
- the involvement of a leading and experienced owner, funder, manager and developer of modern logistics and industrial parks;
- SEGRO’s commitment to deliver development which is Net Zero in construction, and
- the potential for occupiers to deliver Net Zero facilities in operation.

4.5 Overall, the proposal would deliver in the region of 279,000 sq.m (3m sq.ft) of floorspace for logistics and industrial uses.

4.6 The development would be anchored by a new centralised UK operation for Maersk, one of the world’s largest integrated shipping and logistics companies, which would broadly make up a third of the total EMG2 site.

4.7 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 and is in the process of delivering a bespoke rail-freight container handling facility on land adjacent to the rail freight terminal operated by Maritime Transport. The proposed campus at EMG2 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. This strategic project requires a high quality, comprehensively master planned environment, of a calibre and scale commensurate with what has been delivered by SEGRO at EMG1.

4.8 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 (adjacent to the Maritime Transport Rail Terminal) to run 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 to be undertaken by electric HGV along with subsequent final mile deliveries.

- 4.9 Across the wider development, SEGRO is committed to delivering EMG2 as net zero in construction, and with the ability for occupiers to run net zero in operation, 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 ‘Excellent’ as part of SEGRO base build specification.
- 4.10 The proposed development will be set within a high quality and attractive landscape setting and includes a 28 ha (70 acre) landscaped community park to its western side which will be readily accessible for the local community. A schematic plan and illustrative layout are contained in the document in Appendix 4 to this document.
- 4.11 A key component of the proposals will be a Sustainable Transport Strategy that will mirror the highly successful transport strategy that has been delivered on EMG1. This is recognised nationally as an exemplar scheme which has far exceeded all targets and is currently achieving single use employee car patronage to EMG1 as low as 51%.
- 4.12 A central part of the strategy will be a Gateway Shuttle Bus service. This is a free service for all site employees, and provides a highly sustainable and affordable alternative to single occupancy car travel. It operates by providing a ‘last mile’ service for employees which links 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 far exceeded expectations, with some 4,800 trips per week achieved in 2023. The shuttle service will be co-ordinated through a dedicated Transport Working Group set up as part of EMG1 which 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 emerging Sustainable Transport Strategy for EMG2 are provided in Appendix 5.
- 4.13 In light of the success of EMG1 and ongoing clear demand for further space, SEGRO has sought to acquire the necessary interests to secure the site for some time. It has been successful in securing a legal interest in a significant part of the site, but not all, despite extensive efforts.

Synergy with EMG 1

- 4.14 EMG1 was authorised by a Development Consent Order in 2016 and over the last 5 years has provided over 457,000sq.m (4.92 million sq.ft) of strategic logistics floorspace and a rail terminal operated by Maritime Transport. The site is now providing some 6,500 on site jobs and this is expected to rise to 7,000-7,500 once the most recent occupiers, Maersk and CEVA, become fully operational in 2024.

- 4.15 The locational advantages of this area are clear from the unrivalled success of EMG1. This project originally had an expected build out timeline of 10 years, but in reality after just over 5 years there is now no land remaining which is capable of accommodating a unit in excess of 9,000 sq.m (100,000 sq.ft). Take up at the scheme has been far quicker than envisaged and has averaged approximately 139,355 sq.m (1.5 million sq.ft) per annum since serviced plots became available, with every occupier reportedly utilising the rail freight terminal (as of June 2022) and some also the air freight facility at East Midlands Airport.
- 4.16 In 2022 SEGRO, on behalf of the rail operator Maritime Transport, commenced a £22.3m expansion of the rail terminal ahead of market demand. This includes the construction of two 775m rail tracks, additional container storage and HGV parking and the creation of a divisional head office and training facility. Maritime is also, in partnership with SEGRO, currently seeking Seed Capital for the power upgrade necessary to invest in eHGV and Chargers to enable the “final mile” journeys to be undertaken by electric HGV.
- 4.17 EMG2 occupiers will be able to access the rail freight terminal on EMG1 building on the success of, and helping to support, this existing Nationally Significant Infrastructure Project. This would help achieve the Government’s target of achieving net zero greenhouse gas emissions by 2050, by reducing HGV traffic generation and increasing the volume of freight traffic travelling by rail.
- 4.18 EMG2 will share common social and physical infrastructure with EMG1. Both sites will benefit from, or be served by, a new upgraded substation on EMG1 taking supply from 28MW to 50 MW and also pedestrian and public transport links.
- 4.19 As referenced previously, the other key relationship between EMG1 and the proposed EMG2 development will be the expansion of the EMG Sustainable Travel Strategy. The proposed bus interchange at EMG2 will mirror, and act as the further hub for, the existing EMG1 shuttle services, connecting employees arriving at the EMG1 or EMG2 bus interchanges with local bus routes and the internal bus stops within the sites. Given the significant and anticipated blending of operations between the two sites, not least as set out in respect of Maersk, the service will provide a direct and highly sustainable link between EMG1 and EMG2.

SEGRO

- 4.20 SEGRO is a UK Real Estate Investment Trust (REIT), listed on the London Stock Exchange and Euronext Paris, and is a leading owner, manager and developer of modern warehouses and industrial property. It owns or manages 10.3 million square metres of space (110 million square feet) valued at £21.0 billion serving customers from a wide range of industry sectors. Its properties are located in and around major cities and at key transportation hubs in the UK and in seven other European countries.

- 4.21 For over 100 years SEGRO has been creating the space that enables extraordinary things to happen. From modern big box warehouses, used primarily for regional, national and international distribution hubs, to urban warehousing and manufacturing facilities located close to major population centres and business districts, it provides high-quality assets that allow its customers to thrive.
- 4.22 A commitment to be a force for societal and environmental good is integral to SEGRO's purpose and strategy. Its Responsible SEGRO framework focuses on three long-term priorities where the company believes it can make the greatest impact: Championing Low-Carbon Growth, Investing in Local Communities and Environments and Nurturing Talent.
- 4.23 In addition to the very successful development of EMG1, SEGRO has a history of working on other large schemes. Amongst those is:
- Northampton Gateway: SEGRO commenced construction of its Northampton Gateway scheme in 2020. The project will deliver 5m sq.ft. of logistics and warehousing and a new strategic rail freight interchange which was also approved via DCO¹¹. It is anticipated that the first units will be occupied from early 2025;
 - Coventry Gateway: A significant warehousing and industrial development south of Coventry with planning approval for 3.7m sq.ft. This is currently being delivered on site with the first 2 units occupied in 2023 by DHL and DP World and a second phase available for occupation during 2024;
 - Smartparc SEGRO Derby: Comprising 2m sq.ft of manufacturing and distribution specifically designed for food manufacturing and associated services with a central energy centre and private electric network. A 435,000sq.ft unit has been delivered for Hello Fresh and a further agreement has just been signed for a significant building for a food manufacturing company;
 - Rugby Gateway: A 1.2m sq.ft logistics park, completed in 2017 at Junction 1 of the M6. It is currently fully let to DHL, Amazon, H&M and Evri.
- 4.24 In May 2023, SEGRO was announced as the strategic partner of the neighbouring West Midlands Combined Authority (WMCA), with a commitment to invest £2 billion over the coming decade to deliver next generation, net zero warehouse facilities in the West Midlands.
- 4.25 As a strategic partner, SEGRO aims to deliver 13.5 million sq.ft of sustainable warehouse space across the West Midlands by the end of 2033, focussed on tech-enabled logistics facilities as well as purpose built space for research and development and light manufacturing.

¹¹ The Northampton Gateway Rail Freight Interchange Order 2019

4.26 The development programme is expected to create up to 14,000 jobs covering a wide range of employment types and industry sectors and will contribute significantly to economic growth and levelling up the region, which are two core aims of the WMCA.

5. REVIEW OF RELEVANT CONSIDERATIONS ARISING FROM APPLICATION OF THE 2013 POLICY STATEMENT

5.1 The matters identified as relevant in the DCLG Policy Statement are considered below in light of the information supplied above:

“whether a project is likely to have a significant economic impact, or is important for driving growth in the economy;”

5.2 The project will make a major contribution to delivering the outcomes of the East Midlands Freeport. It will contribute to the objectives of the Midlands Engine and will be a significant component of the Leicestershire International Gateway. An e mail letter from Midlands Engine emphasises the importance attached to this location and this site. That letter is contained in Appendix 6. It also supports the request for the development to be dealt with through the DCO process.

5.3 The proposed development will provide significant economic benefits to the local and wider economy at both the construction and operational stages. From the Freeport status alone, there will be retained business rates of £298 million.

5.4 At construction stage the project represents a total construction spend in the order of £310 million. This, when combined with the multiplier effects of construction spending across the economy represents a total economic output of the construction stage alone of over £900 million¹².

5.5 Once fully operational it is estimated that EMG2 would contribute £250 million of GVA annually, delivering at least 4,000 direct jobs on-site, and potentially 5,500 jobs indirectly through supply chains across the region.¹³ The plan at Appendix 7 shows the location of the homes of employees attending EMG1 and demonstrates the regional impact of those jobs.

5.6 The latest employment figures in respect of EMG1 demonstrate that it is now providing some 6,500 on site jobs and this is expected to rise to 7,000-7,500 once the most recent occupiers Maersk and CEVA become fully operational in 2024. Therefore, when EMG2 is combined with the EMG1 jobs the combined entity on full occupation will support some 11,000+ direct jobs.

¹² Source - CBI (2020) – ‘Fine Margins: Delivering financial sustainability in UK construction’

¹³ Source – ONS data and HCA Additionality Guide 4th Edition 2014

- 5.7 Furthermore, taking East Midlands Airport into account, whose growth and development has generated some 10,000 jobs, the importance of the area becomes clearly apparent in supporting over 20,000 jobs in this immediate area, creating and representing a nationally significant employment hub.
- 5.8 In summary and as evidenced above, the proposal is located in a nationally important economic growth hub where there is a clear and evidenced need for strategic warehousing development. Further development here as proposed will continue to bolster the national drive for economic growth focussed around the multimodal hub at this Freeport.

“whether a project has an impact across an area wider than a single local authority area”

- 5.9 The site is located at the intersection of several local authorities. Being at the northern end of North West Leicestershire, it is close to the boundaries of South Derbyshire, Erewash, Broxtowe, Rushcliffe and Charnwood. From employment data obtained on EMG1, it is also known that the site will have reach to the cities of Derby, Nottingham and Leicester. See the plan in Appendix 7 previously referred to.
- 5.10 This geographical location, along with the site’s excellent proximity to the M1, A42/M42 and A50 corridors, and to the airport, means it has an extremely broad regional reach across the counties of Leicestershire, Nottinghamshire and Derbyshire, and as far as Warwickshire and Staffordshire.

“whether a project is of a substantial physical size”

- 5.11 The core area of the proposed development site extends to approximately 100ha (250 acres) and will deliver in the order of 279,000 sq.m. (3m sq.ft) of floorspace. As per the Policy Statement, although size in itself will not be the determining factor in whether a project is nationally significant or not, the proposal is over 7 times larger than the 40,000sq.m. minimum guideline figure.

“whether a project is important to the delivery of a nationally significant infrastructure project or other significant development”

- 5.12 As explained in the above paragraphs the EMG2 proposals are linked both geographically and through common ownership/management with EMG1, an existing Nationally Significant Infrastructure Project. Whilst EMG1 has largely been developed it is suggested that the mutually supportive nature of EMG 1 and EMG 2 are relevant. This will be through the sharing and use of the intermodal rail facilities, power infrastructure and the integration of public transport facilities such as the Gateway Shuttle bus service and wider public bus service links.

5.13 The proposed development will also expand Maersk's operations in the area, in which they already occupy a 65,000 sq.m (700,000 sq.ft) facility as well as currently developing a dedicated container terminal at EMG1. The proposed development will be home to Maersk's new national operational hub, creating an inland port and will take up approximately a third of the total site. The proposed development would therefore support and encourage the strategic growth plans of a major global logistics and shipping company to strengthen their presence in the regional and further afield. This would not be possible without building on their already significant commitment at EMG1.

“whether a project is likely to require multiple consents or authorisations, and which, in consequence, would benefit from the single authorisation process offered by the nationally significant infrastructure regime”

5.14 The project will require multiple consents which it is anticipated will include:

- Compulsory powers for land assembly;
- Consents for works to the highways in respect of the highway works;
- Permanent and/or temporary powers to powers to divert or close footpaths
- Provisions relating to utilities

5.15 From the experience of SEGRO in seeking to acquire the necessary interests in land it is apparent that the delivery of the Freeport site will be contingent on the availability to SEGRO of compulsory acquisition powers.

“whether the project is related to a nationally significant infrastructure project being brought forward at the same time and therefore would benefit from the scheme being considered as a single application through the 2008 Act regime”

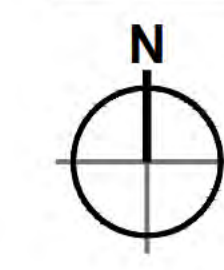
5.16 This is not relevant in this case.

CONCLUSIONS

- 6.1 The Secretary of State is asked to note that:
- 6.1..1 The proposal is mainly for the construction of buildings for storage and distribution of goods, industrial processes and offices and falls within a business or commercial project of a prescribed description for the purposes of section 35 (2) (a) (ii) of the Planning Act 2008 and Regulation 2 of The Infrastructure Planning (Business or Commercial Projects) Regulations 2013.
 - 6.1..2 When assessed against the criteria in the relevant policy statement (of 2013) it can be concluded that, due to its substantial size and the Freeport status of the site, the proposed project would be likely to have a significant economic impact and be important in driving growth in the economy.
 - 6.1..3 It can also be concluded that the proposal would have an impact on an area wider than a single local authority area and it will benefit from the single authorisation process available under the DCO process.
 - 6.1..4 It is clear that to deliver this site powers of compulsory acquisition will be required.
 - 6.1..5 In addition, and importantly, the DCO process will provide a one stop shop to enable development to be coordinated in a comprehensive manner, speeding up implementation and the resultant benefits of the Freeport status and the contribution it will make to the economy.
- 6.2 The Secretary of State is asked to conclude that the proposed development is nationally significant, and the project can be treated as development for which development consent, in the form of a development consent order, is required and make a direction under s.35 accordingly.

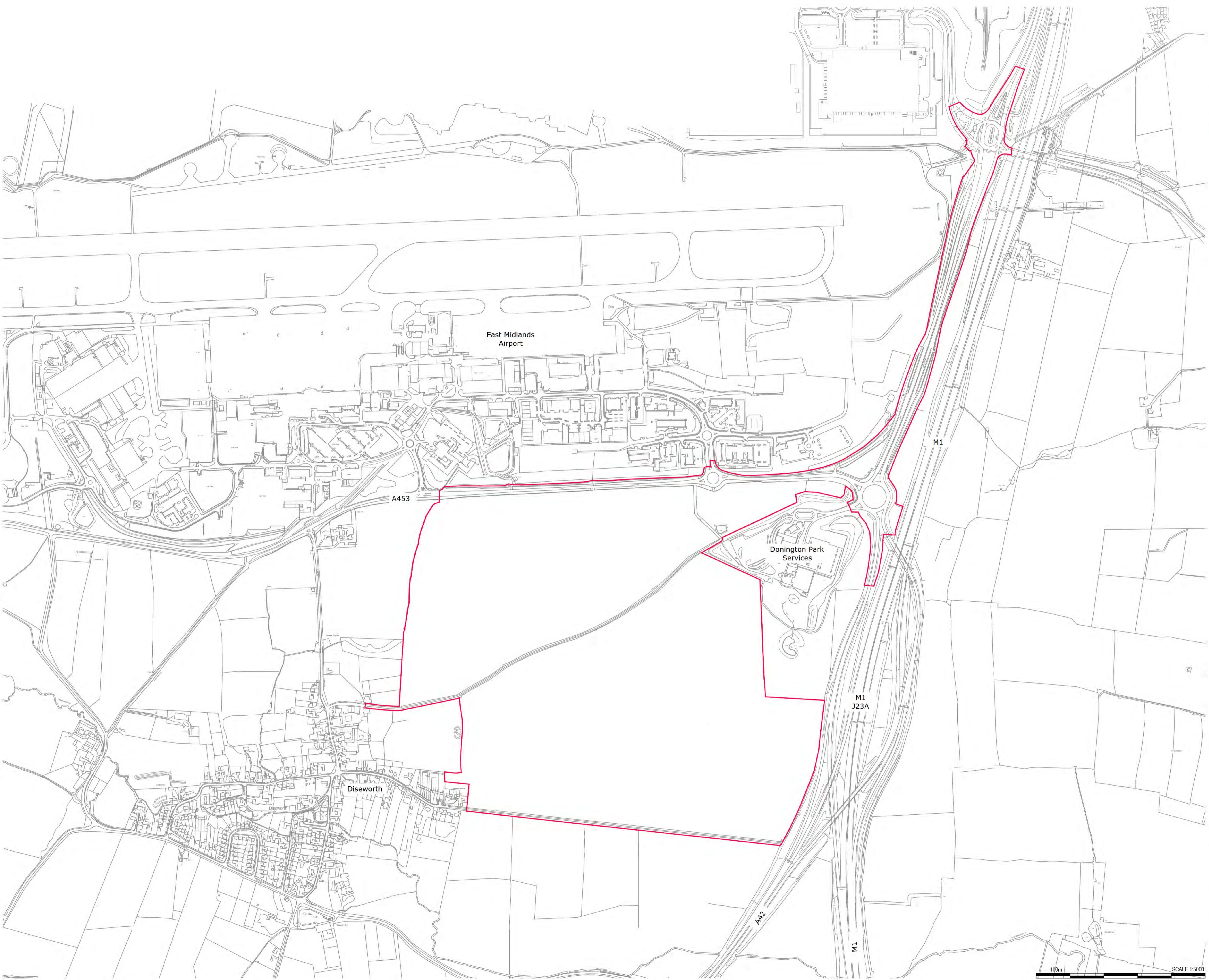
Appendix 1 – Indicative Application Site Boundary Plan

- Dimensions are in millimeters, unless stated otherwise.
 - Scaling of this drawing is not recommended.
 - It is the recipient's responsibility to print this document to the correct scale.
 - All relevant drawings and specifications should be read in conjunction with this drawing.



Key

— Application Boundary 292.89 ac 118.53 ha



rev	amendments	by	ckd	date

**East Midlands Gateway,
Phase 2**
Indicative Site Location Plan

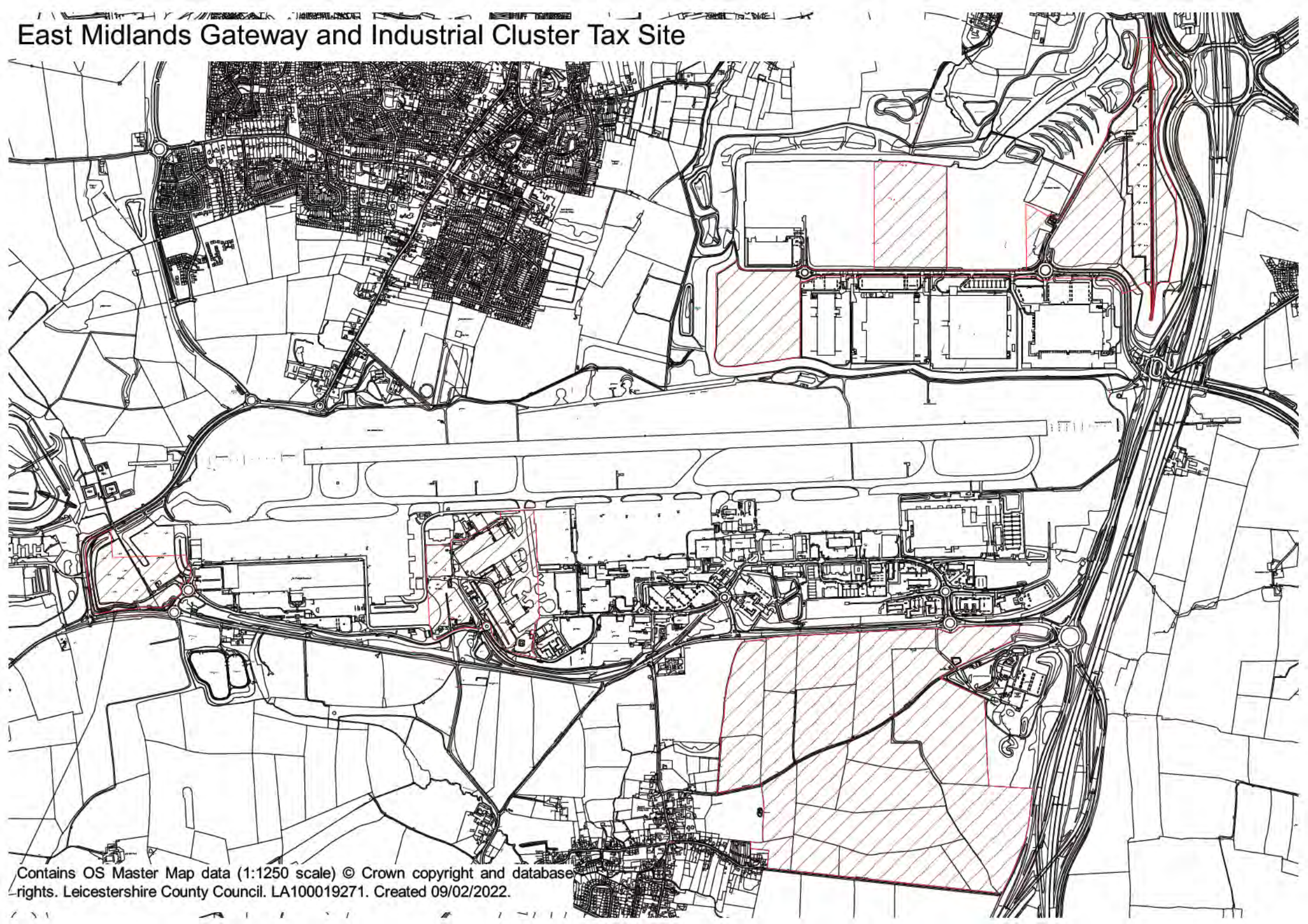


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Drawing Status:	Feasibility
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Date:	12/01/2024
Scale:	1:5000 A1
Drawing no:	Revision:
19232 F0052	P02

Appendix 2 – Freeport ‘EMAGIC’ Sites Plan

East Midlands Gateway and Industrial Cluster Tax Site

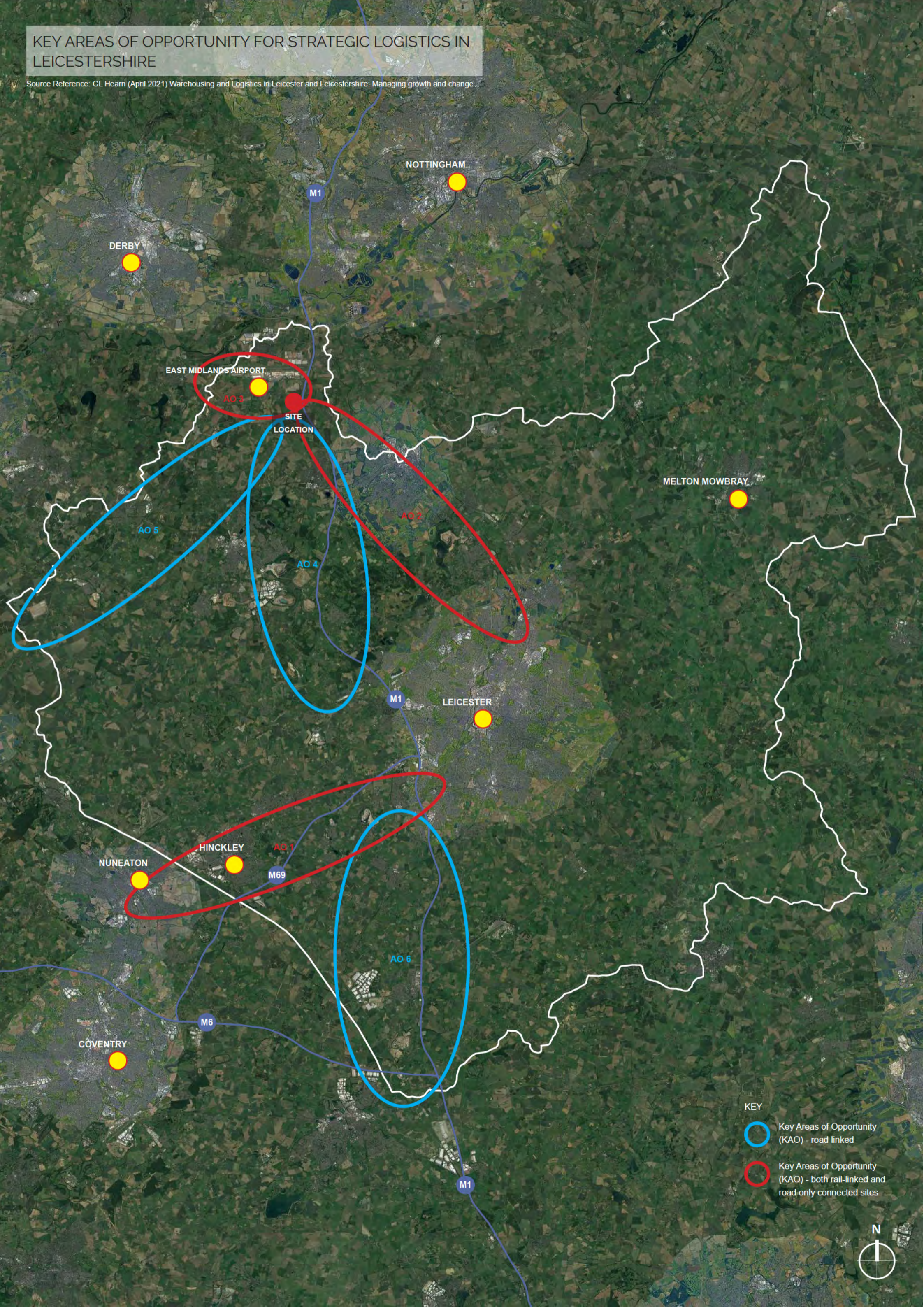




Contains OS Master Map data (1:1250 scale) © Crown copyright and database rights. Leicestershire County Council. LA100019271. Created 09/02/2022.

Appendix 3 – Key Areas of Opportunity for Strategic Logistics in Leicestershire Plan

KEY AREAS OF OPPORTUNITY FOR STRATEGIC LOGISTICS IN LEICESTERSHIRE

Source Reference: GL Hearn (April 2021) Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change



- KEY
-  Key Areas of Opportunity (KAO) - road linked
 -  Key Areas of Opportunity (KAO) - both rail-linked and road only connected sites



Appendix 4 – Vision Document

SEGRO

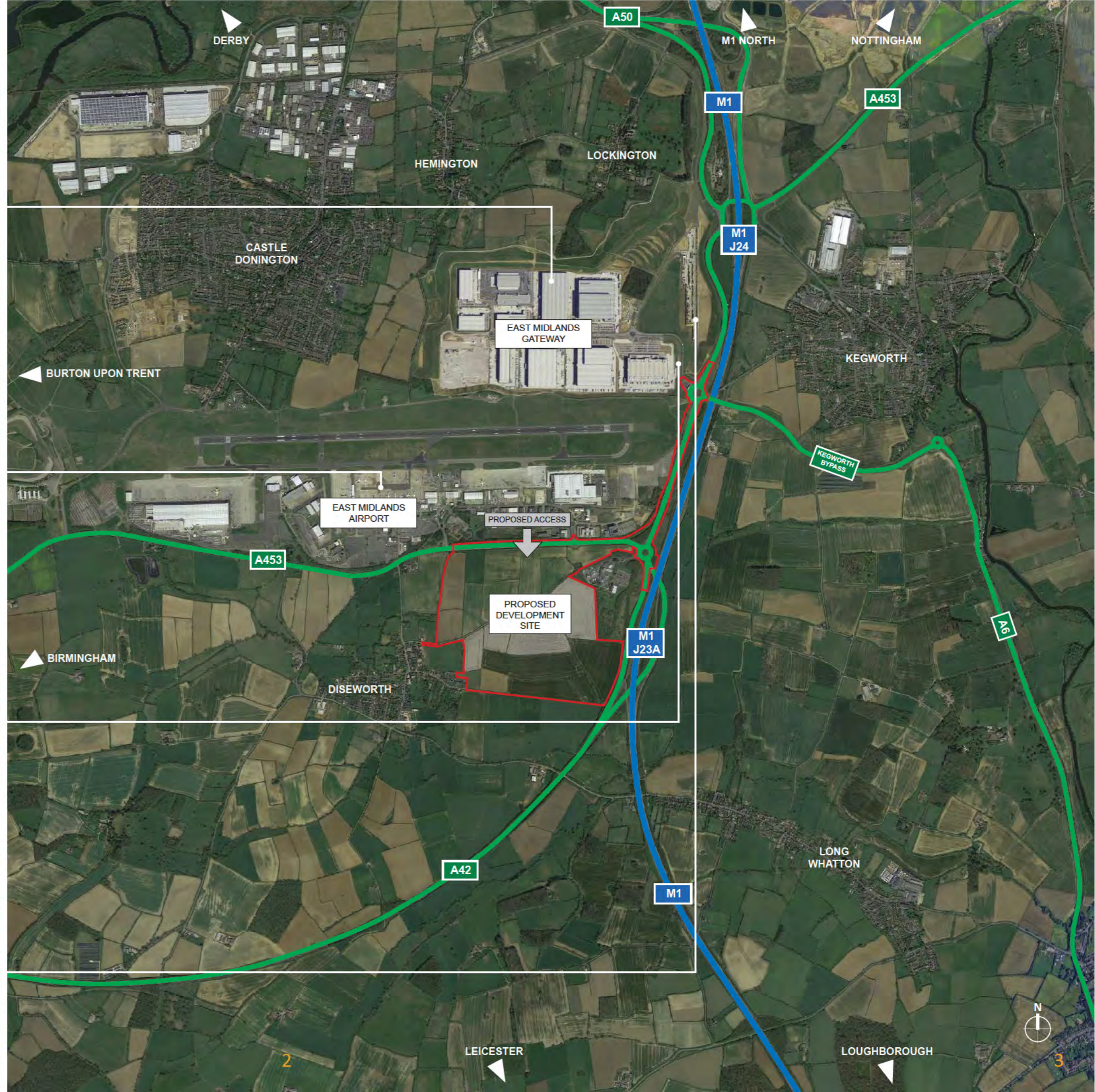
***LAND SOUTH OF
EAST MIDLANDS AIRPORT***

A VISION

***EAST MIDLANDS
GATEWAY 2***

SEGRO

LOCATION



FREEPORT EMAGIC TAX SITE



East Midlands Freeport is the only national inland Freeport. The East Midlands Freeport covers 3 locations, including the East Midlands Airport and Gateway Industrial Cluster (EMAGIC)



Benefits from access to a 50-acre Strategic Rail Freight Interchange and freight terminal at SEGRO East Midlands Gateway



Includes 24/7 access with no runway slot restrictions to the UK's largest freight airport



Adjacent to the UK motorway network with over 91% of the UK population within a four-hour drive



Contribute towards the generation of 60,000 skilled jobs and £8.4 billion net additional gross added value to the UK economy over 30 years across the East Midlands Freeport



MASTERPLAN



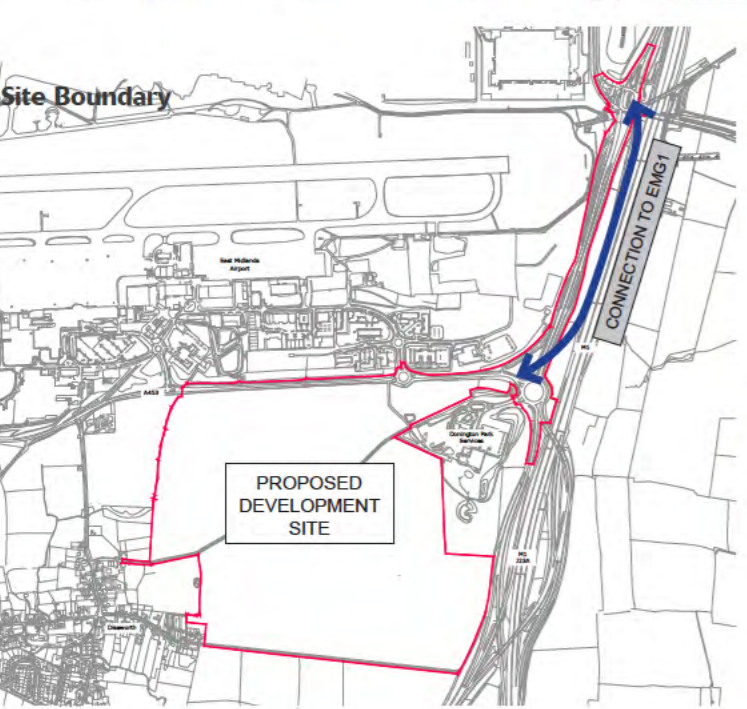
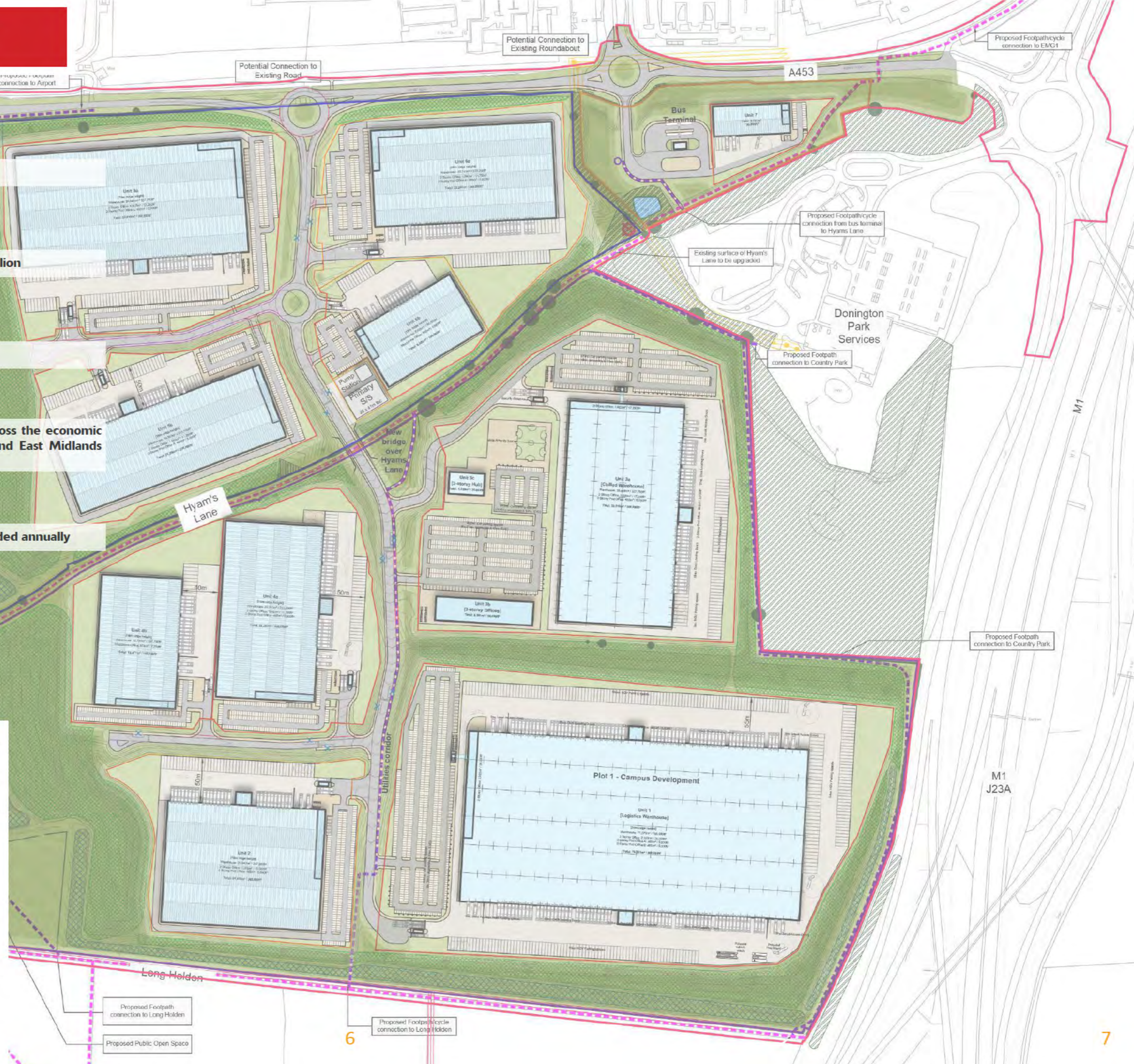
Capital investment circa £310 million

Total economic output circa £900 million

Create at least 4,000 direct jobs

Circa 20,000 total potential jobs across the economic cluster of East Midlands Gateway and East Midlands Airport

Circa £250 million of Gross Value added annually



RESPONSIBLE SEGRO FRAMEWORK

At the heart of SEGRO's growth strategy is our commitment to be a force for environmental and societal good. In February 2021, we re-launched our Responsible SEGRO Framework with three new long-term focus areas where we believe we can make the greatest business, environmental and social impact and where we are setting challenging and ambitious goals - Championing low-carbon growth; Investing in our local communities and environments; and Nurturing talent.

SEGRO has a strong track record of charity giving that spans our 101-year history. Through our Responsible SEGRO framework, we're proud to build on that success by investing in our local communities and environments.

Investing in our local communities and environments can be defined through the work and support we undertake in our communities in addition to our responsibilities as a long-term investor, developer, and manager of industrial and warehouse space. It is not an option or a nice to do but a crucial and integral part of our Purpose and Strategy. It is about doing the right thing and wanting to make a real and positive impact on the lives of local people, especially those facing a range of economic, social and health barriers.

www.segro.com/responsible-segro









SUSTAINABILITY

SEGRO strives to achieve the highest sustainability credentials by conserving the environment, as well as improving the well-being of its customers and their employees, whilst still delivering successful and attractive industrial parks that create economic benefits for the local community.

We draw on our expertise in sustainable design, construction and operation. 'Responsible SEGRO' is our own sustainability programme. Its principles and commitments help us to meet our sustainability targets and also support customers in improving their own responsible, carbon-conscious operations.

A SEGRO development as part of the East Midlands Freeport will meet our highest sustainability standards and will be an exemplar industrial and logistics park.

	'A +' EPC		Electric Vehicle Targeting
	BREEAM 'Excellent' Targeting Outstanding		Environmental & biodiversity improvements
	Reduce embodied carbon through sustainable construction methods		PV panels on roofs generating renewable energy for the occupiers



ABOUT SEGRO

SEGRO is a UK Real Estate Investment Trust (REIT), listed on the London Stock Exchange and Euronext Paris, and is a leading owner, manager and developer of modern warehouses and industrial property. It owns or manages 10.3 million square metres of space (110 million square feet) valued at £21.0 billion serving customers from a wide range of industry sectors. Its properties are located in and around major cities and at key transportation hubs in the UK and in seven other European countries.

For over 100 years SEGRO has been creating the space that enables extraordinary things to happen. From modern big box warehouses, used primarily for regional, national and international distribution hubs, to urban warehousing located close to major population centres and business districts, it provides high-quality assets that allow its customers to thrive.

A commitment to be a force for societal and environmental good is integral to SEGRO's purpose and strategy. Its Responsible SEGRO framework focuses on three long-term priorities where the company believes it can make the greatest impact: Championing Low-Carbon Growth, Investing in Local Communities and Environments and Nurturing Talent.

Appendix 5 – Sustainable Transport Strategy



SEGRO

East Midlands Gateway
Phase 2

Sustainable Travel Strategy

January 2024

East Midlands Gateway
Phase 2
Sustainable Travel Strategy

Version 1-1
January 2024

Produced by:



For:

SEGRO

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Project Information Sheet

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Notice

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1. Introduction

- 1.1 North West Leicestershire District Council is developing a new Local Plan to guide future planning decisions within the District. As part of this, the District Council is considering the potential locations of strategic distribution sites. A potential location for one of these distribution sites is on land south of East Midlands Airport. This site is approx. 1km south of an existing strategic distribution site called [SEGRO Logistics Park East Midlands Gateway](#) (EMG1). As the land south of East Midlands Airport is being put forwards by the same developer (SEGRO) and it is located so close to EMG1 and with a similar proposed use class, it will be referred to within this document as SEGRO Logistics Park East Midlands Gateway Phase 2 (EMG2).
- 1.2 Integrated Transport Planning Limited (ITP) has been appointed by SEGRO to prepare a Sustainable Travel Strategy (STS) to demonstrate how EMG2 could be connected by sustainable transport to Leicester, Derby and Nottingham, as well local connections to Diseworth, Castle Donington and Kegworth, to ensure any future employees have the option of commuting by sustainable means and to help mitigate the possible impacts of the development on the local highway network.
- 1.3 This STS considers the existing sustainable transport network and how this could be enhanced if EMG2 is selected for development. It also draws on evidence from the highly successful EMG1 to demonstrate levels of sustainable commuting that have been achieved and how this could also be applied to EMG2.
- 1.4 This focus on sustainable transport aligns with SEGRO's '[Responsible SEGRO](#)' framework which centres on sustainability and low carbon growth for all new developments. Sustainable commuting is integral to this framework; hence why an STS has been developed to demonstrate a clear priority to reduce carbon emissions by promoting sustainable commuting, supporting access to employment, and improving the health and wellbeing of the workforce.

Report Structure

- 1.5 The remainder of the STS is structured as follows:
 - Section 2 provides an overview of the proposed development.
 - Section 3 summarises the sustainable travel policy context.
 - Section 4 identifies existing sustainable transport options.

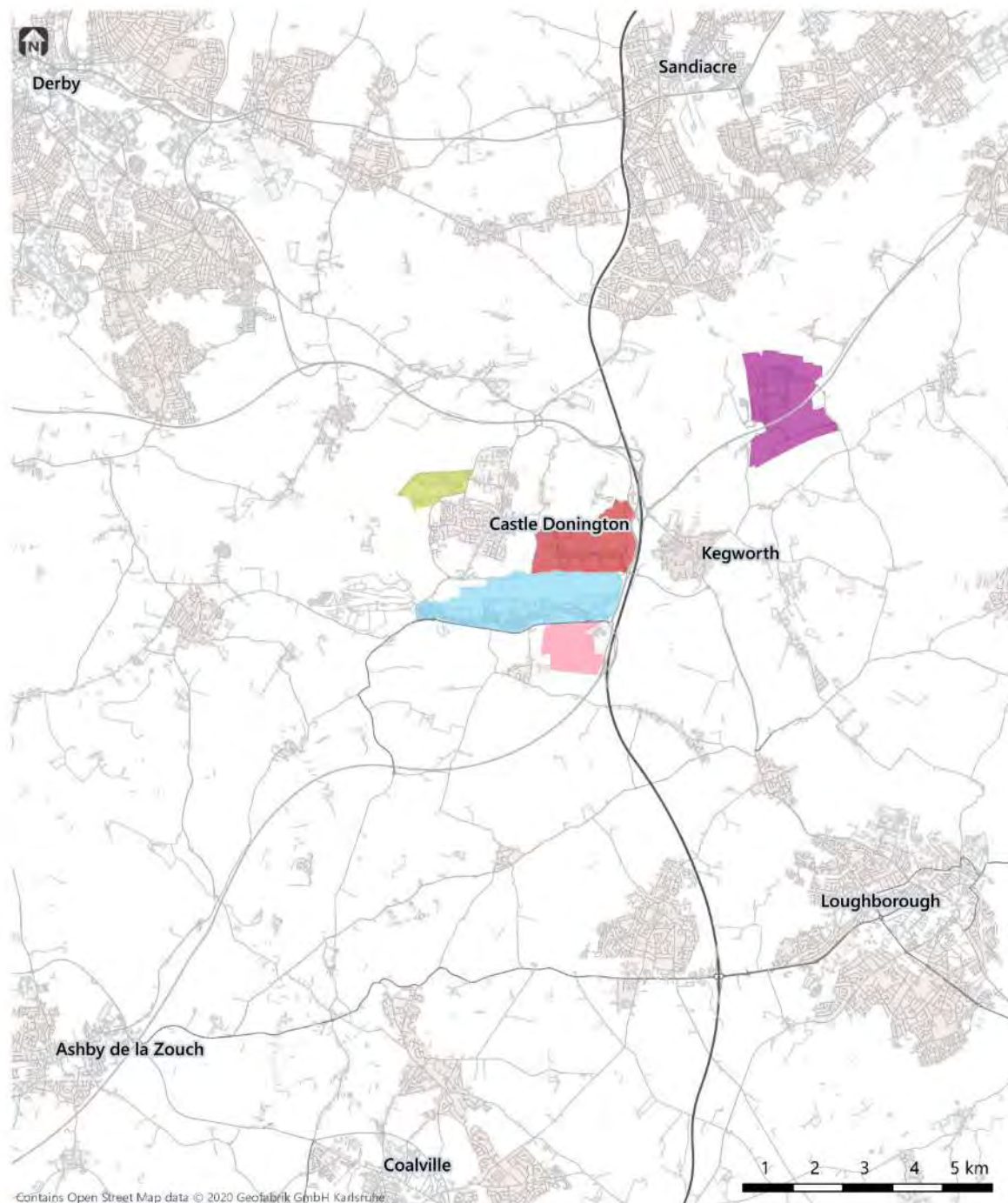
- Section 5 outlines the existing travel patterns of the local population and workforce.
- Section 6 explains the initial stakeholder engagement that has taken place to inform the STS.
- Section 7 sets out the proposed sustainable travel strategy.
- Section 8 details how it will be managed.
- Section 9 explains the anticipated impacts of the strategy.

2. Proposed Development

Location

- 2.1 EMG2 is located immediately south of the A453 and East Midlands Airport and just 1km from the entrance of EMG1. Diseworth village is to the west of the site and the M1 Junction 23A is to east, with Moto Donnington Motorway Services bordering to the northeast. Long Holden along the southern boundary of the development.
- 2.2 Regionally, EMG2 is positioned between the key settlements of Loughborough (approximately 15 km to the south-east), Nottingham (approximately 25 km to the north-east) and Derby (approximately 25 km to the north-west).
- 2.3 The site is also within the newly established [East Midlands Freeport](#), which has been developed to drive economic regeneration across the East Midlands. There are three clusters within the Freeport area and EMG2 would fall within the [East Midlands Airport and Gateway Industrial Cluster \(EMAGIC\)](#). The proposed site is located immediately south of East Midlands Airport (EMA) and [EMG1](#); which could serve as an extension to the latter. Figure 2-1 visualises the geographic context of the site.
- 2.4 The wider EMAGIC cluster complements two other proposed developments within the East Midlands Freeport, the [Ratcliffe-on-Soar Power Station](#) site in Nottinghamshire, which was granted Local Development Order planning status in July 2023; and the [East Midlands Intermodal Park \(EMIP\)](#) in South Derbyshire. The site's relationship with these other proposed strategic developments has been considered within this STS.

Figure 2-1: EMG2 Site Context



Contains Open Street Map data © 2020 Geofabrik GmbH Karlsruhe

Prepared	Reviewed	Date
PC	SM	May 23



Client **SEGRO**

Key	
■	East Midlands Gateway 1
■	East Midlands Gateway 2 (Proposed)
■	East Midlands Airport
■	East Midlands Distribution Centre
■	Ratcliffe-on-Soar Power Station (Proposed)

Project	EMG2
Figure title	EMG2 Site Context
Revision	A
Date	May 2023
Project number	3897
Figure number	Figure 2-1

Use & Operations

- 2.5 Initial scoping of EMG2 suggests an area circa 259 acres, with the option of approximately 300,000sqm gross floor area (GFA) of industrial use, which would include B8 (storage and distribution) and B2 (industrial). This is likely to be accompanied by ancillary offices and associated roads, parking, and landscaping.
- 2.6 It is anticipated that the proposed development could create ~4,000 new jobs and when combined with the existing workforces at EMG1 (approx. 6,000 employees) and East Midlands Airport (approx. 10,000 employees) it would create a regionally significant employment hub of around 20,000 employees.
- 2.7 Due to the industrial nature of EMG2 it is envisaged the site would have a 24 hour/7-day operation. Businesses will likely operate some shift patterns for their employees. Taking EMG1 as an example, these shift patterns could be:
- 06:00 – 14:00
 - 14:00 – 22:00
 - 22:00 – 06:00
- 2.8 For any office and administration employment opportunities, other employees may work 09:00 – 17:30.
- 2.9 As with EMG1, the shift patterns of each occupier would be staggered as operations are mobilised to elongate the arrivals/departures window of EMG2. Staggering the shift patterns means employees arrive and depart throughout the day, therefore supporting the operation of bus services and ensuring there are fare-paying passengers on early and late evening services as well as on those during the day.

3. Relevant Policy

- 3.1 This section sets out the national and local policy context and how the EMG2 STS aligns with them to support the relevant sustainability objectives.

National Planning Policy Framework

- 3.2 Chapter 9 of the National Planning Policy Framework (NPPF) sets out ways in which developments should be promoting sustainable transport, highlighting that transport should be considered at the earliest stages of plan-making and development proposals. The reasons for considering transport issues are detailed in paragraph 104 including addressing the impacts on transport networks, utilising opportunities from existing infrastructure and technology, promoting walking, cycling and public transport usage and considering the environmental impacts of traffic and transport infrastructure.
- 3.3 Paragraph 116a specifically states that *"applications for development should give priority first to pedestrian and cycle movements, both within the scheme and neighbouring areas; and facilitate access to high quality public transport services, and appropriate facilities that encourage public transport use"*.
- 3.4 This Sustainable Transport Strategy meets these policy objectives as it sets out the possible active travel infrastructure provision and how the site could integrate with the current bus network and make best use of existing transport facilities alongside proposed enhancement to existing bus services to ensure their capacity can manage the increased demand stimulated by the development.

Leicestershire Local Transport Plan

- 3.5 One of the key parts of Leicestershire's Public Transport Plan (LTP3) is to encourage more active and sustainable travel to reduce congestion, but also to reduce carbon emissions from road transport, provide enhanced access to jobs and training and improve people's health. The short-term approach focuses on improving the marketing of, and information on existing facilities and services that enable people to travel by bike, on foot, by bus and by rail.
- 3.6 The STS supports these goals by setting out the sustainable transport options for getting to the proposed development site, but also the wider marketing and engagement activities with end-occupiers and their employees to embed sustainable commuting within the new workforce.

Leicestershire Bus Service Improvement Plan

- 3.7 Leicestershire County Council's (LCC) Bus Service Improvement Plan (BSIP) focuses on targets to improve passenger growth, customer satisfaction, journey times, reliability, and bus emission standards across Leicestershire's bus network. The BSIP acknowledges that EMG1 is one of the major employment areas in Leicestershire and that it is vital for public transport to be maximised for workers at EMG. Although LCC did not receive central government funding for BSIP initially, it has been successful in securing £1.7m of BSIP+ funding in 2023/24 and £1.7m for 2024/25. A further £4m has been secured through BSIP (Phase 3) 2024/25, taking the funding award to £7.4 million from 2023 to 2025. LCC, local bus operators and district councils are using this funding to move forward with the BSIP plan through Leicestershire's [Enhanced Partnership](#).
- 3.8 This development could support Leicestershire to work towards its BSIP targets by promoting and encouraging public transport use amongst employees and therefore creating increased patronage on the existing network.

Leicestershire Local Cycling & Walking Strategy

- 3.9 The vision for Leicestershire's Cycling and Walking Strategy is for "*Leicestershire to become a county where walking and cycling are safe, accessible and an obvious choice for short journeys and a natural part of longer journeys, helping to deliver healthier, greener communities*".
- 3.10 Policy 2 of the strategy sets out that "*new residential and employment developments should be built in line with current walking and cycling guidance with land developers providing funding for revenue measures*. Policy 4 is to *maximise opportunities for people to undertake cycling and walking as part of journeys linking up with passenger transport (bus and rail)*".
- 3.11 In line with this, the proposed development could promote connectivity to other modes of transport through the provision of appropriate walking and cycling routes through the EMG2 site, including Hyam's Lane footpath. Further to this there are plans to put in place on-site bike hire schemes with docking stations and cycle parking provided at the EMG2 interchange.

4. Existing Transport Options

- 4.1 This section outlines the existing sustainable transport options including any on and off-site active travel infrastructure and public transport services.

Active Travel

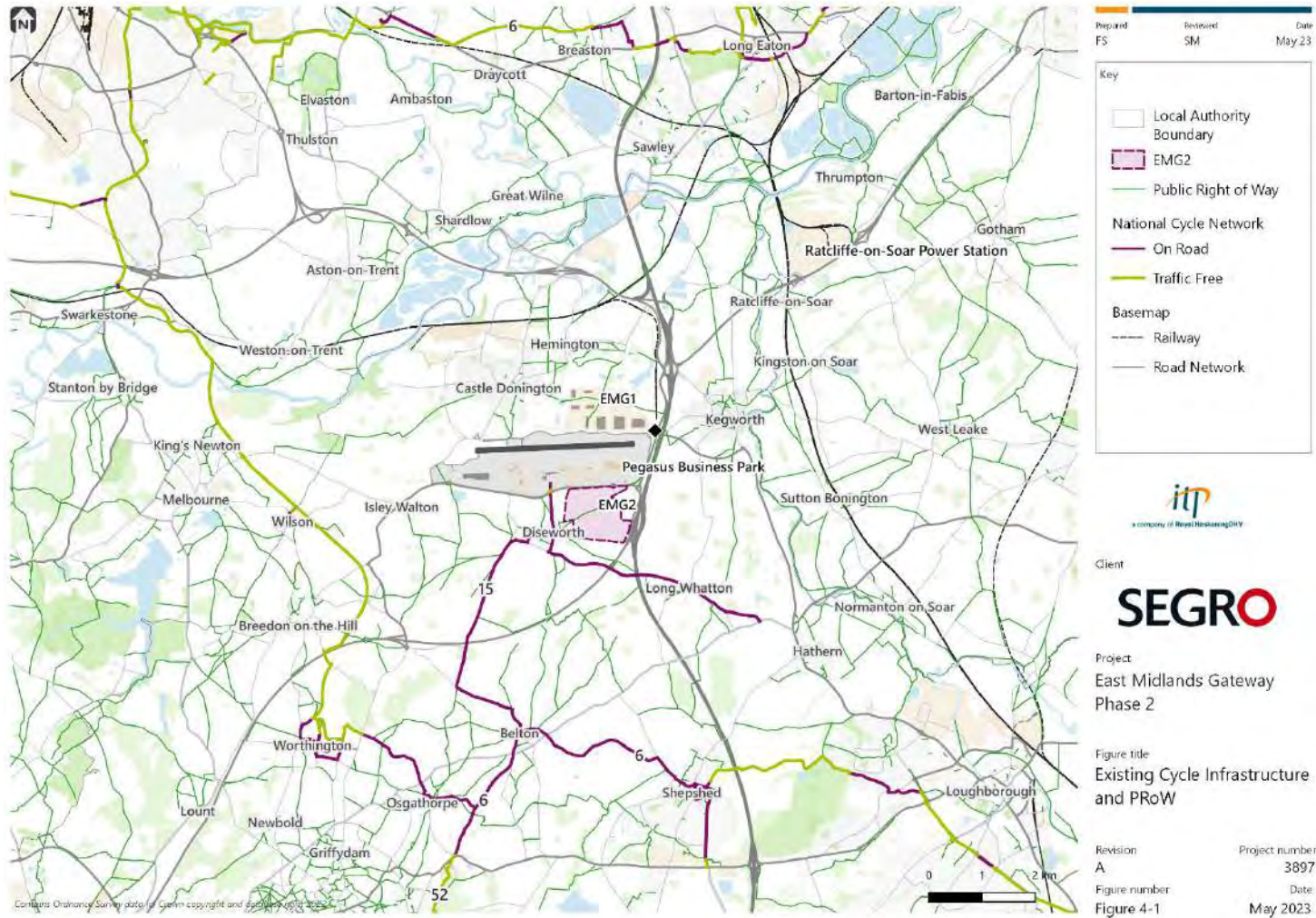
On-site Infrastructure

- 4.2 There is a registered Public Right of Way (PRoW) called Hyam's Lane (L45), which bisects EMG2 with a north-east to south-west alignment. The route connects to the existing L45 footpath heading north towards EMG1 and Kegworth; and to the south-west the village of Diseworth. Hyam's Lane is currently used by pedestrians, cyclists and equestrians, providing connectivity between Diseworth Village and Donnington Park 'Moto' Services.

Off-site Infrastructure

- 4.3 The area surrounding EMG2 benefits from an existing network of PRoW footpaths and bridleways, offering the potential to attract future employees from the local area who may find it convenient to walk the short distance to the site, as well as providing infrastructure to facilitate last-mile journeys by these active modes. There are existing PRoW connections from Diseworth, Kegworth and Castle Donington. Hemington and Lockington could be accessed via EMG1. The existing cycle and Public Right of Way (PRoW) network is shown in Figure 4-1

Figure 4-1: Off-site existing Cycle Routes and Public Rights of Way



Public Transport

Bus

- 4.4 There are four existing high frequency bus services which pass EMG2: the skylink Express, skylink Nottingham, skylink Derby-Leicester and Airway 9. A fifth bus service, my15, terminates at East Midlands Airport, which is within walking distance of EMG2.
- 4.5 These five services provide bus connectivity between the key settlements of Nottingham, Derby, Ilkeston and Leicester as well as East Midlands Airport, EMG1 and the NET Tram at Clifton Park and Ride. The skylink Derby-Leicester service is operated by Kinchbus, the skylink Express, skylink Nottingham, the my15 by Trentbarton and the Airway9 by Diamond bus. Trentbarton and Kinchbus are both subsidiaries of the Wellglade Group.
- 4.6 In addition to the fixed route bus services outlined above, Nottinghamshire County Council introduced a new Demand Responsive Transport service in May 2023 called Notts Bus on Demand which operates within the West Rushcliffe Zone (Zone 4) providing a bus service from settlements in south Nottinghamshire to East Midlands Airport, East Midlands Parkway, EMG1 and University of Nottingham’s Sutton Bonington campus. The proposed development would fall within the West Rushcliffe Zone, providing local services for those not on conventional bus routes and a new connection to East Midlands Parkway train station.
- 4.7 A summary of the existing bus services close to EMG2 is provided in Table 4-1 and visualised in Figure 4-2 and Figure 4-3. This demonstrates the existing reach of bus services across Nottinghamshire, Derbyshire and Leicestershire serving EMA, EMG1 and the proposed development.

Table 4-1: Existing bus service routes, frequencies and hours of operation (2023)

Service	Operator	Route	Frequency ¹	Hours of operation
skylink Derby-Leicester	Kinchbus	Leicester – Loughborough - Kegworth – EMG – EMA1 – Castle Donnington - Derby	3 Buses per Hour	24/7

¹ May 2023 typical bus service frequencies

		EMG1- Loughborough	3 Buses per hour (7:00am-9:00pm) 2 Buses per hour (5:00am-7:00am) 1 Bus per hour (9:00pm-5:00am)	24/7
skylink Express	trentbarton	Nottingham - Clifton - non-stop to EMG1	2 Buses per Hour	4:00am-11:00pm
skylink Nottingham	trentbarton	Nottingham - Long Eaton - Castle Donnington – EMA – EMG1	3 Buses per Hour (2 Buses per Hour at EMG)	24/7
		EMA – Diseworth – Long Whatton - Coalville	1 Bus per Hour	4:30am-7:00pm
Airway 9	Diamond Bus	Horninglow – Burton – Ashby – Melbourne – EMA – EMG1	1 Bus per Hour ²	4:15am-10:30pm
my15	trentbarton	Ilkeston – Stapleford – Old Sawley – Castle Donnington - EMA	1 Bus per Hour	5:00am-midnight
Nottsbus DRT	Nottinghamshire County Council and trentbarton	West Rushcliffe Zone ³	Flexible	7:00am-midnight

² Does not serve EMG on Sundays between 07:25 – 17:05

³ NottsBus On Demand operates in four zones in Nottinghamshire, the West Rushcliffe Zone covers EMG1 and EMA with the zone map available here <https://www.nottinghamshire.gov.uk/media/5081614/z4-west-rushcliffe-zone-leaflet.pdf>

Figure 4-2: Existing Regional Bus Services Map

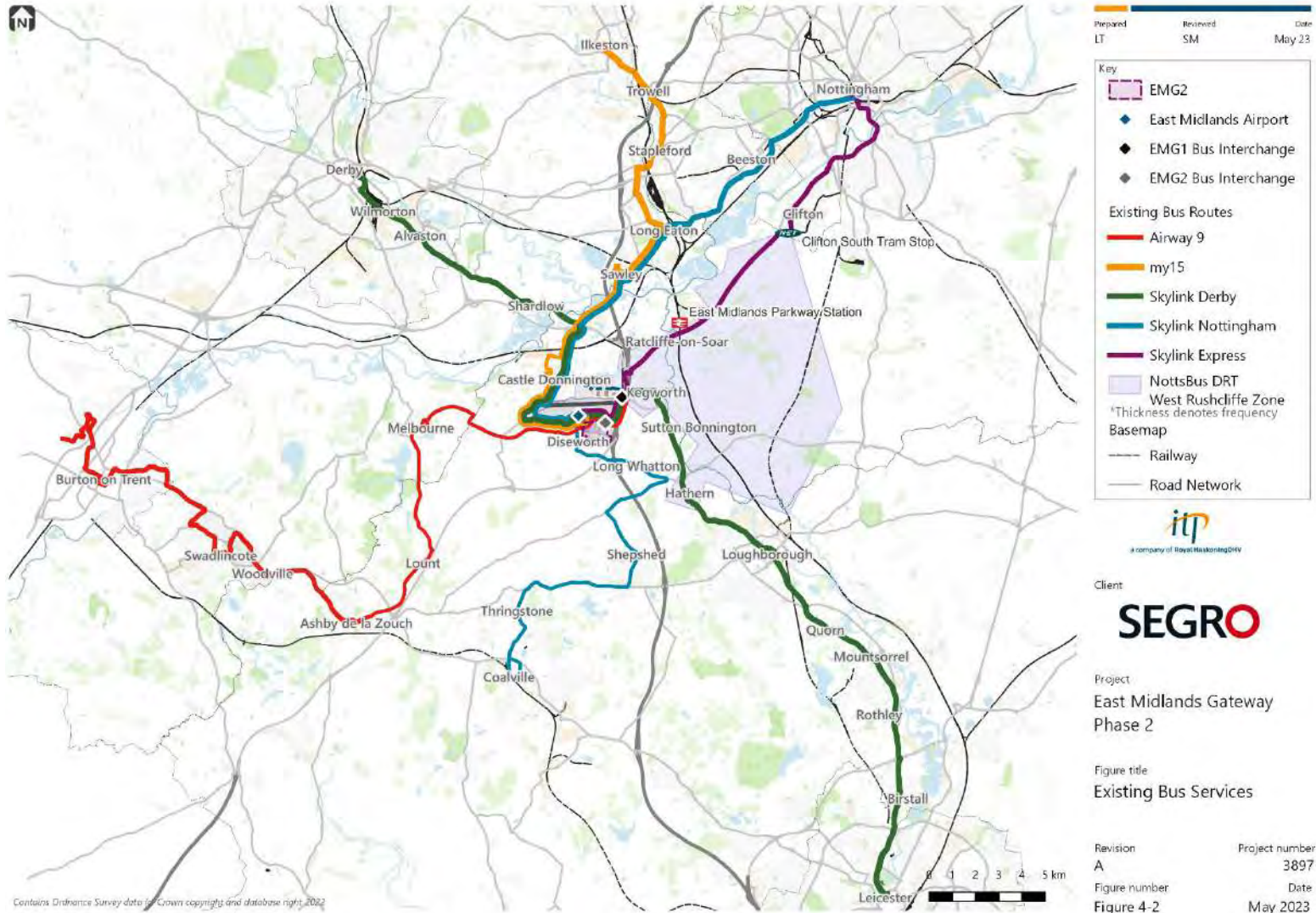


Figure 4-3: Existing Bus Services EMAGIC Cluster



Rail

- 4.8 East Midlands Parkway train station is located 5 miles to the north-east of EMG2, with direct trains to Leicester, Loughborough, Derby and Nottingham as well as services outside of the East Midlands to London St Pancras and Sheffield (Table 4-2). Prior to the introduction of the Notts Bus On Demand service earlier this year, there were no direct public transport connections between East Midlands Parkway and the developments within the EMAGIC Freeport cluster. This new service now unlocks access to the rail station for existing employees at EMG1, East Midlands Airport and the proposed development, explaining the potential sustainable travel options for those commuting within the East Midlands and visitors from further afield.

Table 4-2: Existing rail service routes and frequencies (2023)

Train Operator	Route Beginning and End	Additional Calling Points	Frequency
East Midlands Railway	London St Pancras - Nottingham	Kettering, Market Harborough, Leicester, Loughborough, EMP, Beeston, Nottingham	2 per hour
East Midlands Railway	London St Pancras - Sheffield	Leicester, Loughborough EMP, Long Eaton, Derby, Belper, Chesterfield, Dronfield	2 per hour
East Midlands Railway	Leicester - Lincoln	Syston, Sileby, Barrow-upon-Soar, Loughborough, EMP, Beeston, Nottingham, Carlton, Burton Joyce, Thurgaton, Bleasby, Fiskerton, Rollerston, Newark Castle, Swinderby, Hykeham, Lincoln	Hourly

Tram

- 4.9 The nearest tram stop is 8 miles to the north-east of EMG2 at Clifton P&R, which is the terminus station for the route. From here there are direct trams to/from Nottingham city centre with onward connections into the wider urban area. Whilst the tram stop isn't near the proposed development, the Notts Bus On Demand and skylink Express both call at the Clifton Park and Ride tram stop which would enable passengers to interchange onto these services to reach EMG2.

Smarter Driving

- 4.10 Existing local authority strategies to support smarter driving focus on sharing vehicles for commuting and business trips, using electric or low emission vehicles, and reducing the need to travel.
- 4.11 SEGRO has invested in a [car share journey matching platform for EMG1](#) which is hosted by Liftshare. This platform connects people who can give or would like to receive a lift from people travelling along the same route as them. Although this platform is intended for use by EMG1 business and their employees, the system also offers the option to match with car share partners in the open national Liftshare database which also covers those registering to give or receive a lift within the local area. Leicestershire County Council also has its own Liftshare platform, '[Leicestershare](#)', which covers people looking to give or receive lifts from within Leicestershire.
- 4.12 A review of public electric vehicle car charging locations on [ZapMap](#) show there are four EV chargers at Moto A42 services. Whilst these could provide ad hoc charging facilities for people travelling to / from work at the proposed development, it would not be appropriate to use them for charging whilst at work.

Conclusion

- 4.13 To conclude, the location of EMG2 means there are already numerous sustainable transport connections within close proximity to the site. Public transport, and in particular the bus, offers frequent connections to the three major cities in the East Midlands, alongside settlements on the routes. The recent introduction of the Notts Bus On Demand service has further expanded the potential for public transport commuting, by providing a connecting service to the nearest railways station and tram stop. Whilst active travel is only likely to be a possibility for those that live within the neighbouring villages of Diseworth and Castle Donington, existing PRoW are in place, and which could be upgraded, to ensure they are suitable for commuting purposes.

5. Existing Travel Behaviour

- 5.1 This section draws on available data to review the travel patterns of the local population and the workforce at EMG1 as a proxy for the likely travel patterns of those commuting to EMG2.

Residents

- 5.2 The travel patterns of the local population have been assessed using the Census 2011 and 2021 travel to work data for the wards surrounding the proposed development. The percentages in Table 5-1 and Table 5-2 detail the proportions of the totals excluding those who work mainly at or from home.
- 5.3 For the 2011 Census, the travel to work data for the wards of Breedon, Castle Donington and Kegworth and Whatton has been presented in Table 5-1. The proposed development is located within the ward of Breedon and the existing EMG1 is located within the Castle Donington ward. The travel to work data for Kegworth and Whatton ward has been included as these wards are located to the north-east of the development and are a useful indicator as local residents in the Kegworth and Whatton ward would also be within easily commutable distance.
- 5.4 The journey to work data from the 2021 census is split into smaller wards (Table 5-2). In this census the proposed development lies within the Worthington and Breedon and Long Whatton & Diseworth wards. For comparison with the table above, data for the Castle Donington, Daleacre Hill and Kegworth wards has also been included.
- 5.5 When comparing the data from the two census periods the average mode share for those driving alone ranges from 79.6% in 2011 through to 81.1% in 2021. 3.9% of the local population reported that they commuted by a form of public transport (train, tram, bus) in 2011, but this reduces to 3.3% in 2021 (it is worth noting that the travel to work data for the 2021 census was collected during the Covid-19 pandemic at a point when people were encouraged not to travel, particularly using public transport). Finally, 10.8% of the population reported that they commuted by active travel modes in 2011 and this increased to 11.3% in 2021. This data suggests that a high proportion of the local population continue to use the private car to travel to work, walking offered the highest potential for sustainable commuting (based on existing trends) and public transport use has been declining, which is in line with national trends.

Table 5-1: 2011 Journey to work modal split data

Wards	Driving car or van	Passenger in car or van	Train	Tube / tram	Bus / minibus / coach	Bicycle	On Foot	Taxi	M'bike/scooter/moped	Other
Breedon	86.6%	3.3%	0.9%	0.2%	1.0%	1.8%	4.8%	0.1%	0.5%	0.8%
Castle Donington	76.9%	4.1%	1.0%	0.1%	3.9%	2.5%	9.9%	0.03%	0.6%	0.9%
Kegworth and Whatton	75.3%	5.1%	0.6%	0.05%	4.0%	2.3%	11.2%	0.05%	1.0%	0.5%
Average	79.6%	4.2%	0.8%	0.1%	3.0%	2.2%	8.6%	0.1%	0.7%	0.7%

Table 5-2: 2021 Journey to work modal split data

Wards	Driving car or van	Passenger in car or van	Train	Tube / tram	Bus / minibus / coach	Bicycle	On Foot	Taxi	M'bike/scooter/moped	Other
Worthington & Breedon	89.2%	4.0%	0.0%	0.1%	1.1%	0.5%	3.2%	0.4%	0.9%	0.7%
Long Whatton & Diseworth	84.5%	4.9%	0.2%	0.1%	1.7%	1.7%	5.5%	0.0%	0.2%	1.0%
Castle Donington Castle	71.3%	5.4%	0.1%	0.0%	5.8%	2.2%	13.7%	0.4%	0.7%	0.4%
Castle Donington Central	83.6%	2.6%	0.5%	0.3%	2.1%	0.4%	8.6%	0.3%	0.0%	1.6%
Castle Donington Park	81.6%	3.6%	0.5%	0.0%	3.4%	1.8%	6.8%	0.5%	0.5%	1.5%
Kegworth	78.2%	4.5%	0.4%	0.1%	2.8%	0.8%	10.9%	0.1%	0.3%	1.9%
Daleacre Hill	78.9%	4.8%	0.5%	0.0%	3.5%	1.8%	8.5%	0.4%	0.5%	1.0%
Average	81.1%	4.3%	0.3%	0.1%	2.9%	1.3%	8.2%	0.3%	0.4%	1.1%

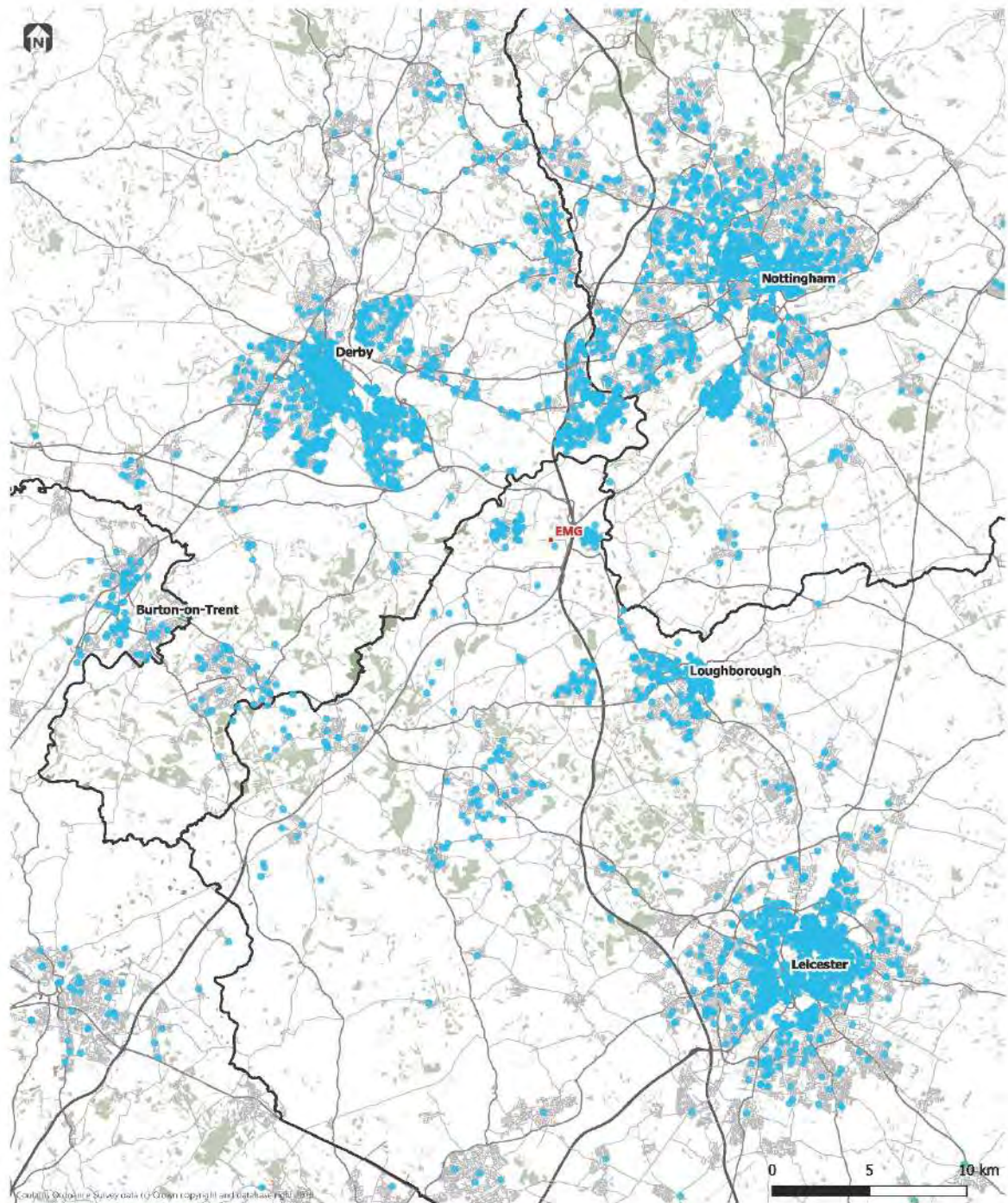
Employees

- 5.6 Whilst the Census data can provide insight into local residents' travel patterns, the workforce for the proposed development is likely to have a much wider geographic reach than the surrounding villages. Indeed, the job roles are likely to be similar to those at EMG1, with a mixture of management, skilled, semi-skilled and unskilled roles within the proposed warehousing facilities. Considering this, the travel patterns of existing employees at EMG1 have been analysed to provide an indication of where future employees are likely to travel from and how they may choose to commute (based on similar sustainable transport connectivity).
- 5.7 Businesses at EMG1 provided a data set of anonymised home postcodes for their workforces in 2023 as part of travel plan monitoring. Figure 5-1 shows this information visually and is supported by a breakdown of postcodes by local authority area in Table 5-3.
- 5.8 Over 5,800 postcodes have been provided and of those, 93% were located within one of the East Midlands authority areas. The largest proportions of these employees commute from within the Leicester City (31%) and Derby City (23%) administrative boundaries.

Table 5-3: EMG1 employee's home postcodes local authority districts (2023)

County/City	Number of postcodes	Percentage of total postcodes
Derby	1,332	23%
Derbyshire	571	10%
Leicester	1,844	31%
Leicestershire	451	8%
Nottingham	620	11%
Nottinghamshire	624	11%
Outside East Midlands	435	7%
Total	5,877	100%

Figure 5-1: Map of EMG1 employee home postcodes (2023)



Prepared	Reviewed	Date
BD	SIM	Nov 23



Client **SEGRO**

Key

- EMG
- Employee Postcodes
- ▭ Local Authority Boundaries

Project
SEGRO East Midlands Gateway 2023

Figure title
EMG1 Employee Home Postcodes within Local Authority Boundaries

Revision	Project number
A	3897
Date	Figure number
Nov 2023	Figure 5-1

- 5.9 Turning now to how these employees commute, Table 5-4 shows the results of the employee travel surveys conducted at EMG1 from 2019 to 2023. Businesses are required to conduct these surveys as part of the Occupier Travel Plan monitoring on-site. The surveys are optional for employees to complete, but they are incentivised with a prize draw to encourage participation.
- 5.10 This table sets out the EMG1 travel plan targets which need to be achieved by 2028. Alongside this is the sitewide average mode share per year (collected via the employee travel surveys). This shows that for all five years that the data has been collected, the number of employees commuting sustainably by car sharing or using public transport is higher than the targets set. This is especially impressive since the headcount on-site has been increasing year-on-year as the site moves towards full occupation. As the site moves into 2024, which is 'Year 6' in travel plan monitoring terms, it has almost reached the level of full occupation at ~6,000 employees. This demonstrates that with the right initiatives in place, it is possible to influence commuting patterns to achieve a high sustainable travel mode share.

Table 5-4: EMG1 Travel Plan Target and Employee Travel Patterns

Mode	Target (2028)	EMG1 Employee Travel Survey				
		2019	2020	2021	2022	2023
Drive alone	68%	58%	43%	43%	42%	51%
Car share	17%	31%	36%	26%	38%	25%
Public transport	10%	8%	15%	28%	14%	18%
Active Travel	5%	1%	2%	0%	3%	2%
Other	n/a	3%	4%	3%	3%	4%

6. Stakeholder Engagement

6.1 EMG2 is located within Leicestershire County Council's administrative boundary, as the local transport authority, but the strategic significance of the site and its location within East Midlands Freeport means that several neighbouring local authorities and local stakeholders are likely to have a vested interest in any potential development and its impact on the transport network. ITP participated in the EMG2 Transport Working Group (chaired by BWB) during 2023 to understand the transport considerations of stakeholders to shape this STS. Stakeholders participating in the EMG2 Transport Working Group include:

- Highway Development Management teams at Leicester City and Leicestershire County Councils.
- Highway Development Management teams at Nottingham City and Nottinghamshire County Councils.
- Highway Development Management teams at Derby City and Derbyshire County Councils.
- National Highways.

6.2 Additional meetings have been held with the following stakeholders, to discuss specifics around connecting existing transport services to EMG2:

- Initial meeting with the Highway Development Management and Behaviour Change teams at Leicestershire County Council.
- Initial meeting and data sharing with the Travel Plan Coordinator at EMG1.
- Initial meeting with Trentbarton (local bus operator) to discuss the challenges and opportunities with serving the EMG2 site.

6.3 These meetings highlighted the need to explore:

- Lessons learnt from delivering high sustainable mode share at EMG1.
- The location of any proposed bus interchange to maximise the potential to connect with existing high frequency services.
- Ease of buses exiting EMG2 onto the A453, to minimise any potential delays to existing passengers.
- Capacity constraints on bus services at shift changeover.
- Capacity constraints at East Midlands Airport bus interchange due to a limited number of bus bays.

- 'Last-mile' sustainable transport connections within the site (walk cycle, bus).

6.4 Possible solutions to address each of these challenges have been set out within the next chapter.

7. Proposed Sustainable Transport Strategy

- 7.1 This section sets out the potential options for ensuring that sustainable transport alternatives are available to employees to use from first occupation. As this STS is not supporting a planning application, but rather a Local Plan consultation response, the strategy below sets out the potential of what *could be* delivered on-site should the land be allocated for development.

Overview

- 7.2 Learning from the experience of successfully embedding sustainable commuting at EMG1, those strategies that are having the most impact would be carried forwards to EMG2. This includes working closely with local stakeholders, transport authorities and operators to jointly deliver strategies through the EMG1 Sustainable Transport Working Group and reporting to stakeholders annually to demonstrate progress.
- 7.3 Experience also highlights the need for realistic sustainable transport options to be provided from first occupation (and not when development triggers are reached) to ensure there are viable and attractive sustainable options available from the outset. It would be the intention to work closely with tenants' HR teams, recruitment consultants and local jobcentres to provide sustainable transport information in job adverts, at recruitment fairs and in screening interviews.

Aims

- 7.4 The proposed STS would aim to:
- Ensure EMG2 is served by sustainable transport from the first stage of development, and
 - Ensure employees have a reasonable alternative to the private car for their journey to work.

Objectives

- 7.5 It is recommended that the following objectives are set to support this aim:

Active Travel

- To provide the necessary new / upgraded infrastructure and services to facilitate last mile journeys *within* the proposed development by foot, bike or bus.

- To ensure any proposed off-site active travel improvements connect to nearby villages and existing infrastructure.

Public Transport

- To deliver a network of bus services which directly access the proposed development, serving the main local urban areas.
- To ensure the network of local bus services are frequent, reliable and of a high quality, and operate with sufficient capacity and at suitable times of day.
- To ensure any bus service enhancements are developed with a clear intention to become commercially viable within a defined time period.
- To ensure good quality and timely information is provided to employees to enable them to make informed choices about their travel options.
- To ensure the time and cost of journey by bus to / from the development is not prohibitive (when compared to the car-based equivalent).

Smarter Driving

- To extend the existing EMG1 journey matching platform to cover the proposed development to enable existing and prospective employees to car share together.
- To provide EV charging provision for 20% of car parking spaces within the development to encourage low carbon options for those that choose to drive.

7.6 Potential mode-specific strategies for achieving these objectives have been set out in the following sections.

Active Travel

7.7 Multiple pedestrian and cyclist access points would be incorporated into EMG2 to ensure future employees and the general public can move through the site quickly, easily and safely. Along the main estate roads, shared pavements would be provided, as they are at EMG1, to ensure pedestrians and cyclists are separated from the vehicle and HGV traffic.

7.8 It is likely that the existing Public Right of Way footpath (L45), Hyam's Lane, which bisects the site on a north-east to south-west alignment would be retained and could provide an active travel spine route through the site. The route connects to the existing L45 footpath heading north towards EMG1 and Kegworth; and to the south-west the village of Diseworth. As part of the development, one option could be to explore

surfacing Hyam's Lane and providing low-level lighting along part of the route, increasing suitability for all expected users, all-year round.

- 7.9 It is acknowledged that not all employees may want to use Hyam's Lane, especially during winter months or in the evening if improvements are not made. An additional shared-use path could be explored to connect from the proposed bus interchange and the main estate road.
- 7.10 Contributions to off-site active travel routes could also be explored to upgrade an existing unsurfaced PRow route between EMG2 and EMG1, to provide greater connectivity between the two sites and onwards towards Kegworth.
- 7.11 In addition to active travel routes, provision could also be made to encourage tenants to provide secure, covered cycle parking at each employment unit as well as shower and changing facilities.
- 7.12 Proposals would also consider a free on-site bike hire scheme to allow employees to cycle from the new EMG2 bus interchange to their workplace within the site. It could operate in a similar way to the bike hire scheme at EMG1 with employees able to hire bikes from a bike rack near the bus interchange and to dock them in the secure cycle stands at each employment unit. This would be reviewed and discussed with the EMG1 Sustainable Transport Working Group.



Public Transport

Infrastructure

7.13 A purpose-built bus interchange is being explored for the north-east of the site, close to the proposed access from the existing roundabout on the A453. The preferred location of the interchange has emerged following discussions with local bus operator (trentbarton). The location of the interchange from the existing roundabout allows for the interception of existing bus services travelling along the A453.



7.14 Along with the bus interchange building, there would be dedicated bus bays to allow both commercial bus services and the proposed on-site shuttle service to call at the interchange. This means any employees arriving at the site by bus can seamlessly interchange onto the on-site shuttle bus to reach their workplace. Provision could be made for electric charging points at the interchange should the use of an electric vehicle for the shuttle service be considered.

7.15 The bus interchange building would be equipped with real-time bus information, seating, lighting, heating, and toilets, to create a safe and comfortable waiting area for employees. This is like the provision at EMG1.

7.16 In addition to the main interchange, there would be bus stops along the length of the estate road, with bus stops positioned close to the entrances of the employment units.

7.17 Each bus stop would have a flagpole, shelter, and timetable information, and served by the on-site Gateway Shuttle bus, providing a direct connection from the bus interchange to each employment unit. Real time information will be provided in the foyers of the employment units, as it is at EMG1, rather than at the bus stops themselves.



Gateway Shuttle

7.18 The bus interchange within the proposed development would also act as the hub for the proposed Gateway Shuttle service once the site is occupied. The shuttle would connect employees arriving at the EMG2 bus interchange with the bus stops along the estate road.

7.19 The hours of operation for the shuttle service would align with the occupier's shifts. Initially this is likely to be focused on the morning and evening shift changeover, however as the site is built out this will be extended to meet demand.

7.20 At EMG1 the Gateway Shuttle service now operates from 04:45 until 23:15. During its hours of operation, the shuttle operates on a continuous loop between the bus interchange and the bus stops along the estate road, providing a 'turn up and go' service for employees on-site. As with EMG1, it is likely the shuttle would be funded through the site's management charge to businesses and will be free for employees to use. The aspiration would be for the service to be fully electric to meet SEGRO's sustainability ambitions.



Commercial Services

7.21 It is envisaged that the routes of the existing bus services could be modified to include a stop at the proposed bus interchange to provide four high frequency bus services connecting to EMG2 from the first occupation. Early discussions with trentbarton, suggests they would be open to serving the site with the Skylink Express, Skylink Derby-Leicester and Skylink Nottingham. Discussions will also be held with Diamond Bus (operator of Airway 9) and Nottinghamshire County Council (operator of Notts Bus On Demand) prior to any planning application being submitted. As the hours of operation of these existing services consider the employee shift patterns at East Midlands Airport and EMG1, it means they already operate in the early morning and late evening, which is also likely to align with the shift patterns at EMG2.

Network Constraints

7.22 Through initial scoping discussions with trentbarton and LCC a potential challenge was highlighted that some bus services are likely to reach capacity at peak times due to an

increased number of passengers travelling to / from EMG2, alongside passenger growth caused by other strategic developments within the East Midlands Freeport. Their concern focused on skylink Derby-Leicester and skylink Express services reaching passenger capacity at shift changeover. The anticipated timescales for each service reaching capacity varied, but it is anticipated the skylink Derby-Leicester could reach the capacity threshold around the time of first occupation and the skylink Express around 2028/2029, if the other strategic developments within the East Midlands Freeport start occupying.

- 7.23 EMG1 employee home postcode data verifies that if this site draws from similar labour pools, there could be increased demand from settlements along the skylink Derby-Leicester corridor from Derby, Derbyshire, Leicester and Leicestershire. Feeding this demand data into the bus passenger forecasting, it further highlighted the need for investment in the skylink Derby-Leicester service as the priority. This is evidenced further in Chapter 9.
- 7.24 Trentbarton and LCC also identified potential bus bay capacity constraints at East Midlands Airport bus interchange. Whilst this is outside of the EMG2 boundary, it has been highlighted as a constraint because any increases to the number of vehicles operating on a route (e.g. skylink Derby-Leicester) will create further congestion at an already busy interchange. SEGRO does not have the ability to make infrastructure improvements on private land which is owned by the airport, however they would be willing to be part of discussions to phase any investment in services to tie in with improvements EMA could be considering to the layout of the interchange.

Proposed Service Enhancements

- 7.25 To address the capacity constraints for the Skylink Derby-Leicester service, SEGRO would work alongside the bus operator and LCC to agree a funding contribution for the skylink Derby-Leicester route. These vehicles would create the forecast passenger capacity needed in the peak hour. Extra vehicles would also provide the added benefit of improved service frequency, increasing from every 20 minutes to every 15 minutes.

Phasing

- 7.26 Table 7-2 sets out a proposed approach to phasing improved public transport connectivity to the site. If a planning application is submitted in the future these would be discussed in detail with LCC and local bus operators.

Table 7-1: Proposed Bus Service Improvements

Phase	Trigger
Phase 1: Ensure construction of EMG2 bus interchange, bus stops along the main estate road are complete.	Prior to the first unit reaching practical completion.
Phase 2: Ensure EMG2 is served by the skylink Derby-Leicester, skylink Express, skylink Nottingham, Airway 9 and NottsBus services.	When the first unit reaches practical completion.
Phase 3: Ensure the Gateway Shuttle service connecting the EMG2 bus interchange and the bus stops along the main estate road is introduced.	When the first unit begins first commercial operations.
Phase 4: Ensure funding is provided to support increased capacity on the skylink Derby-Leicester service from every 20mins to every 15mins.	When commercial operations are underway at 1mil sqft of development

Real Time Information

7.27 All skylink bus services are fully enabled for real time information and hence the bus interchange could provide display screens showing real time arrivals and departures. Each of the individual employers on site would be provided with the digital real time information link to display on a screen in the main foyer, showing the departure times of the next services to leave the interchange, enabling them to plan their departure via the site shuttle bus.



Ticketing

7.28 'Taster tickets' for bus services, allowing employees to try the bus for free to encourage them to commute regularly by bus would be considered. A similar taster ticket scheme is in place at EMG1 where new or existing employees can apply to get a free weekly taster ticket for any of the bus services to EMG1. The criterion for accessing a taster ticket at EMG1 is:

- Have a contract of employment with a business at EMG.

- Live on a bus route connecting to EMG.
- Not already using the bus for commuting to EMG.
- Not having already applied for / received a free taster bus ticket.

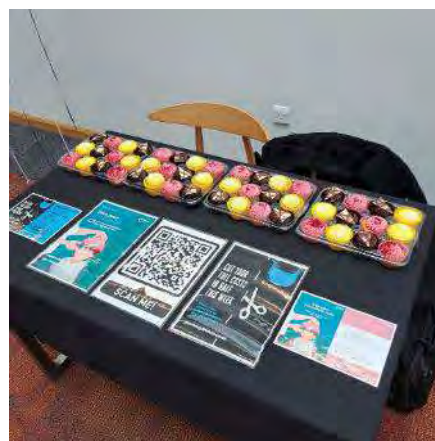
7.29 Whilst longer-term taster ticket options would be explored (e.g. 6 months), based on experience at EMG1, a one-week taster bus ticket is usually sufficient for the employee to try the bus and to decide if they would like to continue commuting that way.

Smarter Driving

7.30 Although all employees would be encouraged to use active and public modes of transport, it is acknowledged that these will not be appropriate for everyone as some employees may live too far from the site to walk/cycle, or not live on a bus route. For this reason, car sharing and the promotion of low carbon vehicles would also be considered.

Car Share

7.31 At EMG1 there is already a car share platform in place to facilitate journey matching for the commute, funded by SEGRO. This platform is accompanied by promotional campaigns to 'launch' the service to each new business and their employees when they occupy the site. The intention would be to expand the reach of the existing platform to encompass EMG2 too.



7.32 The benefits of this are twofold, it means there is only one car share platform to promote across both parks – making it easier to understand and communicate from an employee perspective – but also the more employees that sign up to the same platform, the more opportunity there is for employees at both parks to find a car share match.

7.33 As with EMG1, it would be proposed that any new business moving to EMG2 would be provided with support from the EMG2 Travel Plan Coordinator to set up appropriate car sharing policies, introduce car share bays in preferential locations near to employee entrances, receive a car share



launch campaign, have access to 'trip authentication' to provide an added layer of safety for those choosing to share the commute together, and to access the EMG1 car share leader board, for the chance to win prizes for sharing together.

Electric Vehicles

- 7.34 To future-proof the proposed development for the increase in electric vehicles (EVs) over the next 10 years and accelerate the transition from internal combustion engine vehicles to low emission / electric vehicles, SEGRO would provide capability for EV charging.

Information, Engagement & Promotion

- 7.35 For the aims and objectives of this STS to be met, it will be crucial that the tenants and their employees are fully aware of the options available to them. Prior to occupation, SEGRO would develop appropriate resources for promoting sustainable travel. Digital travel information packs would be given to all businesses, recruitment consultants and jobcentres to ensure future employees are aware of their travel options. Hard copies would be available for those that are offered a contract. The travel information provided in the packs is likely to include:
- Maps showing walking and cycling routes from neighbouring villages.
 - Maps showing the direct public transport services from Nottingham, Derby and Leicester, links to timetable information and information about the taster bus ticket.
 - Information regarding the EMG2 journey matching platform to help find a car share partner.
- 7.36 The existing [EMG1 transport website](#), which collates travel information relevant to EMG1, would be updated to include travel information for the proposed development too. This contains links to relevant travel information pages, provides downloadable copies of transport maps and timetables and provides a live news section detailing travel campaigns happening at the development.

8. Delivery

8.1 This section sets out how the STS would be managed and funded.

Management

8.2 The STS sets out the overarching approach for encouraging and facilitating sustainable commuting at the proposed development. Should the site be selected for development, a Framework Travel Plan (FTP) would be developed to set out how the STS would be delivered, by whom and how it will be funded over the lifetime of the travel plan period.

8.3 The management structure for delivering the STS and FTP is likely to entail:

- A Sustainable Transport Working Group (STWG) of strategic stakeholders steering the direction of sustainable travel interventions on-site;
- A Site Wide Travel Plan Coordinator (SWTPC) who works with the businesses and stakeholders to deliver the measures set out in the FTP;
- Occupier Travel Plan Coordinators at each unit to communicate measures to their workforces.

8.4 This is the same management structure used to implement the successful travel plan at EMG1, hence we would propose the same approach for this site.

8.5 As there is already an established STWG at EMG1, and many of the stakeholders will be the same for both developments, the intention would be to extend the remit of the existing group to also cover EMG2. The only new stakeholders required to join the group, who are not already part of it, would be the end-occupiers/tenants. The group meet every 6-months to discuss progress towards targets and new initiatives to be delivered.



8.6 The group is currently chaired by the EMG1 SWTPC (ITP) and for continuity across both sites it is anticipated that ITP would fulfil this role at EMG2 too, as there are already established relationships with all local stakeholders and partners. The STWPC would be in post for the duration of the EMG FTP delivery period.

- 8.7 The SWTPC would also be responsible for supporting each of the end-occupiers at EMG2 to prepare an Occupier Travel Plan for approval by the local authority and supporting them to promote the site wide travel plan measures to their workforces.

Funding

- 8.8 At EMG1 there are two ring-fenced funds that have been established by SEGRO to enable the delivery of the EMG1 Travel Plan and Public Transport Strategy. Approval to draw on the funds to deliver both strategies is given by the voting members of the EMG1 Sustainable Transport Working Group, the constitution of which is set out in the Development Consent Order (b). The voting members of the group are SEGRO, Leicestershire County Council, Leicester City Council, Derbyshire County Council, Derby City Council, Nottinghamshire County Council and Nottingham City Council. The approach to flexibly administering funds to deliver sustainable initiatives, with input from all voting stakeholders has been a successful route for joint working with local authority partners. One approach to funding the sustainable transport measures at EMG2 could be to set up a similar mechanism, for SEGRO to ring-fence funding for improving sustainable transport connections during the travel plan delivery period (approx. 10 years).
- 8.9 Unlike the measures to be delivered during the travel plan period, a different funding mechanism is likely to be required for the Gateway Shuttle service, to future-proof the service so there will be a continuous funding stream to operate the service, even after the Travel Plan delivery period has ended. One option would be to fund the Gateway Shuttle service through the site's management charge, which is an annual levy paid by all occupiers for the provision of site-wide services. This is the same funding mechanism used at EMG1.
- 8.10 Both funding options will be considered in more detail at the point a planning application is submitted.

9. Expected Impacts

- 9.1 This section details the expected impacts of providing sustainable transport connections in terms of the geographic reach by active travel and public transport and the number of people we anticipate using sustainable modes.

Improving Site Accessibility

Active Travel

- 9.2 Figure 9-1 visualises the 60-minute cycling catchment of the site, providing active travel infrastructure is delivered to connect EMG2 with the existing PRoW and National Cycle Network routes. This map considers cycling on all roads, except motorways, as well as any designated off-road cycle routes. It shows that the villages in the immediate vicinity of the site – Diseworth and Kegworth - are within a 15mins cycle. Castle Donington, Shepshed and East Midlands Parkway Railway Station are within a 30mins cycle. The south-eastern fringe of the Nottingham urban area (e.g. Clifton, Long Eaton, Sandiacre, Sawley) are within a 60min cycle.
- 9.3 Using the EMG1 workforce data (2022) as a proxy for where future employees could be drawn from, it shows that 25% of the workforce could be within a 60min cycle of the site. Whilst this is significantly higher than the active travel mode share currently recorded at EMG1 (2%), it must be appreciated that longer-distance cycle connections (e.g. 30min+) may not be appealing to employees working 10-12hr shifts in a warehouse, who also start very early in the morning or late in the evening. Considering this, any future active travel mode share targets should consider the quality of the surrounding active travel network, the working hours of employees and the distance employees are commuting.

Public Transport

- 9.4 The site is within close proximity to existing high frequency bus services and introducing an on-site bus interchange would facilitate those services stopping at the site, making it possible for employees to commute by bus; as well as interchanging onto tram or rail services.
- 9.5 Figure 9-2 visualises the 60min public transport catchment for the site. It shows that all the major settlements in the East Midlands, including Loughborough, Leicester, Derby, and Nottingham, would be accessible within an hour, highlighting a wide geographic

catchment for public transport commuting. The possible investment in the skylink Derby-Leicester service to improve service frequency will not have an impact on the geographic extent of the public transport catchment, but will improve the attractiveness of the service for employees, and increase capacity of the service for the operator.

- 9.6 Using the workforce data from EMG1 (2022), 32% of the workforce live within a 60min public transport commute of the proposed development. This suggests that if EMG2 employees are drawn from similar settlements, there is high potential for them to have access to commuting by public transport and could therefore achieve a similar mode share to EMG1.

Figure 9-1: EMG2 Cycling Accessibility

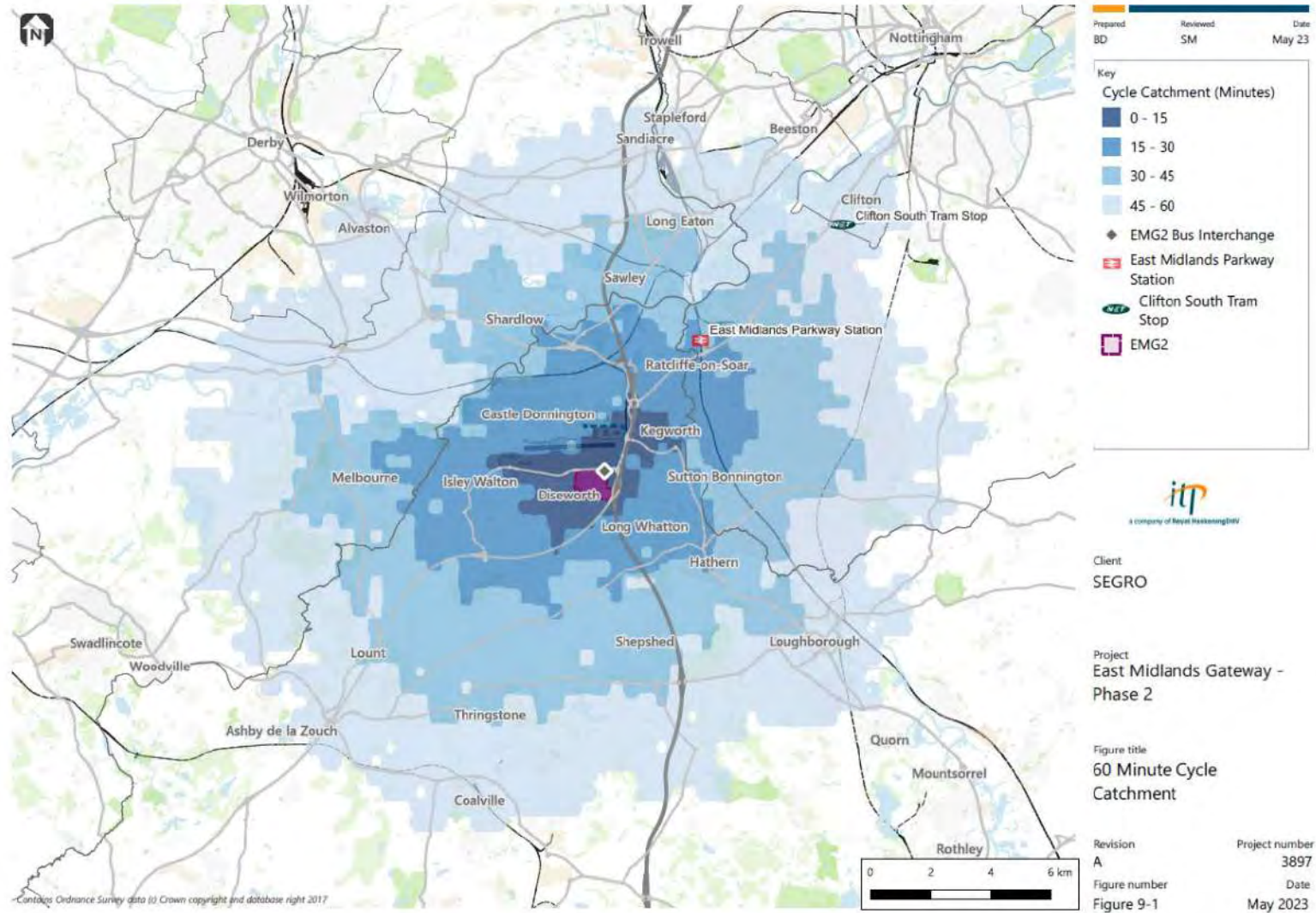
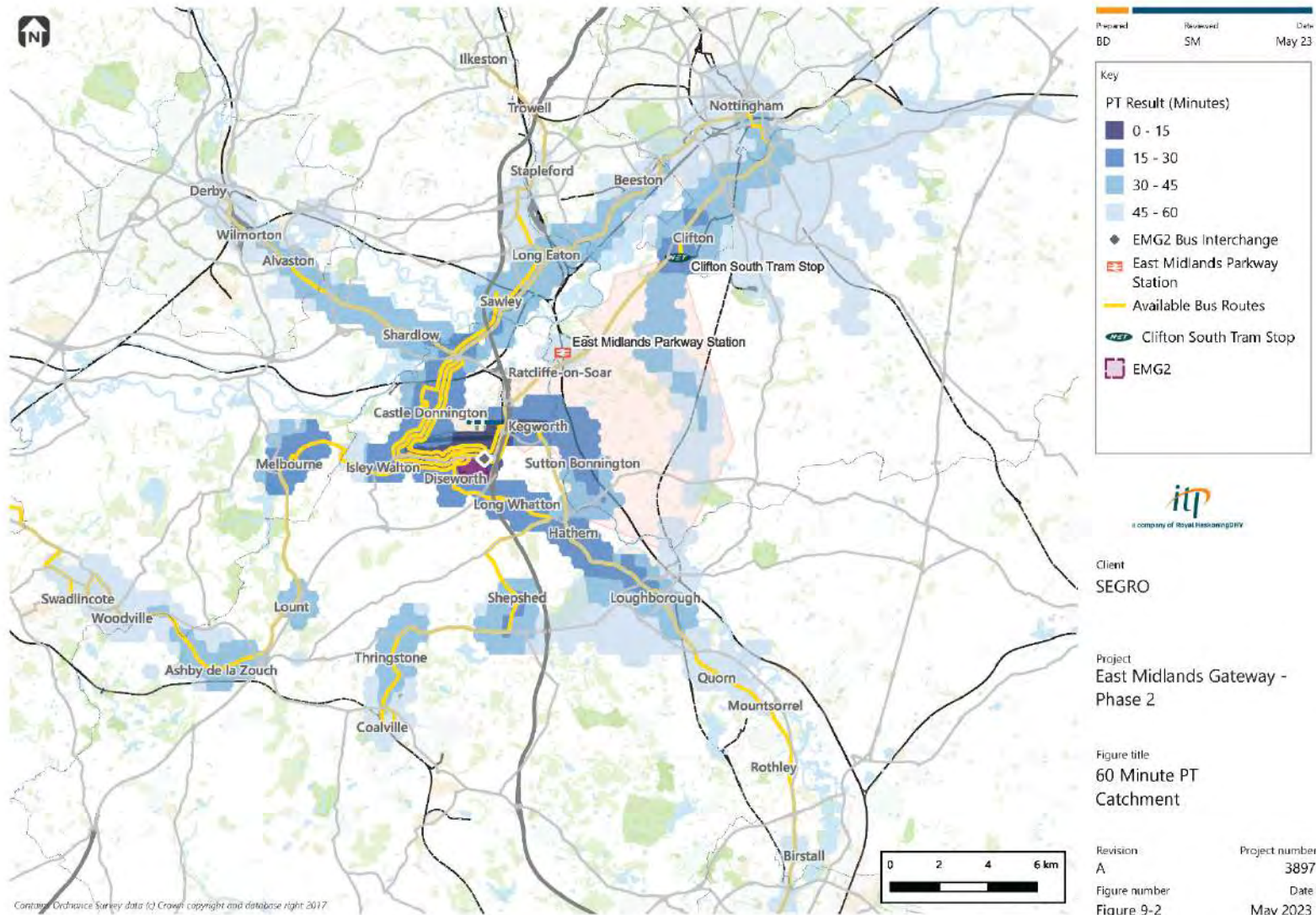


Figure 9-2: EMG2 Public Transport Accessibility



10. Conclusion

- 10.1 A clear strategy for connecting the site by sustainable means has been set out in this document. It considers the likely sustainable travel infrastructure and services required during the build / pre-occupation phase, as well as the engagement that would take place when the first tenants begin operations. The strategy is built on a sound evidence base of the effective measures that have been delivered at EMG1 and have seen the site positively exceed the travel plan targets with 45% of employees commuting using sustainable modes (bus, car share and active travel). The similarities between EMG1 and the proposed site in terms of location, existing transport connections, planned operations and type of employment, mean applying the same approach to embedding and promoting sustainable commuting, should lead to high sustainable commuting outcomes.
- 10.2 The key highlights from the proposed strategy are summarised below:
- Expansion of the EMG1 Sustainable Transport Working Group to encompass the proposed development and invitation to all businesses to join existing stakeholder discussions.
 - A dedicated Site Wide Travel Plan Coordinator in post for the duration of the 10-year travel plan delivery period.
 - A new bus interchange at the entrance to EMG2 and bus stops with shelters along the main estate road.
 - Four high frequency bus services and an on-demand service calling at EMG2 bus interchange from first occupation.
 - A Gateway Shuttle bus connecting the bus interchange with bus stops along the main estate road to make it quick and easy to reach the employment units.
 - Consideration for the Gateway Shuttle to be electric to meet sustainability ambitions for the site.
 - Financial investment to increase frequency of the skylink Derby bus service from every 20mins to every 15mins to increase passenger capacity.
 - Provision of one-week taster bus tickets to enable employees to try the bus.
 - Expansion of the existing EMG1 car share platform to encompass the proposed development to help employees from both sites to find a car share partner.
 - EV chargers provided for employees to use.

- Provision of internal active travel infrastructure to support last mile connections within the site.

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Appendix 6 – Midlands Engine Support Letter



Sent by email 13th December 2023

Dear [REDACTED]

Midlands Engine is aware of the significant contribution the recently developed East Midlands Gateway is making to the wider cluster of activity centred on East Midlands Airport in delivering large scale and high quality growth to supercharge the East Midlands economy; from a standing start less than seven years ago it now comprises 6 million square feet of rail served warehousing and employs over 7,500 people.

SEGRO is keen to build on this success through the delivery of East Midlands Gateway Phase 2. This land, which is already designated as part of the wider East Midlands freeport, has the potential to take advantage of the unique confluence of road/rail/air links and to deliver an additional 3 million square feet and at least 4000 additional jobs.

The East Midlands Gateway clearly forms a key part of the economic growth strategy for the East Midlands region and Phase II would create a nationally important 'best in class' logistics and advanced manufacturing hub at the heart of the three cities region.

Midlands Engine supports the application of SEGRO to apply the DCO process to its freeport site at this regional hub. This will enable development to be concentrated in a comprehensive manner, utilising the one-stop shop approach of the DCO. Applying that process would also enable the development to be implemented, and thus the benefits of the freeport status and the contribution to the economy, local, regional and national, to be realised as soon as possible.

Owing to its scale, location and designation the scheme is already attracting occupier interest at both regional and national level.

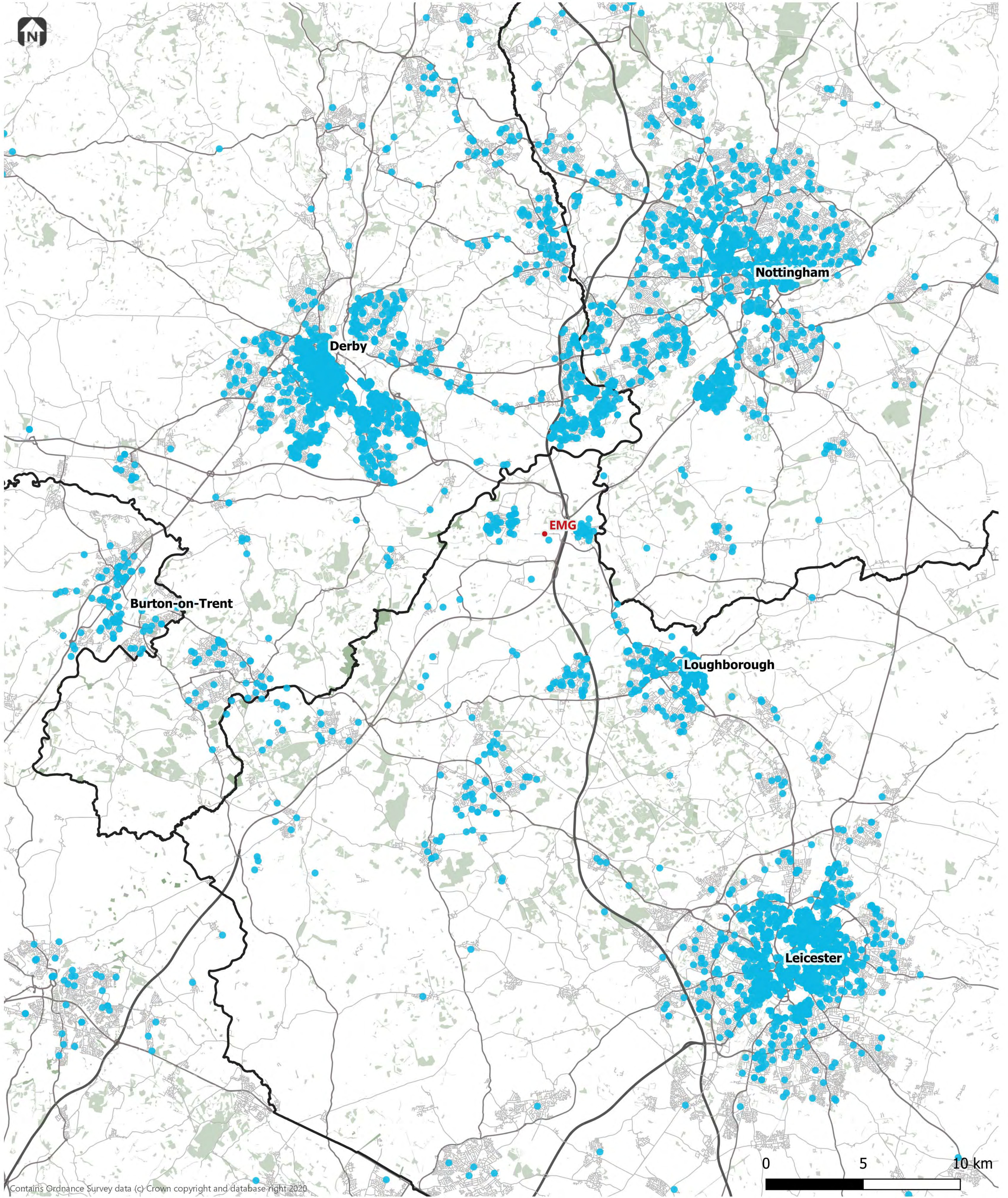
Yours sincerely,

[REDACTED]

[REDACTED]

Chair, Midlands Engine

Appendix 7 – EMG1 Employee Postcodes Plan



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Prepared	Reviewed	Date
BD	SM	Nov 23



Client **SEGRO**

Key

- EMG
- Employee Postcodes
- Local Authority Boundaries

Project
SEGRO East Midlands Gateway 2023

Figure title
EMG1 Employee Home Postcodes within Local Authority Boundaries

Revision	Project number
A	4109
Date	Figure number
Nov 2023	Figure 1-1