EAST MIDLANDS GATEWAY

KEY FACTS
CLIENT
ROXHILL DEVELOPMENTS
FLOORPLATE SIZE
6 MILLION SQ FT

PROJECT DESCRIPTION
East Midlands Gateway Strategic Rail Freight Interchange delivers 6 million sq. ft. of rail and road served warehousing, creating up to 7000 jobs. The scope includes extensive highway works including major improvements to M1 junction 24 and provision of a new bypass for the village of Kegworth.

BWB has been involved extensively, providing engineering advice on transportation, highways, flooding and also playing a key role in the production of the Development Consent Order (DCO). The early stages of developing the DCO saw BWB set up and chair the transport working group for the scheme, which included representatives from the 6 highway authorities.

The working group was set up in of the site’s location adjacent to M1 junction 24 and close to 3 county borders, together with the complex, multi-modal transport issues to be tackled by the Transport Assessment (TA). The working group was successful in steering the production of the TA and related ES chapters to the satisfaction of all the participating highway authorities.

SERVICES PROVIDED
Civil Engineering
Earthworks
Flood Risk
Infrastructure Design
Transport Planning
Rail

NTH209
EAST MIDLANDS GATEWAY

KEY CHALLENGES & SOLUTIONS

HS2 Impacts: The announcement of the initial route for the Leeds leg of HS2 was made during the early DCO consultation stage. The published line included a tunnel beneath East Midlands Airport and the northern portal was located centrally in the development, effectively bisecting the site and jeopardising the viability of the proposals. BWB was instrumental in developing technically feasible alternative route options for HS2, including extension of the airport tunnel, in order to protect the EM Gateway project status and viability. The HS2 team were able to agree to the tunnel extension option, allowing both projects to move forward through their respective planning processes.

Flood Risk: BWB have prepared the Flood Risk Assessment and related ES chapter for the development and the associated rail and highway works. This involved extensive watercourse modelling for both local watercourses and the Rivers Soar and Trent to assist in developing flood risk mitigation acceptable to the Environment Agency.

Major Highway Interfaces: BWB has designed the extensive highway works in sufficient detail to permit preparation of the Order plans required as part of the DCO. The works are tightly constrained and the design process required agreement of several departures from geometric standards with the Highways Agency.

Earthworks Strategy: BWB’s earthworks strategy for the main development site involves the movement of 4 million cubic metres of material whilst achieving an on-site cut/fill balance.
KEY CONTACTS

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