Appendix 1.3: EIA Screening and Scoping Opinion Request

Land off Station Road, Bagworth, Leicestershire

Environmental Impact Assessment Scoping Report

Barberry Industrial Limited

February 2025

envance
SUCCESS THROUGH SUSTAINABILITY

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Contents

1. Introduction

1.1 Background

1.1.1 Envance Ltd was commissioned by Barberry Industrial Ltd (the "**Applicant**") to prepare a screening opinion and scoping request under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) in relation to the delivery of a 39,000 m^2 distribution hub ("**Proposed Development**") at Wiggs Farm, Wood Road / Station Road, Battram, Leicestershire ("**the Site"**) (National Grid Reference: SK 43615 09510). The Site is approximately 14.6 ha in extent as shown in Appendix A.

1.1.2 The Proposed Development will replace the existing operational site located off Victoria Road and to the north of Station Road (NGR: SK 43862 10133). The Site provides the opportunity to deliver a bespoke facility that meets the current operational requirements of the business near to the existing operation, thereby protecting existing jobs, whilst generating new jobs for the local community. A site location plan is provided in Appendix A.

1.2 Need for an EIA

1.2.1 Environmental Impact Assessment (EIA) is a process to identify likely significant effects of a new development on the environment, both during construction and operation, and how those impacts can be mitigated. The process is designed to ensure decision makers and the public are aware of and fully consider the environmental consequences of implementing the proposal before it has been allowed to proceed.

1.2.2 The EIA aims to establish the nature of the Site and its surroundings (i.e. baseline). The baseline can then be compared to post-development to identify the likely significant effects that may arise from the Proposed Development. As part of the EIA, an Environmental Statement (ES) will be produced to capture this assessment.

1.2.3 It is the Applicant's view that the development as a whole would constitute EIA development having regard to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as amended. The development falls into *Schedule 2, Section 10 – Industrial estate development projects (a) development exceeds 5 ha*. The Proposed Development may give rise to significant effects on the environment by virtue of factors such as its nature, size or location.

1.3 EIA scoping process

1.3.1 This document requests a combined EIA Screening Opinion and an EIA Scoping Opinion with the Local Planning Authorities (LPA) Hinckley and Bosworth Borough Council (HBBC). Scoping the EIA is focussed on making sure it is relevant and proportionate to the nature and scale of the Proposed Development in line with the Regulations.

1.3.2 EIA Scoping is undertaken prior to an EIA to understand the potential receptors that may be affected by the Proposed Development and informs the scope of the EIA and, therefore, the ES.

1.3.3 EIA Scoping assists in focusing the attention (of developers, consultees and decision makers) on key environmental impacts for inclusion and consideration within the EIA and also identifies those matters which do not need to be assessed in detail.

1.3.4 This Scoping Report has been prepared to facilitate early pre-application engagement with key statutory consultees and stakeholders on the Proposed Development together with the

proposed structure, methodology and content of the EIA.

1.3.5 It is the purpose of this document to, therefore, request a Scoping Opinion under Section 15 of the EIA Regulations. This document aims to provide the relevant planning authorities with the following information as required under the EIA regulations to provide a Scoping Opinion:

> 15 (2) A request under paragraph (1) must include—
>
> (a) in relation to an application for planning permission—
>
> (i) a plan sufficient to identify the land;
>
> (ii) a brief description of the nature and purpose of the development, including its location and technical capacity;
>
> (iii) an explanation of the likely significant effects of the development on the environment; and
>
> (iv) such other information or representations as the person making the request may wish to provide or make.

1.3.6 We anticipate that the LPA will issue a scoping opinion within 5 weeks of receiving a request unless agreed in writing with the Applicant.

1.4 Structure of this document

1.4.1 The remainder of this Scoping Report comprises the following chapters which aim to address the requirements above:

- Chapter 2: Describes the existing environment with the currently identified environmental sensitivities;
- Chapter 3: Describes the Proposed Development;
- Chapter 4: Describes the consideration of alternatives;
- Chapter 5: Provides a summary of the planning context;
- Chapters 6: Identifies key environmental issues (including cumulative effects) identified to date relating to each of the environmental assessment topics and the proposed methodologies and approaches for the assessment of potential effects in the EIA;
- Chapter 7: Provides an overview and justification for the topics that have been scoped out of EIA and the structure of the ES and summarises the general approach that will be undertaken for the EIA; and
- Chapter 8: references.

1.4.2 Plans of the Site are provided in Appendix A.

1.5 The project team

1.5.1 This document has been prepared by Envance on behalf of the Applicant with technical input from a range of specialist consultants with expertise in similar developments. Table 1 identifies the team members and their responsibilities.

Table 1 Project team

Area of Expertise	Consultant
Planning	Harris Lamb Property Consultancy (HLPC)
Design	BHB Architects
EIA Co-ordination & ES Production	Envance
Traffic and Transport	DTA
Air Quality	Air and Acoustics Ltd
Noise and Vibration	Hepworth Acoustics
Landscape and Visual	Weareblade
Biodiversity	HLPC / Envance
Historic Environment	Orion Heritage
Water Environment / Drainage	TierUK
Ground Conditions	TierUK
Agricultural Soils	Amet Property
Socioeconomics	Envance
Major Accidents and Natural Disasters	Envance
Climate Change	TierUK, Envance, Air and Acoustics Ltd

1.5.2 As required by Regulation 18.5 a and b of the EIA Regulations, the EIA will be prepared by competent experts and copies of C.V.s are available upon request.

1.6 General assumptions

1.6.1 This report has been produced at an early stage of preliminary design and can only be based on information available up to this point. Designs are being developed and the proposed construction methodology has not been finalised. Where there are data gaps, a precautionary approach has been taken where it has been identified. Each environmental factor has specific assumptions and limitations, and these are highlighted within individual sections.

2. Description of the existing environment

2.1 Location of the Proposed Development

2.1.1 The Site is approximately 14.6 ha in extent and is situated within a predominantly semi-rural landscape. It is located 180 m south of the existing Pall-ex Site located off Victoria Road and to the west of Station Road (NGR: SK 43862 10133). Wiggs Farm is located immediately outside to the south of the Site. A site location plan is provided in Appendix A.

2.1.2 The Site largely comprises of an arable field with field margins limited in size and characterised by abundant grasses, nettle and occasional thistle. Beyond the narrow field margins, hedgerows are present along the majority of field boundaries.

2.1.3 Wood Road (B585) runs to the north of the Site, while Station Road runs along the east of the Ste and is where the Proposed Development will be accessed from.

2.1.4 Clay Quarry Wood, a plantation broadleaved woodland with ponds and a candidate Local Wildlife Site (LWS), is located to the east of the Site, boarded by Station Road to the east and Wood Road to the north.

2.1.5 A National Grid 400 / 275 kV powerline crosses the Site and a 33 kV and 11 kV power pole present on Site[1].

2.1.6 Surrounding the Site, the landscape is gently undulating with a mix of industrial, commercial, and rural land uses. Station Road currently provides access along the eastern extent of the Site and connects nearby villages of Bagworth, Bardon Hill and Eillistown. Wood Road runs along the northern and western boundaries of the Site.

2.1.7 Industrial and commercial operations lie in the towns of Ibstock to the north-west of the Site, the village of Battram to the west of the Site, Bardon Hill to the north-east of the Site.

2.1.8 There are a number of operations scattered outside of nearby towns including the existing Pall-Ex operational centre located close to the Site, Cliffe Hill Quarry located 1.7 km north-east from the Site and an Aldi distribution centre 400 m south-west of the Site.

2.1.9 Wood Road / Station Road connects to the A447 and then to Junction 22 of the M1 to the east which forms the major transport links between the major towns of the area.

2.2 Site planning history

2.2.1 One County Council planning application had been previously submitted for the Site: Extension of Concrete Products Stocking Area - County Council Identity Number: 2012/PA/0095/LCC (2012).

2.3 Identified environmental sensitivities

2.3.1 The early identified environmental sensitivities within the Site or the surrounding area are set out below in Table 2. Further work is required by the technical team as part of the EIA process, allowing a more detailed understanding of the environmental factors influencing the Site.

[1] https://openinframap.org/#15.14/52.68004/-1.35486 accessed February 2025

Table 2 Initial environmental receptors

Topic	Key environmental constraints
Landscape and Visual	The Site is not covered by any national or local qualitative landscape designations and is not situated within a locally designated special landscape area of high landscape value. Wider landscape dominated by built form (B8 employment units, brick manufacturing plant, clay mineral extraction, process facilities, Solar PV farms). Natural England Landscape Character Assessment No 71, Leicestershire and South Derbyshire Coalfield 1999 – consists of a plateau with unrestricted views of shallow valleys and gentle ridges. There is a wider network of Public Rights of Way. Views are influenced by the field hedgerows and trees, as the woodland plantations through which a number of PRoWs pass. National Cycle Route (NCR) 63 passes the Site's location along Station Road to the east and the B5895 along the north and west.
Historic Environment	No designated archaeological heritage assets in the form of scheduled monument. No known non-designated archaeological heritage assets. No cropmarks have been identified on the Site.
Biodiversity	Priority Habitat Woodland within the Site. Bagworth, Clay Quarry Wood pond candidate LWS on Site. Ponds with known great crested newt populations within 500 m of the Site. Potential for trees to support roosting bats.
Traffic & Transport	Local highway network – Station Road links to B585 in the north-west and Barlestone Road / Main street to the south. To the north-east, A4511 provides connection to Junction 22 of the M1, A50 and A42. Pedestrian and cycle access – There is a network of PRoWs accessed off Station Road and footpaths both sides of Station Road in places. Public Transport – Bus stop c. 350 m north-west of the site, serviced by bus service 28. Nearest train station is c. 19 km south and south-east of the Site.
Air Quality	Not within an Air Quality Management Area (AQMA), suggesting existing levels of pollution are acceptable in the local area.
Noise	Nearest noise-sensitive locations to the proposed development are those to the west on Battram Road, and those to the east on / off Station Road.
Water Environment	The Proposed Development is located within Flood Zone 1 with a 'low probability' of fluvial / tidal flooding. A small proportion of the Site has a low to high risk of surface water flooding No watercourses have been assessed within the Site. The Site is unlikely to be served by a positive surface water drainage system.

Topic	Key environmental constraints
Ground Conditions	Majority of the Site is anticipated to be Topsoil underlain by natural strata. Southeast of the Site to comprise of 'infilled ground' as a result of former Bagworth Brick / clay pit. There is a moderate risk of compressibility and uneven settlement associated with this area of artificial ground. Ground gas monitoring required due to historic infilling of clay pits east of the Site.
Agricultural Soils	The Site is in an area with a moderate likelihood of BMV land (20-60 % area BMV). Soil type - Whimple 3 Association, reddish fine loamy or fine silty over clayey soils with slowly permeable subsoils and slight seasonal waterlogging. Reddish soils, slowly permeable within 30 to 40 cm resulting in wetness class IV assessment and a land grade of 3b.

3. Nature and purpose of the development

3.1 The proposed development

3.1.1 The Site is approximately 14.6 ha in size. The Applicant will submit a full planning application for a large warehouse unit with a floor area of approximately 31,726 m^2, with a ridge height of 22 m and an eave height of 19 m, an ancillary workshop building with a floor area of approximately 622 m^2, and offices on the eastern and western sides of the warehouse totalling 3,003 m^2, together with access and landscaping as shown in Appendix 1. The final scheme areas may differ the description within this document as the design evolves through the EIA process.

3.1.2 The warehouse unit will be used by Pall-Ex is a pallet shipping freight network for pallet delivery to destinations all over the UK and beyond.

3.1.3 A footpath will link the warehouse and office area to a large car park on the eastern side of the office / warehouse (approx. 172 spaces inclusive of 11 spaces for disabled parking). Around the buildings there is currently proposed 172 HGV parking spaces. To the east of the car park is proposed wooded area with the new pond for amenity use. An area of external amenity seating and a cycle store is also proposed adjoining this car park.

3.1.4 The proposed access road from Station Road follows an existing route through the tree belt to the east of the Site. The Proposed Development would retain the thick boundary hedgerow and trees on the perimeter of the Site as much as possible with some ecological enhancements and tree planting proposed for the perimeter of the Site. The Proposed Development aims to limit the impact on key landscape and ecological features of the Site and allow the development to better integrate into its environment.

3.1.5 There is additional land immediately to the south of the Site, which is not shown on the current plans, but is available if required to provide additional planting to mitigate the visual, landscape and / or ecological impact of the Proposed Development.

3.1.6 Other important considerations of design include:

- Parking space for HGVs would be available along the southern boundary (approx. 56 spaces) with a fuel station.
- On the western boundary of the site would further parking available for HGVs.
- Adjoining the warehouse on the western side would be a forklift maintenance building and office buildings with a QC office to the west.
- An HGV wash and maintenance building on the northern boundary.
- Adjacent to the maintenance building would be a tipping preparation building with space for approx. 26 trucks. This element would have a width of c. 82 m, a depth of 34 m and an approximately roof height of 17 m which is subservient to the main warehouse.
- Internal forklift lanes.
- Weighbridge.
- Provision of EV chargers.
- Provision of cycle storage.
- Refuse area.

- Rerouting of 33 kV line and retention of National Grid 400 / 275 kV powerline. Potential realignment of 11 kV cable.
- Landscape planting and ecological enhancements including use of BNG land (location TBC).
- Sustainable drainage.
- Access off Station Road with associated visibility splays with entrance/exit gatehouse and pedestrian and cycle path.

3.2 Access

3.2.1 Access to the Site is currently from Station Road on the eastern Site boundary. Station Road is a single carriageway linking to the B585 Ellistown Terrace Road to the north-west. The B585 connects to the A4511. The A4511 is a principal road and provides connection to Junction 22 of the M1, A50 and A42.

3.2.2 The Proposed Development will require creation of an access road through the plantation woodland and using the existing forestry track as far as possible. This will require localised tree felling.

3.3 Construction

3.3.1 The Applicant has committed to undertaking construction works in line with a Construction Environmental Management Plan (CEMP) and a Construction Traffic Management Plan as a means of avoiding, reducing or mitigating potential adverse effects of construction on the environment and local community. The CEMP will be subject to approval by LPA and secured through an appropriate planning condition. An outline CEMP will be provided with the EIA.

3.4 Operation

3.4.1 The nature of the business means that it will be operational 24 hours a day 7 days a week.

3.5 Phasing and timing

3.5.1 Construction of the Proposed Development is expected to commence in Q4 2025. The Proposed Development is expected to be operational by the end of 2026.

3.5.2 No decommissioning phase will be considered in the EIA as the development will be considered permanent. Only construction and operational phases will be considered.

3.6 Consultation

3.6.1 This Scoping Report will be submitted to HBBC to request a formal Scoping Opinion in accordance with the EIA Regulations. The EIA will be based on the consultation responses from HBBC Council.

3.6.2 The Applicant has been engaged in formal pre-application advice and consultation with HBBC Council as follows:

- LCC Highways Pre-app submission – 12th March 2024
- LCC Highways Pre-app response – 27th March 2024
- Meeting with Head of Street Scene Services - 10th April 2024
- Pre-app response submitted - 17th April 2024

- Pre-app response received - 18 July 2024
- Thornton Parish Council meeting – attended by MD Pall-Ex – 13th May 2024
- Bagworth Parish Council meeting – attended by MD Pall-Ex – 14th May 2024
- Meeting with the Chief Executive Officer and Leader of the Council - 17th January 2025
- Meeting with HBBC Planning Team – 6th February 2025

3.6.3 No other public consultation events are currently planned.

3.6.4 The Applicant welcomes comments on the content of the Scoping Report and the assessment methodologies proposed. The Applicant is keen to seek views on whether additional data sources should be accessed, and whether additional bodies or organisations should be consulted during the EIA process. Consultation responses regarding specific technical areas will be incorporated into the appropriate sections of the ES.

3.7 Cumulative schemes

3.7.1 The EIA will consider the effects of the Proposed Development in isolation, and also any potential cumulative impacts that may arise when considered alongside other developments in the vicinity. The scope of the cumulative assessment will be determined in consultation with HBBC.

3.7.2 The envelope over which cumulative impacts are to be considered will be determined in consultation with HBBC. Other relevant existing and / or permitted developments within this area will be recorded and cumulative effects assessed within an area to be agreed as part of the scoping process.

3.7.3 The scope of cumulative assessment for individual technical topic areas will be dictated by the nature of the impacts under those topic areas, the level of information available at the time of the assessment and good practice guidance as appropriate.

3.7.4 There is no consistent guidance or standardised approach to the assessment of Effect Interactions. However, it is recognised that the Proposed Development has the potential to give rise to a variety of impacts upon a number of different receptors some of which may combine to become significant effects. Table 3 summarises the proposed receptor-based assessment process to be used for both construction and operation of the Development.

Table 3 Effect interaction assessment process

Step	Description
Step 1: Identify and categorise receptors	Identify all topic sensitive receptors and their geographical locations based on the study areas and Zones of Influence (ZoI) of the respective technical assessments. These will then be categorised by type.
Step 2: Identify impacts	Identify all topic impacts associated with sensitive receptor(s) / receptor types.
Step 3: Screen receptors and associated impacts	A screening exercise will be undertaken upon the identified receptors and impacts. Items are screened out from further assessment if they are: • Receptors where no topic impacts overlap; • Receptors with no temporal overlap with topic impacts; or

Step	Description
	• Receptors where topic impacts are identified as 'negligible'
Step 4: Assess effect interactions	Qualitative assessment based on professional judgement of the effect interactions.

3.7.5 We have undertaken a review of current applications in planning with consideration to those cumulative effects that may occur concurrently during the construction and operation phases of the Proposed Development, and where there are sensitive receptors common to each development. The Proposed Development is located on the boarder of both HBBC and North West Leicestershire Council (NWLC) and a search of both Council areas has been undertaken to assess cumulative effects.

3.7.6 Two planning applications in HBBC and 12 planning applications in NWLC were initially identified to influence the Proposed Development. These sites are outlined below in Table 4. These planning applications will require further assessment for the potential of cumulative effects by each discipline as part of the EIA process and it is envisaged that some will be screened out. However, there does not appear to be any current major developments considered by HBBC or NWLC in close proximity to the Site where significant cumulative impacts are likely to arise. We welcome confirmation by HBBC and NWLC through the scoping response to confirm the final test of projects to consider in the EIA.

Table 4 Developments initially identified for consideration of potential cumulative effects

Development	Description
HBBC Electricity Substation Wood Road, Nailstone Leicestershire	Installation of an electrical substation, transformers, new vehicular access, and associated site infrastructure. c. 0.3 km south of the Site
HBBC Land South Of 295 Main Street Stanton Under Bardon Leicestershire (24/00828/REM)	Approval of reserved matters (layout, scale, appearance, landscaping and access other than vehicular access) of outline planning permission for residential development of 50 dwellings. c. 3.4 km west of the Site
NWLC Land Off Cartwright Way Bardon Hill Coalville Leicestershire	Screening opinion for proposed Bio-Compressed Natural Gas (Bio-CNG) refuelling facility comprising fuel pump islands, plant compound, warehouse / workshop, landscaping, access and associated development. c. 2.5 km north-east of the Site.
NWLC Charnwood Fencing Ltd Beveridge Lane Coalville Ellistown Coalville Leicestershire	Outline application for the erection of two commercial buildings with all matters reserved except for layout. c. 2.35 km north-east of the Site.
NWLC	Application for full permission for the construction

Development	Description
Unit 5 Sence Court Bardon Coalville Leicestershire	of sustainable Water Recycling / Treatment Units. c. 2.7 km north-east of the Site.
NWLC Regs Way Bardon Coalville Leicestershire	Application for demolition of existing building and erection of storage and distribution warehouse with ancillary office, associated parking, vehicular access works, landscaping and associated works. c. 2 km north-east of the Site.
NWLC Land Off Beveridge Lane Coalville Ellistown Leicestershire	Erection of 61 dwellings including highway access, parking and pedestrian links. c. 1.9 km north of the Site.
NWLC Land to the East of Midland Road Ellistown Leicestershire	Development of site to provide for up to 29,160 sqm of employment development floorspace with ancillary floorspace, together with habitat creation, landscaping, parking, service yards, footpaths / cycleways, and other associated infrastructure. c. 2 km north of the Site.
NWLC Land West of Midland Road Ellistown	Development of site to provide up to 75 dwellings with associated landscaping, open space, drainage infrastructure and associated works. c. 2.2 km north-west of the Site.
NWLC Land to the North Wainwright Road Hugglescote Leicestershire	Residential development of 79 dwellings and associated works. c. 3.1 km north of the Site.
NWLC Land North of Standard Hill and West of Highfield Street Hugglescote Coalville Leicestershire	Erection of 400 dwellings and amended parking and landscaping / garden proposals to Plots 305 to 314. c. 3.8 km north-west of the Site.
NWLC Standard Hill Coalville Leicestershire LE67 3HJ	Erection of three storey 66-bed care home (Use Class C2) with parking, access, landscaping and associated works. c. 4.2 km north-west of the Site.
NWLC Land North of Standard Hill and West of Highfield Street Hugglescote Coalville Leicestershire	Erection of residential development. c. 4.1 km north of the Site.
NWLC	Erection of 27 dwellings (20 dwellings and 7 apartments) and Local Centre (comprising retail

Development	Description
Phase 2A Land to the North of Grange Road Lower Bardon	unit and café / restaurant unit). c. 2.7 km north of the Site.

4. Consideration of alternatives

4.1 Introduction

4.1.1 Part 5, Schedule 18 of the EIA Regulations requires an outline of the main alternatives studied by the applicant. In this instance the potential alternative scenarios comprise: firstly, do nothing; secondly, consideration of an alternative strategic development proposal; and, thirdly, consideration of an alternative configuration of development within the Site.

4.2 Do nothing

4.2.1 If the Proposed Development is not undertaken the Site will remain under agricultural production. There would be no contribution to the local economy with the associated job creation required to support Pall-ex in this locality. Pallex would still need a new location from which to operate and would need to search further afield putting the existing local jobs and the local social and economic contributions Pallex makes to the local area at risk.

4.3 Consideration of alternative development

4.3.1 This is the only location that has been explored that would meet the unique requirements of Pallex's operation. All other locations have been ruled out as they would not meet Pallex's requirements. The Site has been chosen because of its size, proximity to current operational centres of the client, consideration of environmental value and access to strategic road network. Furthermore, the Site is an appropriate location for the staff in nearby operational centres and nearby populations (Coalville, Ibstock and Bagworth) for local employment. In addition, this Site it the location where the Applicant has control of the land to deliver the scheme upon approval.

4.4 Design alternatives

4.4.1 Before an alternative development or design is considered, a clear rationale for the footprint, height of the building and roof profile will be provided to council during planning application discussions. These discussions will also cover how any adverse effects could be mitigated.

4.4.2 Changes to the Proposed Development will be informed by following a suite of environmental assessments and through feedback from statutory consultees prior to design fix in an iterative way to minimise environmental impacts that will be set out in the ES.

5. Overview of relevant planning policy

5.1.1 The following national, regional and local planning policy and guidance is relevant to the Proposed Development:

- National Planning Policy Framework (2024);
- Planning Practice Guidance (2021);
- National Design Guide (2020)
- Hinkley and Bosworth Borough Council Core Strategy (2006-2026);
- Site Allocations and Development Management Policies (2016) (SADMP);
- Good Design Guide (2020);
- Leicester and Leicestershire Strategic Growth Plan (adopted December 2018);
- Leicester and Leicestershire Enterprise Partnership Economic Growth Strategy 2021-2030;
- Employment Land and Premises Study (2020);
- Landscape Character Assessment (2017);
- Landscape Sensitivity Assessment (2017); and
- Institute of Environmental management and Assessment (IEMA) Guidelines for Environmental Impact Assessment (2004).

5.1.2 A summary of the relevant planning policies of the respective Development Plans for HBBC is provided below and any feedback on the relevant policies for the Proposed Development is welcomed. The Environmental Statement will include a summary of relevant planning policy and the planning application will be accompanied by a Planning Statement.

5.2 Hinckley and Bosworth Borough Council

Hinkley and Bosworth Borough Council Core Strategy (2006-2026)

5.2.1 The Hinckley and Bosworth Borough Council Core Strategy was adopted in December 2009 and sets out the strategic planning framework for the Council up to 2026.

5.2.2 Relevant policies include those set out within the Infrastructure Plan which aims to ensure that new infrastructure is provided to support the growth across the borough. This will include new transport improvements, education provision, healthcare facilities, and green infrastructure to accommodate housing and economic development.

5.2.3 Spatial Objective 1, 'Strong and Diverse Economy', states the requirement for the enhancement of employment opportunities by supporting infrastructure that facilitates business growth. This should include improved transport links, high-quality employment land, and digital connectivity. Investment should focus on Hinckley, Earl Shilton, Barwell, and key rural centres to promote economic diversification.

5.2.4 Spatial Objective 6, 'Infrastructure Provision', states that new development will contribute towards required infrastructure through financial contributions and planning obligations. Strategic road improvements will enhance public transport, and green infrastructure networks will be key priorities to support sustainable growth.

5.2.5 Spatial Objective 9, 'Identify, Distinctiveness and Quality of Design', states that infrastructure

projects will respect local character and heritage, ensuring that new developments are integrated with existing built and natural environments. High-quality design principles will be applied to transport, public realm improvements and community infrastructure.

5.2.6 Spatial Objective 10, 'Preserving and Enhancing Natural Habitats and Biodiversity', states green infrastructure and ecological networks will be expanded to mitigate the environmental impact of development. The strategy includes habitat restoration, enhanced biodiversity corridors and improved access to natural spaces.

5.2.7 Spatial Objective 11, 'Resource Management', states sustainable drainage systems, water efficiency measures, and energy infrastructure will be incorporated into development schemes. New projects will align with climate change resilience strategies to minimise carbon emissions and improve resource efficiency.

5.2.8 Spatial Objective 12, 'Sustainable Transport', requires a multi-modal transport strategy to be implemented, prioritising walking, cycling, and public transport to reduce car dependency. Infrastructure improvements include bus priority measures, cycle lanes, and better rail connections to support sustainable mobility.

5.2.9 Spatial Objective 13, 'Managing Traffic and Congestion', states key road network enhancements will address congestion hotspots, including improvements to the A5 and A47 corridors. Strategic junction upgrades and demand management measures will ensure the transport network supports future growth while minimising environmental impacts.

5.2.10 The pre-application response sets out that the following policies in the Core Strategy are relevant:

- Policy 12: Rural Villages;
- Policy 17: Rural Needs;
- Policy 21: National Forest; and
- Policy 22: Charnwood Forest.

5.2.11 On our review of the Core Strategy, only Policy 21: Charnwood Forest is relevant to the Proposed Development. The Site is not located close to one of the Rural Villages, does not provide a local need for a housing scheme and is not located within Charnwood Forest. The Site is to the north of Bagworth, which is Main Service Centre, but perhaps more notably on the southern edge of Bardon Hill, Coalville in North-West Leicestershire, which is the Principal Town. We would welcome confirmation on this from Council.

5.2.12 We note the objective to secure National Forest Planting on or near the site in the first instance. There will be notable degree of overlap here with the approach to securing BNG and efforts to deliver as much planting as possible to compliment the areas of woodland planting surrounding the Proposed Development which are being maintained.

5.2.13 Policy 1 is relevant as it sets out the Council will ensure there is a range of employment opportunities for Hinckley.

Site Allocation and Development Management Policies DPD (SADM)

5.2.14 The SADM sets out the allocations and development management policies to deliver the development vision, objectives and requirements in the Core Strategy.

5.2.15 The pre-application response sets out that the following policies in the SADM are relevant:

- Policy DM1 – Presumption in Favour of Sustainable Development;
- Policy DM3 – Infrastructure and Delivery;

- Policy DM4 – Safeguarding and Countryside and Settlement Separation;
- Policy DM6 – Enhancement of Biodiversity and Geological Interest;
- Policy DM7 – Preventing Pollution and Flooding;
- Policy DM10 – Development and Design;
- Policy DM17 – Highways and Transportation;
- Policy DM18 – Vehicle Parking Standards;
- Policy DM19 – Employment Site; and
- Policy DM20 – Provision of Employment Sites.

5.2.16 Changes in national policy, guidance and legislation have overtaken some of the policy requirements and we will apply these policies in the context of the latest position on the matter in question.

Local Plan Review

5.2.17 HBBC are currently reviewing the current Local Plan to assist in the development of a new Local Plan which will set out land allocations and planning policies for the period 2020 to 2041 and replace the Core Strategy and the SADM.

5.2.18 The revised version of the Draft Plan (Reg 18) was consulted upon in the summer of 2024. The Council anticipated public consultation of the Submission Draft Plan (Reg 19) to conclude in February 2025 with a programmed date for adoption in January / February 2026. However, the submission draft is yet to be published, and at the present time it is not clear on the extent of the delay in progressing the Draft Plan to the next stage.

5.2.19 The Draft Plan that was subject to consultation in 2024, designated the Proposed Development (reference: EMP1) as a proposed employment allocation under Policy SP02. This allocation was identified as having the potential to support the logistics needs outlined in the local plan consultation. The weight to be given to this allocation is currently limited due to the stage in the preparation of the Draft Plan review; however, Council have concluded that The Site has the potential to deliver the scale of employment development similar to what is being proposed here.

5.2.20 We would welcome feedback from the respective LPAs on any additional relevant planning policy required for consideration.

Leicester and Leicestershire Strategic Growth Plan

5.2.21 The Leicester and Leicestershire Strategic Growth Plan was adopted in 2018 and provides a long-term strategic framework for growth across Leicester and Leicestershire up to 2050.

5.2.22 The Growth Plan aims to ensure that necessary infrastructure is delivered to support planned development across the region. This includes major transport improvements, economic investment zones, housing provision, environmental protections, and enhancements to public services such as education and healthcare to accommodate future growth.

6. Potentially significant environmental issues

6.1 Introduction

6.1.1 Based on the nature of the Proposed Development and the location of the Site, an initial environmental constraints exercise was undertaken to identify the likely significant environmental effects of the Proposed Development and, therefore, inform the scope of the EIA. The remainder of this Scoping Request provides the proposed scope of the EIA in terms of technical assessments and the methodology proposed.

6.2 Traffic and transport

Baseline conditions

Local Highway Network

6.2.1 Station Road is a single carriageway and subject to a 40 mph speed limit which decreases to 30 mph south of the Bagworth village sign. The road routes in a north-west to south direction linking to the B585 Ellistown Terrace Road to the north-west at a 3-arm roundabout and Barlestone Road and Main Street to the south at a priority junction.

6.2.2 To the northeast of the Site, the B585 connects to the A4511 Barton Road and A4511 Shaw Lane. The A4511 is a principal road and provides connections to Junction 22 of the M1 and the A50 to north-east of the Site and the A42 (Ashby de la Zouch) to the north-west of the Site.

Pedestrian and cycle access

6.2.3 A footway is located on the eastern side of Station Road and expands to footways on both sides of Station Road from residential property no. 367. The footways provide access to Bagworth and a Nisa Local convenience store.

6.2.4 There is a network of Public Right of Ways (PROWs) accessed off Station Road, south of the existing Pall-Ex unit as seen below in Figure 1.

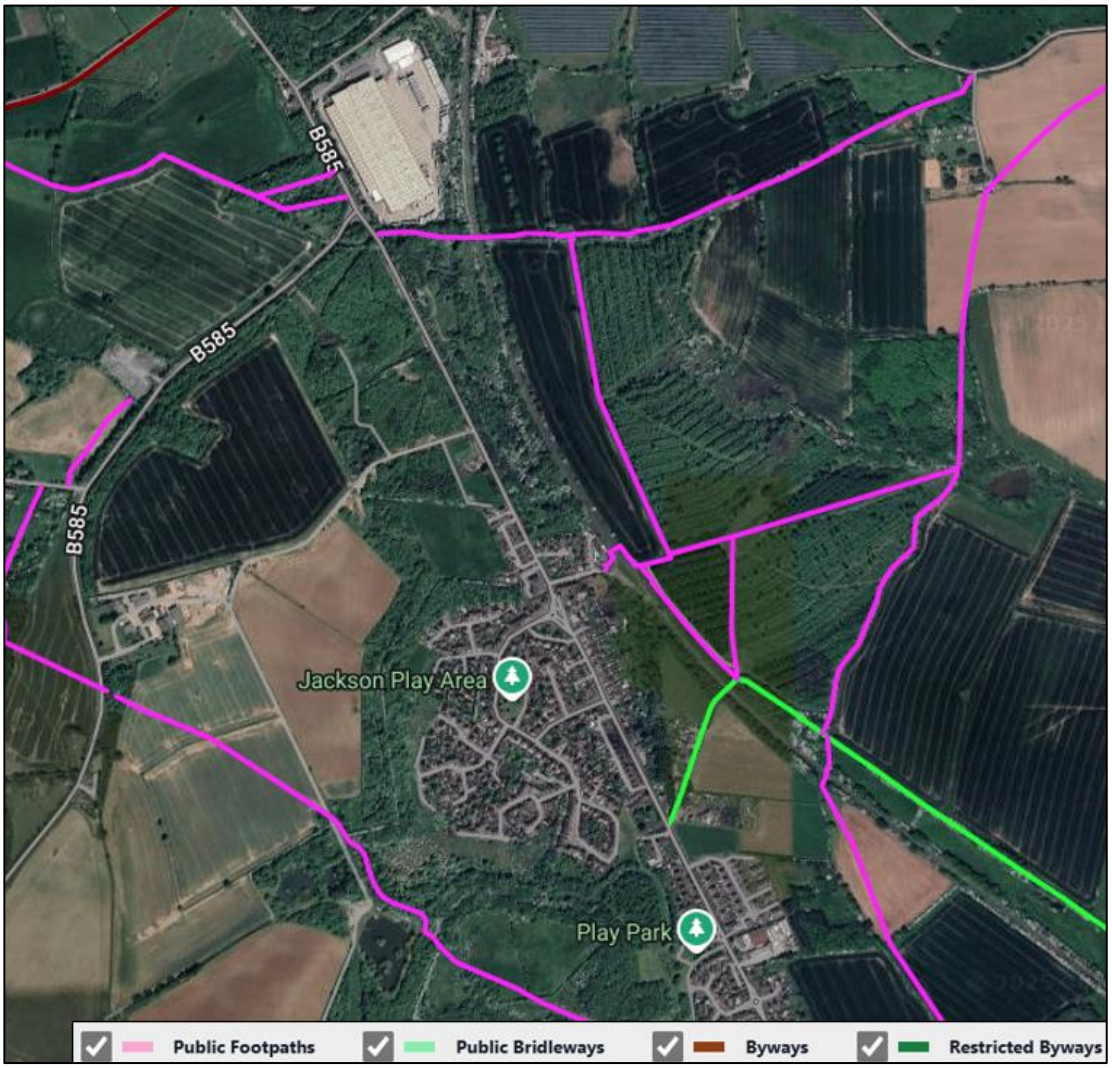

Figure 1 Extract of Leicestershire County Council Interactive PROW Map

6.2.5 NCR 63 extends along Station Road and is generally an on-road cycle route with sections off-road between Measham and Ratby. NCR 63 provides access to Bagworth and Leicester.

Public transport provision

Bus

6.2.6 The nearest bus stops are located approximately 350 m north-west of the Site access on Ellistown Terrace Road. The northbound bus stop has a flag and pole arrangement and bus shelter with seating. The southbound bus stop has a flag and pole arrangement. The stops are served by bus service 28 which routes between Leicester and Coalville. This service operates hourly Monday to Saturday.

6.2.7 The bus service 28 first service is 06:34 h and last service is 17:24 h to Leicester from the southbound bus stop. The bus service 28 first service is 06:54 h and last service is 19:06 h to Coalville from the northbound bus stop.

Train

6.2.8 The nearest rail station is Leicester and Hinkley approximately 19 km south-east and south of the Site respectively. Leicester Rail Station provides frequent services to London St Pancreas, Birmingham New Street, Nottingham and Sheffield. Hinkley Rail Station provides frequent services to Birmingham New Street and Nuneaton.

Personal Injury Collisions

6.2.9 A review of Personal Injury Collision (PIC) data on Crashmaps for the latest 5-year period (2019-2023) has shown no collisions have occurred within the vicinity of the Site access.

Scope of Assessment

6.2.10 The Institute of Environmental Management and Assessment (IEMA) Guidelines for Environmental Assessment of Traffic and Movement (referred to as 'IEMA Guidelines') suggests that the study area for the assessment of environmental effects arising from a traffic and transport perspective should consider highway links which fall within two rules, as stated below:

- Rule 1: Include in the EIA highway links where traffic flows will increase by more than 30% (or the number of Heavy Goods Vehicles (HGV) will increase by more than 30%); and
- Rule 2: Include in the EIA any other specifically sensitive area where traffic flows will increase by 10% or more.

6.2.11 The 30% threshold of Rule 1 is based upon research and experience, with less than a 30% increase in traffic flow generally considered to result in imperceptible changes in the environmental effects of traffic and transport. At a simple level, the guidance considers that projected changes in total traffic flow of less than 10% creates no discernible environmental effects, hence the threshold of Rule 2.

6.2.12 The development impact is set out in Table 5 5 below.

Table 5 Development impact

Road	2025 Base		2025 Base + Development		% Impact		Meet IEMA Rule 1	Meet IEMA Rule 2
	24-Hour AAWT Flow	24-Hour HGVs (>3.5T) Flow	24-Hour AAWT Flow	24-Hour HGVs (>3.5T) Flow	24-Hour AAWT Flow	24-Hour HGVs (>3.5T) Flow		
West Lane	7063	387	9148	1927	30%	398%	✓	✓
Station Road North of Site Access	3803	29	6771	1907	78%	6476%	✓	✓
Station Road South of Site Access	3803	29	3901	29	3%	0%	x	x
Wood Road	5298	160	5930	498	12%	211%	x	✓

6.2.13 The above results show that an assessment is required for West Lane, Station Road north of the Site access and Wood Road.

6.2.14 The planning policy of relevance to the traffic and transport assessment includes:

- National Planning Policy Framework (2024)
- Hinckley and Bosworth Borough Council Local Plan 2006-2026
- Guidelines for the Environmental Assessment of Road Traffic, Institute of Environmental Assessment (IEA) (1993)

- Department for Transport Circular (2022)
- Leicestershire Local Transport Plan (2014)

Assessment of significance

6.2.15 The assessment of (direct) environmental effects arising from the Proposed Development, as a result of construction and operational traffic generated by the Proposed Development will be undertaken in line with IEMA Guidelines for the assessment of environmental effects arising from road traffic, specifically severance and increase in fear and intimidation, pedestrian amenity, pedestrian delay, and increases in driver delay. The definition of each of the direct effects, as set out within IEMA Guidelines is set out in Table 66 below.

Table 6 Environmental effect

Environmental effect	Definition of effect
Severance and increase in fear and intimidation	The perceived division that can occur within a community when it becomes separated by a major traffic artery; or a complex series of factors that separate people from places and other places (i.e. may result from the difficulty of crossing a heavily traffic road; physical barrier created by the road itself; or relate to quite minor flows if they impede pedestrian access to essential facilities). Increases in fear and intimidation relates to the ability for pedestrians to cross roads using their own judgement taking into account approach speed and type of traffic. It also accounts for proximity of passing traffic to pedestrians and cyclists travelling alongside the edge of the road.
Pedestrian amenity	The relative pleasantness of a journey being undertaken by a pedestrian and cyclists and how this can be influenced by changes in traffic flows / composition and a number of other factors.
Pedestrian delay	The reduced ability of pedestrians and cyclists trying to cross a road resulting in an increase in overall journey time, as a result of additional vehicular trips associated with the Proposed Development.
Driver delay	The perceived increase in time spent on a journey or at junctions as a result of additional vehicular trips associated with the Proposed Development.

Criteria for Receptor Sensitivity

6.2.16 The sensitivity of affected receptors has been considered on a scale of high, medium, low or negligible in accordance with the criteria set out in Table 77 below.

Table 7 Criteria for receptor sensitivity

Significance criteria	Description of criteria
High	Road links near to hospitals, schools, colleges, playground and / or retirement homes.
Medium	Road links at congested junctions or near to shops / business, pedestrian / cyclists' infrastructure, areas of ecological / nature conservation value, residential properties located close to a highways / carriageway.
Low	Road links near to sites of tourist/visitor attractions, places of worships, residential areas set back from a highway.
Negligible	Road links located way from affected highways link.

Criteria for magnitude of change

6.2.17 The magnitude of change has been considered as the change experienced from the current baseline conditions at the sensitive receptor and has been considered on a scale of high, medium, small or negligible.

6.2.18 Similar to determining sensitivity, the IEMA Guidelines does not provide prescriptive criteria for the determination of magnitude of change for all effects, placing an onus on the application of professional judgement and an understanding of the current baseline situation. Nonetheless, for a number of the effects, the guidance does suggest some key 'criteria' that can help in reaching a conclusion of magnitude of change.

6.2.19 As such, the criteria and key considerations utilised within the assessment for each effect is set out below.

Severance and increase in fear and intimidation

6.2.20 The IEMA Guidelines sets out a number of factors that need to be considered when determining severance, including road width, traffic flow and composition, traffic speeds, the availability of crossing facilities and the number of movements that are likely to cross the affected route.

6.2.21 The criteria used in reaching a conclusion on magnitude of change for severance and increases in fear and intimidation is set out in Table 88 below. As there are multiple factors taken into consideration, a greater focus may be placed on one factor than another, based on professional judgement and an understanding of the existing baseline and receptors.

Table 8 Severance and increase in fear and intimidation

Sensitivity	Typical descriptors
High	A substantial change in traffic flows (taken as ≥90% change) occurring as a result of additional / removal of traffic or redistributed traffic.
	Noteworthy change in traffic speeds or delay (more than 60 seconds).
	Considerable change in road widths resulting in loss / creation of infrastructure for non-motorised users.
	Loss / creation (or enhancement) of crossing infrastructure resulting in greater difficulty / improvement in crossing ability for non-motorised users.
Medium	A notable change in traffic flows (taken as 31 – 60% change) occurring as a result of additional / removal of traffic or redistributed traffic.

Sensitivity	Typical descriptors
	Modest change in traffic speeds or delay (40-60 seconds).
	Partial change in road widths resulting in loss / creation of infrastructure for non-motorised users.
Low	A partial change in traffic flows (taken as 10 – 30 % change) occurring as a result of additional /removal of traffic or redistributed traffic.
	Limited change in traffic speeds or delay (30-40 seconds).
	Limited changes to existing road widths resulting in loss / creation of infrastructure for non-motorised users.
	No changes to crossing infrastructure.
Negligible	Nominal change in traffic flows (taken as ≤10% change) occurring as a result of additional / removal of traffic or redistributed traffic.
	No change in traffic speeds or delay (less than 30 seconds).
	No change to existing road widths.
	No changes to crossing infrastructure.

Pedestrian amenity

6.2.22 Pedestrian amenity relates to the relative pleasantness of a journey, and is affected by traffic flow, traffic composition and pavement width / separation of pedestrians from general traffic. The IEMA Guidelines references guidance contained within the Manual for Environment Appraisal (MEA), which suggests that "a tentative threshold for judging the significance of changes in pedestrian amenity would be where the traffic flow (or its lorry component) is halved or doubled".

6.2.23 The magnitude of the change on a highway link and its associated sensitive receptors is addressed in Table 99. The impact can be adverse or beneficial in its magnitude of change, which is determined based upon of the application of relevant guidance and professional judgement.

Table 9 Pedestrian amenity

Sensitivity	Typical Descriptors
High	Traffic volumes (total vehicles or HGVs) increase by more than 150%, or decrease by more than 100%;
	Major changes to footway widths and / or provision of new dedicated infrastructure for pedestrians and cyclists; and / or
	Major change to amenity features such as landscaping and public realm.
Medium	Traffic volumes (total vehicles or HGVs) increase by 125-149%, or decrease by 75-99%;
	Considerable changes to footway widths and improvement of existing infrastructure for pedestrians and cyclists; and / or
	Considerable change to amenity features such as landscaping and public realm

Sensitivity	Typical Descriptors
Low	Traffic volumes (total vehicles or HGVs) increase by 100-124% or decrease by 50-74%;
	Minor, localised changes to footway widths, with no change to provision of dedicated infrastructure for pedestrians and cyclists; and / or
	Minor, localised changes to amenity features such as landscaping and public realm.
Negligible	Traffic volumes (total vehicles or HGVs) do not increase by more than 100%, or decrease by more than 50%;
	No change to footway widths or dedicated infrastructure for pedestrians and cyclists; and / or
	No change to amenity features such as landscaping and public realm.

Pedestrian delay

6.2.24 Increased traffic flow can result in pedestrian delay for a particular walking journey where the ability to cross roads is affected. This, therefore, could affect an individual's desire to make a particular walking journey. Increases in the volume and speed or changes in the composition of traffic are most likely to result in pedestrian delay, with the level of severity dependent on the general level of pedestrian activity and the physical condition of crossing points.

6.2.25 The determination of what constitutes a material impact on pedestrian delay is generally left to the professional judgement of the assessor and the knowledge of local factors and conditions. However, the IEMA Guidelines suggest "a lower threshold of 10 seconds delay and an upper threshold of 40 seconds delay, for a link with no crossing facilities". It further advises that the lower threshold equates to a two-way flow of approximately 1,400 vehicles per hour on links with insufficient or no pedestrian facilities at desire lines and links subject to pedestrian footfall.

6.2.26 With the above factors in mind, a professional judgement has been undertaken to pedestrian delay based on traffic flows and operation of junctions.

Driver delay

6.2.27 A delay to drivers generally occurs at junctions where opposing vehicle manoeuvres are undertaken, with vehicles having to give or receive priority depending on the type of junction arrangement. The IEMA Guidelines states that computer modelling programs can be used to assess the changes in driver delay on the network as a result of a development. Although the Guidelines do not state specific thresholds to calculate the magnitude of the change, they do advise that delays are only likely to be significant when the traffic on the network surrounding a development is already at, or close to, the capacity of the system.

6.2.28 A delay to drivers is considered for highway links that are demonstrating a low, medium or high adverse change against the severance indicator. This indicator has been chosen because it represents an increase in the flow of traffic on a highway link as a result of the Proposed Development. It is therefore in these locations that driver delay is most likely to be affected.

Significance scale of effect criteria

6.2.29 The level of effect has been informed by the magnitude of change due to the Proposed Development and the evaluation of the sensitivity of the affected receptor. The significance matrix is set out in Table 1010 below.

Table 10 Significance matrix

Magnitude of change	Sensitivity of receptor				
		High	**Medium**	**Low**	**Negligible**
	High	Major	Major	Moderate	Negligible
	Medium	Major	Moderate	Minor to Moderate	Negligible
	Low	Moderate	Minor to Moderate	Minor	Negligible
	Negligible	Negligible	Negligible	Negligible	Negligible

6.2.30 The magnitude of the effect and the sensitivity of the receptor under consideration has been used to determine the significance of the effect. For the assessment criteria outlined in this section, the following scale of significance and terminology has been used:

- direct and indirect effects;
- short, medium and long term effects;
- permanent and temporary effects;
- positive and negative effects; and
- cumulative effects.

6.2.31 The cumulative impacts of the proposed Aldi distribution centre (planning application reference number 20/00224/FUL) will be considered within the EIA.

Assumptions and limitations

6.2.32 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for traffic and transport:

- Derivation of trip generation rates which are based on data provided by the existing Pall-ex operation and a number of different surveys / databases (TRICS).
- Distribution based on post code data and routing taking into account peak hour congestion.
- The assessment relies on available data in terms of traffic surveys, future forecasts and best endeavours have been made to ensure that the data is accurate and up to date and agreed with stakeholders.
- The year of opening and future years will include known committed development informed by publicly available information regarding forecast traffic movements.

Conclusions

6.2.33 Traffic and Transport is proposed to be scoped into the EIA, as there is potential for significant effects to arise. However, with appropriate mitigation measures in place, it is considered that significant effects can be avoided for the Proposed Development.

6.3 Air quality

Baseline conditions

6.3.1 Local Air Quality Management (LAQM) has been assessed by HBBC, as well as neighbouring NWLDC through the national review and assessment process and in fulfilment of Part IV of the Environment Act 1995.

6.3.2 At the time of writing, HBBC have no Air Quality Management Areas (AQMAs) declared within their jurisdiction. Neighbouring NWLDC have declared two AQMAs within their jurisdiction, both for exceedances of the nitrogen dioxide (NO_2) annual mean objective. The nearest AQMA to the Site is the Copt Oak AQMA, declared by NWLDC, located c. 5.1 km northeast of the Site. Of note to the Site, this AQMA is located ~ 1.5 km north of M1 Junction 22 and will be affected by any traffic routing to or from the Site using the M1 north of Junction 22.

6.3.3 HBBC do not operate any automatic monitoring sites within their jurisdiction; however, they do have an extensive network of NO_2 diffusion tube monitoring locations. The nearest air quality monitoring locations to the Site are operated by NWLDC; however, one diffusion tube monitoring location operated by HBBC is also considered relevant to the Site. The local air quality monitoring carried out near to the Site is summarised in Table 11Error! Reference source not found..

Table 11 Local authority air quality monitoring

Site ID No.	Site Type	2019	2020	2021	2022	2023
Hinckley and Bosworth Borough Council						
Diffusion Tubes – Annual Mean NO_2 ($\mu g/m^3$)						
10, 12, 14	Diffusion Tube	35.1	26.8	28.8	27.1	-
North West Leicestershire District Council						
Automatic Monitoring – Annual Mean NO_2 ($\mu g/m^3$)						
Z4	Zephyr	-	-	-	27.3	22.3
Diffusion Tubes – Annual Mean NO_2 ($\mu g/m^3$)						
49N	Diffusion Tube	30.9	24.5	25.5	14.5	23.5
50N	Diffusion Tube	33.2	29.2	28.2	14.5	23.9
65N	Diffusion Tube				**41.0**	12.8
66N	Diffusion Tube				11.4	14.9
67N	Diffusion Tube				11.9	16.3
68N	Diffusion Tube				14.2	12.6
Objective			40			
Notes: Bold indicates an exceedance of the NO_2 annual mean objective.						

6.3.4 To note, due to the nature of the 2022 air quality monitoring data within NWLDC, it is considered that this dataset of results should be treated with caution and, where necessary, will not form part of the evidence base for the assessment.

6.3.5 The air quality monitoring carried out near to the Site shows a near complete compliance of the NO_2 annual mean objective for the past 5 years of available data.

6.3.6 The majority of the Site would be representative of background concentrations. It is not possible to calibrate background NO_2, PM_{10} or $PM_{2.5}$ data in HBBC due to a lack of background monitoring operated by HBBC. As a result, background concentrations have been left uncalibrated in line with the Air Quality Consultants document, as set out in Table 12. Error! Reference source not found.

Table 12 Background concentrations

Pollutant	2025 (µg/m^3)
NO_2	6.6
PM_{10}	12.6
$PM_{2.5}$	6.7

6.3.7 Background concentrations at the Site are comfortably within the relevant objectives / limits for NO_2, PM_{10} and $PM_{2.5}$.

Scope of assessment

6.3.8 The following effects are considered to have the potential to be significant and therefore should be considered further within the EIA:

- Elevated pollutant concentrations due to dust and emissions from construction activities; and
- Elevated pollutant concentrations due to traffic emissions associated with construction and operational traffic on existing human and ecological receptors in isolation and in conjunction with other schemes.

6.3.9 The effects of the above in terms of air quality will be assessed at a range of worst-case sensitive receptor locations. Sensitive receptor locations are places where a human receptor or ecological habitat may be exposed to pollutants from the Proposed Development. During the construction phase, these include locations around the Site which are sensitive to an increase in dust deposition and Particulate Matter (PM_{10} and $PM_{2.5}$) exposure as a result of on-site activities. In terms of traffic emissions, these include locations where the traffic increase occurs, with a particular focus on those along busy roads and junctions, where traffic emissions are at their greatest. Care should be taken around known sensitive locations, such as AQMAs.

6.3.10 The predictions of likely effects associated with traffic emissions will be undertaken using the ADMS-Roads dispersion model (Version 5.0.1.3). The study area and scenarios will be confirmed once traffic data has been received by the project transport consultant. The impacts of cumulative developments in the surrounding area will be assessed where possible. An indication of likely scenarios is included below:

- Model Verification (2019, 2022 or 2023, depending on available data) against local authority monitoring locations in both NWLDC and HBBC;
- Baseline peak year construction (if required);
- Baseline peak year construction + construction traffic (if required);
- Baseline peak year construction + construction traffic + cumulative impacts (if required);
- Baseline operational year;
- Baseline operational year + operational traffic; and

- Baseline operational year + operational traffic + cumulative.

Assumptions and limitations

6.3.11 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for air quality:

- The air quality modelling will be based upon the traffic data provided for the project. Should this be subject to change so will the resulting pollutant concentrations. This may have implications for the assessment of significance;
- Where necessary, the background air quality concentrations have been taken from the DEFRA background mapping. The DEFRA website includes estimated background air pollution data for NO_x, NO_2, PM_{10} and $PM_{2.5}$ for each 1km by 1km OS grid square. Background pollutant concentrations are modelled from the base year of 2021 and based on ambient monitoring and meteorological data from 2021. The mapping includes projections for future years, up to currently 2040. Furthermore, the concentrations are modelled at a standard 'living height,' which has been averaged across the grid square. Furthermore, there is discrepancy between the concentrations mapped by DEFRA and those recorded at local monitoring sites. Background concentrations will therefore be calibrated based on the ratio between these two measurements, in line with national guidance; and
- A verification process will be carried out in order to reduce modelling uncertainty, however inherent uncertainty remains within these results.

Conclusions

6.3.12 Air quality is proposed to be scoped into the EIA, as there is potential for significant effects to arise. However, with appropriate mitigation measures in place, it is considered that significant effects can be avoided for the Proposed Development which will be detailed within the EIA.

6.4 Noise and vibration

Baseline conditions

6.4.1 Based on an initial desktop review of the Site, it is considered that the nearest noise-sensitive locations to the Proposed Development are those to the west on Battram Road, and those to the east on / off Station Road. A baseline noise monitoring survey is proposed for representative periods in order to evaluate, both quantitatively and qualitatively, the prevailing noise climate at these nearest noise-sensitive locations.

Scope of assessment

6.4.2 The baseline survey will aim to establish prevailing noise levels at pre-existing noise-sensitive properties (residences). By comparison to existing conditions, potential significant effects from noise, and in the case of construction of vibration, attributable to the Proposed Development will be assessed.

6.4.3 The planning policy of relevance to the noise and vibration assessment includes:

- Noise Policy Statement for England (Defra) (2010);

- National Planning Policy Framework (2024); and
- Hinckley and Bosworth Borough Council Local Plan 2006-2026.

6.4.4 Potential effects relating to the impact of noise levels generated on the Site at nearby residences will be assessed with reference to British Standard 4142: 2014 +A1:2019 Methods for rating and assessing industrial and commercial sound and also British Standard 8233: 2014 Guidance on sound insulation and noise reduction for buildings.

6.4.5 Potential effects relating to increased road traffic noise on the surrounding and wider highway network will be assessed with reference to IEMA Guidelines for Environmental Noise Impact Assessment (2014) and the Department of Transport Calculation of Road Traffic Noise (1988). It is anticipated that this will inherently take the form of a cumulative assessment when considering projected future traffic flows that account for nearby consented development.

6.4.6 Where necessary and feasible, mitigation measures will be recommended to ensure suitable control of noise attributable to the development.

6.4.7 Potential effects relating to the construction phase of the Proposed Development upon noise-sensitive properties will be assessed with reference to British Standard 5228 :2009 +A1:2014 Code of practice for noise and vibration control on construction and open sites, including the ABC threshold approach, taking into account the results of the baseline noise survey. Construction noise mitigation techniques will be outlined as per the best practicable measures set out in BS 5228.

Assumptions and limitations

6.4.8 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for Noise and Vibration:

- Any noise impact assessment will usually carry some level of uncertainty; however, all appropriate steps will be undertaken in line with relevant British Standards and guidelines to minimise this.
- The noise assessment will be based on the projected operational profile of the development in terms of on-site operations and off-site attributable HGV movements. This will hence rely on representative projections to be provided by others and the assessment will reflect those scenarios. Worst-case interpretations will be made where appropriate to minimise uncertainties.

Conclusions

6.4.9 Noise and vibration is proposed to be scoped into the EIA, as there is potential for significant effects to arise. However, with appropriate mitigation measures in place, it is considered that significant effects can be avoided for the Proposed Development.

6.5 Landscape and visual

Baseline conditions

Landscape

6.5.1 In landscape terms the Site is not situated within, or adjoining, national or local statutory landscape designations, and is not situated within a locally designated special landscape area of high landscape value. Instead, the Site is located within a wider landscape where built form

dominates, including large B8 employment units, brick manufacturing plant, clay mineral extraction and process facilities including miscellaneous built form and associated paraphernalia. There are a number of solar PV farms as well as a main trailway line running between Leicester and Burton upon Trent (via Coalville).

6.5.2 Situated to the south-southwest of this extensively developed zone, the Site forms a very small part of the wider industrial character of the area. The wider type developments stand at a range of 18-25 m in overall height, with built form associated with mineral operations and brick manufacturing of similar size in height.

6.5.3 The Site is managed for agriculture, and has robust field hedgerows with extensive hedgerow trees, as well as the extensive vegetation and tree components situated locally to the Site. The Site is not publicly accessible and is generally visually well contained by these features, as well as the presence of surrounding built form, the local landform, linear corridors of vegetation including along the main railway line and along the B585, as well as mitigation planting associated with the clay and mineral working sites and woodland plantations common to the south of Coalville.

Visual receptors

6.5.4 There is a wider network of Public Rights of Way (PRoW), which is limited in frequency, within 1-2 km of the Site. These PRoWs pass around the urban edge of Coalville, as well as the wider open countryside setting to the town. In these situations, the availability of views from these PRoW routes are influenced by the aforementioned field hedgerows and trees, as the woodland plantations through which a number of PRoWs pass.

6.5.5 The NCR 63 passes the Site along Station Road to the east and the B5895 Woods Road to the north and west. Discernibility of the Site is restricted through the extensive woodland plantation (Clay Quarry Wood) enclosing the Site's eastern edge and the linear block along the B585 with robust tree planting.

6.5.6 The Site is found within a less developed area south of Coalville, and where there are visitors to, and residents of, housing areas to the southeast (around Station Road / Bagworth) and west-northwest around Battram and Battram Road. However, in these situations, sight of the Site's interior is restricted through intervening woodland plantation and linear vegetation blocks, such as those west of Station Road / Bagworth which bound the Site's eastern edge.

Scope of assessment

6.5.7 A Landscape Visual Impact Assessment (LVIA) will be undertaken to appraise the current baseline situation at the Site and assess the 'receiving environment' which in this case would be a 5 km radius of the Site's boundary.

6.5.8 The LVIA would be undertaken by a qualified landscape Architect with appropriate experience in assessing employment / commercial development similar to the intended development.

6.5.9 The planning policy of relevance to the landscape and visual assessment includes:

- National Planning Policy Framework (2024);
- Planning Practice Guidance (PPG) (2014); and
- Hinckley and Bosworth Borough Council Local Plan 2006-2026.

6.5.10 This assessment would be undertaken in line with best practice and would conform to the current Guidance for Landscape Visual Impact Assessment (GLVIA) (version 3) as jointly published by the Institute of Environmental Management and Assessment (IEMA) and the Landscape Institute (LI).

6.5.11 The assessment will draw on a suite of GIS plans, including a plotted Zone of Theoretical Visibility ('ZTV') and would allow for circa 12 to 14 no. viewpoints to be assessed as part of the works.

The potential for landscape and visual impacts from the proposed development

6.5.12 Potential landscape and visual impacts during construction would be associated with loss of vegetation to facilitate construction, including vegetation, and ground modelling earthworks.

6.5.13 Direct impacts on the landscape resources of the Site would be restricted to a comparatively small part of the wider Landscape Character Area (LCA). It is judged that constructing the development would lead to impacts on local character and landscape receptors, albeit these would be localised and limited in extent, with much of the Site's landscape framework of existing features retained, protected and bolstered through new planting, as well as the wider woodland, plantations and linear corridors of vegetation left undisturbed.

6.5.14 The construction of the Proposed Development would result in temporary changes arising from construction activities. Due to the temporary nature of these activities, potential landscape and visual effects are not considered significant and are not permanent.

Mitigation

6.5.15 To provide appropriate mitigation during the construction phase, all works will be carried out in accordance with best practice procedures to minimise impacts on landscape character and visual amenity. This will be set out within a Construction & Environmental Management Plan (CEMP). The CEMP will include measures and protocols to minimise impacts on the environment during the construction stage in accordance with the information contained within BS 5837 Trees in Relation to Construction. This will be prepared as part of a planning condition and will be subject to agreement by the Local Planning Authority.

6.5.16 Significant effects would be mitigated through effective measures, for example:

- Topsoil and subsoil to be stripped and spoiled which would involve temporary work areas proposed for construction compounds and areas allocated for the stockpiling of materials. Where practicable, stripped soil is to be stored in grass seeded bunds around the perimeter of the temporary works and construction areas, including borrow pits, to provide temporary visual screening. Stockpile heights would not exceed 4 m for topsoil and 4 m for subsoil and would be kept as low as practicable;
- Refinement of the design of earthworks, where space and material are available, to create natural gradients and slopes that achieve better integration with the surrounding landform;
- Sensitive design of attenuation ponds to integrate these features into the landscape and reduce visual effects; and
- Opportunities for planting early in the construction phase would be sought where practicable.

6.5.17 With regards to visual amenity, mitigation measures will include the use of site hoardings and fencing to screen construction activities from sensitive local receptors. Appropriate locations for site huts and compounds will be located away from sensitive receptors.

6.5.18 The presence of construction elements such as construction compounds, temporary lighting, earthworks, and the movement of construction plant would be discernible in open views close to the Proposed Development. However, these activities would be seen in combination with the wider industrial employment built form, clay and mineral extraction sites, employment

based activities and the movement of associated vehicles and workforce. In combination with the intervening features such as topography, vegetation and built development, it is predicted that the construction of the Proposed Development would not lead to significant visual effects due to the Site's inherent screening, and localised screening from those woodland plantation and linear vegetation corridors outside of the Site.

6.5.19 Operational impacts to the landscape and visual amenity of visual receptors are expected by the nature of the development. Nevertheless, operational impacts are envisaged to be minimal due to the existing developed nature of the receiving environment of the wider B2 / B8 employment built form along the southern edge of Coalville, which would be of a larger massing and potentially greater vertical scale, as well as the clay and mineral extraction activities, and associated traffic movement.

6.5.20 The surrounding context has influenced the design of the built form of the developments through an iterative process, heavily led by landscape and ecology constraints and opportunities. The Proposed Development has incorporated a degree of integrated (or embedded) mitigation conceived to avoid, offset, or reduce effects, as well as to enhance the local landscape fabric which would be retained and bolstered as part of the intended development.

Green and Blue Infrastructure

6.5.21 The provision of green and blue infrastructure is an integral part of the Proposed Development and are primary mitigation measures to minimise the impact of the Proposed Development on landscape character and visual amenity. This has included:

- Contribution to the wider GI network and connections through the Site, as well as optimising the retention of Clay Quarry Wood which bounds the Site's eastern boundary, and outlying land as well as the nearby Bagworth Heath Wood Country Park and extensive woodland found at Grange Wood and Common Hill Wood, all situated locally to the Site.
- The creation of new habitats provides mitigation for the loss and disruption of vegetation and habitats as a consequence of the built development. New habitats within the green infrastructure framework may include:
    - woodland edge / scrub mixes;
    - individual native trees;
    - species rich hedgerows;
    - mixed grassland habitats, e.g. species rich grassland, meadow grassland and amenity grassland; and
    - Enhanced biodiversity within the Sites with open storage SUDs attenuation ponds.

6.5.22 Landscape mitigation measures during the operational stage would include a Landscape and Ecological Management Plan ('LEMP'). Through the planning process, measures will be put in place with regard to the on-going management of the green infrastructure. The LEMP will set out various management regimes for all the green infrastructure (e.g. retained and new habitats) to ensure their initial establishment and their ongoing maintenance and aftercare. This will be prepared as part of a planning condition and subject to agreement with the Local Planning Authority. Requirements for a Habitat Management and Monitoring Plan (HMMP) under the Environment Act will be covered under the biodiversity assessment with input from the appointed landscape consultant as required.

Assumptions and limitations

6.5.23 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for Landscape and Visual:

- The assessment process considers the likely effects of the Proposed Development using the current knowledge of the Site and its context; site surveys and investigation; and desktop analysis which includes publicly accessible information. Appropriate regard is to be made to national and local planning policy, and relevant legislation, guidance and best practice current at the time of preparing the LVIA.
- Every reasonable effort has been made to obtain baseline information and to accurately predict the effects of the Proposed Development.
- Photographs would be taken from publicly accessible locations to provide representative views for visual receptors. It will not be possible to take photographs from properties. However, reasoned assumptions are to be made on visibility through the fieldwork and, where possible, through the use of photographs from nearby public locations to provide an understanding of visibility.
- Given appropriate desk based assessment informed by GIS modelling as well as a preliminary field based appraisal, a number of representative viewpoints were selected for examination as part of the LVIA. Representative viewpoints have been selected to reflect the principle of examining the 'worst case' scenario.
- The selection of these viewpoints has been conscious of appraising the Site from all points of the compass, as well as within a range of distances to the Site, as well as testing the development proposals from a range of receptor types.

Conclusions

6.5.24 Through an examination of this landscape, it is concluded that visibility of the proposed built development from the wider landscape - to include sensitive receptors of residential communities – is likely to be prevented by a combination of existing features within the landscape. These features will provide overlapping screening effects such as robust field hedgerows, extensive woodland blocks, linear vegetation corridors along roadways and the main railway line, as well as the wider employment built form and mature planting that mitigates the clay and mineral extraction sites and brick works.

6.5.25 The combination of these features would prevent, filter and obscure views, such that views of the Proposed Development would be limited and localised and are likely to already have discernibility or recognition of the southern built edge of Coalville with its existing employment built form. In these situations, the addition of the Proposed Development would be characteristic of similar built elements currently apparent within the viewing experience.

6.5.26 The above analysis indicates the Proposed Development would not result in any potential significant effect with appropriate mitigation measures in place. However, mitigation will need to be assessed further to determine the potential construction and operational impacts on the landscape character and visual amenity of the Site and surrounding area. Therefore, Landscape and Visual is proposed to be scoped into the EIA, as there is potential for significant effects to arise.

6.6 Biodiversity

Baseline conditions

6.6.1 Harris Lamb Property Consultancy has undertaken a Preliminary Ecological Appraisal (PEA) for the Site which informed a series of Phase 2 surveys undertaken in 2025. The PEA included consultation with statutory and non-statutory nature conservation organisations and other interest groups to seek general information and existing records within 2 km of the Site. Information on internationally designated sites for nature conservation was obtained for up to 10 km from the Site. Records for bats were requested from up to 5 km from the Site.

6.6.2 Table 13 shows the ecological surveys that have been undertaken to inform an Ecological Impact Assessment (EcIA).

Table 13 Summary of identified ecological constraints

Receptor	Summary of Surveys	Summary of Results	Early mitigation / compensation proposals
Designated Sites	NA	No European statutory sites were recorded within 10 km of the Site boundary and no National statutory sites were recorded within 2 km of the Site boundary. recorded. A candidate Local Wildlife Site (Bagworth, Clay Quarry Wood pond) within and adjacent to the Site.	Best practice construction guidelines and pollution prevention strategies will be set out in a Construction Environmental Management Plan (CEMP). Creation of new ponds within layout where possible to compliment c. LWS. Appropriate planting within and adjacent to the cLWS as informed by the Statutory Biodiversity Metric (SBM).
Habitats and BNG	UKHabs survey and Tree Survey	Site is dominated by an actively cultivated crop field with hedgerow boundaries. A Priority Woodland c. LWS is located partly within the Site (not shown as Ancient Woodland on Site or immediately adjacent to the Site). The access road will require loss of trees within the plantation woodland (not Priority Habitat).	Retention and buffering existing woodland and hedgerows as far as practicable. The BNG mitigation hierarchy will be used to inform the layout taking into consideration the operational requirements of the Proposed Development. BNG requirements are being explored and may be a combination of on-Site and off-Site provision with an appropriate Biodiversity Gain Site. This will be controlled through the Bioidiversity condition.
Amphibians	12no. ponds were identified within 500 m of the Site	P1 returned a positive result (presence of GCN) within 100 m of the Site. No access was	A Natural England District Level Licencing application form has been submitted but

Receptor	Summary of Surveys	Summary of Results	Early mitigation / compensation proposals
	boundary. The ponds were sampled for eDNA on 16th May 2024.	granted to survey ponds P6, P7 and P8. Negative results were recorded for ponds P2-P5, P9, P10 and P12. P11 was dry at the time of survey.	not confirmed. Mitigation will either be on site or via DLL.
Reptiles	A seven presence / absence survey was undertaken between May and June 2024.	Six grass snake and three smooth newts were recorded. A peak count of three grass snake were recorded on the 3rd June 2024 (survey no. 5). The majority of the Site was considered suboptimal to support reptiles due to the dominance of arable habitat and lack of complex habitat structure typically required by reptile populations. However, the arable margins, hedgerows and woodland edge / ride habitats were considered suitable to provide some sheltering / foraging opportunities for reptiles.	Since a low population of grass snakes were recorded works should be undertaken under a Reasonable Avoidance Method Statement (RAMS). Reptile habitat will be created within the Site.
Birds	Four breeding bird survey were undertaken between April and June 2024. .	The surveys recorded thirty-two species. Eleven species of conservation concern were recorded, seven of which were considered to be holding territory and potentially breeding within the Site, including skylark *Alauda arvensis*, linnet *Linaria cannabina* and yellowhammer *Emberiza citrinella*.	Vegetation clearance outside of the breeding bird season of March to August (inclusive). Installation of nesting boxes for a variety of bird species upon the new building or trees should be included to benefit to the local bird populations.
Bats (roosting)	No buildings on Site. Tree will require felling which may have bat roost potential.	Trees identified to date for felling were assessed for bat roost potential. None found to be suitable but further survey needed as the design is refined.	Provision of bat boxes within retained trees / woodland and on buildings.
Bats (foraging)	Three seasonal transect surveys were undertaken between 15th April 2024, 17th August 2024 and 18th	Transect surveys mostly recorded common pipistrelles a low number of soprano pipistrelles as well as a single noctule and *Myotis* sp. All activity recorded was confined to hedgerows and woodland onsite, with the highest levels of activity	A sensitive lighting scheme (during and post-construction) will need to be implemented to protect the features used by bats such as the hedgerows and woodland edges.

Receptor	Summary of Surveys	Summary of Results	Early mitigation / compensation proposals
	September 2024. Three automated static detectors were deployed each month for five consecutive days between April and October 2024.	associated with the eastern block of woodland. Will need a sensitive lighting scheme along retained woodland edge. The static were deployed within the hedgerows and woodland edges. A total of 3,265 bat passes were recorded over the entire bat static deployment period. The bat passes recorded were mostly of common pipistrelle (63%), followed my soprano pipistrelle (21%) and NSL (noctule, serotine, leisler's bat) (11%). The total calls recorded in April and May combined account for 75% of the total calls recorded across the full static detector deployment period, suggest bat were most active across the Site in Spring.	
Badgers	Badger survey in April 2024	Two mammal holes were identified. A trail camera was deployed to monitor the holes for a 21 day period. The camera did not record any footage of badger and the holes were considered inactive.	A pre-commencement badger survey is recommended prior to development.
Invasive and Non-Native Species		A small stand of suspected Japanese knotweed was recorded on Site (SK 43829 09651).	Prior to works commencing, an Invasive Species Protocol should be established by the appointed contractor to dispose of the above species in an appropriate way.

Scope of assessment

6.6.3 The assessment of impacts will follow the latest Chartered Institute of Ecology and Environmental Management Guidelines for Ecological Impact Assessment in the United Kingdom.

6.6.4 In accordance with the current guidelines the assessment will focus on 'valued ecological receptors' which are species and habitats present within the zone of influence of the Proposed Development that are of sufficiently high value that an effect upon them as a result of the Proposed Development could be considered to be significant.

6.6.5 The value of sites, populations of species, species assemblages and habitats will be evaluated with reference to: their importance in terms of 'biodiversity conservation' value (which relates to the need to conserve representative areas of different habitats and the genetic diversity of species populations); and their legal status.

6.6.6 In accordance with Section 4.1 of the CIEEM guidelines, the assessment will only consider effects on 'Important Ecological Features'. Effects on 'Other Ecological Receptors' will not be considered in the assessment as effects to these receptors would not be considered to result in significant impacts (because issues material to the planning decision would not apply).

6.6.7 The construction and post-completion (operation) of the Proposed Development may result in both construction and operation impacts that will require investigation in the ES. The key potential impacts that may occur are:

- Land take / habitat loss with potential related impacts on the following species due to habitat loss and disturbance.
- Habitat fragmentation due to the construction of barriers to connectivity.
- Increased noise / vibration and visual disturbance on local species populations.
- Impacts on nationally and locally designated sites of nature conservation importance in the vicinity.
- Changes to the proposed light emissions potentially causing impacts on local bat and bird populations.
- Pollution effects on habitats and species in the area.

6.6.8 Further potential impacts and recommendations may be identified following the completion of the EIA.

6.6.9 In addition to the potential impacts envisaged above, the construction and operation of other development in the local and wider area may result in cumulative impacts which will be given consideration in the assessment once further details are available.

6.6.10 In addition to identifying impacts of the construction and operation of the Proposed Development, opportunities for positive impacts through ecological enhancement will be sought to deliver Biodiversity Net Gain using the Statutory Biodiversity Metric.

Assumptions and limitations

6.6.11 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for Biodiversity:

- The value of the Site in nature conservation terms based upon the survey data gathered to date.
- The assessment for non-statutory designated sites is based on site citations provided by the local biological record holder and no visits have been made to designated sites.
- Ecological surveys are limited by factors that affect the presence of plants and animals, such as the time of year, weather, migration patterns and behaviour.
- Most ecological data remains valid for only short periods due to the inherently transient nature of the subject. The survey results contained in this report are considered accurate for one to two years, assuming no significant considerable changes to the Site conditions.

Conclusions

6.6.12 The above analysis indicates the Proposed Development would not result in any potential significant effect with appropriate mitigation measures in place. However, mitigation will

need to be assessed further to determine the potential construction and operational impacts on the Biodiversity of the Site and surrounding area. Therefore, Biodiversity is proposed to be scoped into the EIA, as there is potential for significant effects to arise.

6.7 Archaeology

Baseline conditions

6.7.1 A review of the available online resources has been undertaken and an archaeological desk-based assessment is in progress. This archaeological desk-based assessment will be further informed by a geophysical survey.

6.7.2 There are no designated archaeological heritage assets in the form of scheduled monuments on the Site and none in the immediate landscape such that their significance would be affected.

6.7.3 There are no known non-designated archaeological heritage assets on the Site.

6.7.4 Historic England Aerial Archaeology Mapping Explorer does not record any cropmarks within the Site or in its immediate environs.

6.7.5 The online Historic Environment Record data holds no entries for the Site. The wider landscape is characterised by 19th century collieries, associated railway lines, 20th century allotments brick and pipe works, and a railway running along the northern Site boundary. The projected line of a Roman road is noted on a northwest – southeast alignment to the northeast of the Site; cropmarks are noted to the northwest and northeast of the Site; available evidence does not suggest the cropmarks extend into the Site.

Scope of assessment

6.7.6 A number of key heritage policy, statute and guidance will inform the assessment. Notable, these include:

- The 1979 Ancient Monuments and Archaeological Areas Act 1979;
- The Planning (Listed buildings and Conservation Areas) Act 1990;
- The National Planning Policy Framework;
- The National Planning Practice Guide;
- 'Conservation Principles' (English Heritage 2008);
- Historic England 2015 'Managing Significance in Decision-Taking in the Historic Environment: Historic Environment Good Practice Advice in Planning 2';
- Historic England 2017 'The Setting of Heritage Assets' (Historic Environment Good Practice Advice in Planning: 3);
- Historic England, Statements of Heritage Significance: Analysing Significance in Heritage Assets, Historic England Advice Note 12 (Swindon, October 2019); and
- Chartered Institute for Archaeologists professional guidelines.

6.7.7 Archaeological desk-based assessment and geophysical survey will be undertaken.

6.7.8 At this early stage, a requirement for evaluation trial-trenching to confirm the absence of archaeological remains should be anticipated.

6.7.9 There are no cumulative impacts anticipated to date.

Assumptions and limitations

6.7.10 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for Archaeology:

- The assessment is based on third party Historic Environment Record (HER) data provided by Leicestershire County Council; and
- No intrusive archaeological investigations have been carried out at the Site.
- The assessment is based on third party Historic Environment Record (HER) data provided by Leicestershire County Council.

Conclusions

6.7.11 On the basis of the available evidence, the Site has a low potential to contain non-designated archaeological heritage assets and that if such assets were present, they would likely be of no more than local significance.

6.7.12 It is considered that significant effects relating to archaeology are unlikely and as such it is proposed that Historic Environment is scoped out of the EIA.

6.8 Water environment

Baseline environment

6.8.1 There are a number of drains and ponds located within the vicinity of the Site. A review of the Environment Agency's flood map indicates that the Site is located within Flood Zone 1 and therefore has a 'low probability' of fluvial / tidal flooding. Flood Zone 1 has less than a 1 in 1000 annual probability of river or sea flooding in any year (<0.1 %).

6.8.2 The Environment Agency Flood Risk for Surface Water mapping shows that the majority of the Site has a very low risk of surface water flooding with an annual probability of flooding of less than 1 in 1000 years (0.1 %). However, a small proportion of the Site has a low to high risk of surface water flooding with an annual probability of flooding of 1 in 1000 (0.1 %) to 1 in 30 (3.3 %) years.

6.8.3 In the Planning Practice Guidance to the National Planning Policy Framework (PPG), appropriate uses have been identified for the Flood Zones. Applying the Flood Risk Vulnerability Classification in the PPG, the Proposed Development is classified as 'less vulnerable'. 'Less vulnerable' uses are appropriate within Flood Zone 1.

6.8.4 Currently, the Site is unlikely to be served by a positive surface water drainage system, with rainfall currently understood to infiltrate into the ground where geological and hydrogeological conditions allow, and then runoff once the infiltration capacity of the ground has been exceeded.

6.8.5 The aim of the Water Framework Directive (WFD) (2000) is to ensure that all surface water and groundwater bodies are of good chemical and ecological status. No watercourses have been assessed within the Site.

6.8.6 The Site is located within the Severn Trent Water sewerage area.

Scope of assessment

6.8.7 In order to fully assess the effect of the redevelopment on surface water, flood risk and

drainage the following issues will be considered, both for the construction phase and operational phase of the Proposed Development:

- Effects on water levels, flow and quality;
- Effects on surface water quality;
- Effects on groundwater dependant terrestrial ecosystems;
- Changes to the natural drainage patterns;
- Effects on base flows;
- Effects on runoff rates and volumes;
- Effects on erosion and sedimentation;
- Effects on water resources (both private and public water supplies); and
- Effects on flooding and impediments to flow.

6.8.8 A standalone Flood Risk Assessment (FRA) report and a Surface Water Drainage Strategy will be prepared. These will form a Technical Appendix to the ES. The FRA will assess the potential risk of flooding to the Site from all sources, and the impact of the Proposed Development on flood risk elsewhere taking into account climate change throughout the lifetime of the development

6.8.9 The study area used for this assessment includes both the Site and its nearby relevant hydrological features (extending at least to 2 km from the Site), including the catchments of local watercourses, surface water features and dependant habitats. It also includes hydrogeological features, such as underlying geology, aquifers and nearby groundwater dependant features (i.e. springs and wells).

6.8.10 The assessment will be supported and informed through consultation with various stakeholders, including the Environment Agency, Leicestershire County Council as the Lead Local Flood Authority (LLFA), Hinckley and Bosworth Borough Council as the Local Planning Authority (LPA) and Severn Trent Water where required. Reference will also be made to relevant national and local surface water / flood risk planning and legislative policy.

Assumptions and limitations

6.8.11 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for the Water Environment:

- The assessment in is reliant on the data presented in the FRA for the proposed development and comments from Council as the Local Planning Authority (LPA), the Lead Local Flood Authority (LLFA) and the Environment Agency. The Environment Agency's flood data can change over time. However, it is not considered that the above limitations would have a significant bearing on the outcome of this assessment.
- In the event that the Proposed Development proceeds with a layout different to that currently presented, a revised FRA may be required and subject to environmental reassessment. This would be subject to a scoping exercise at the appropriate time to determine the consistency of the data with the revised design details.

Conclusions

6.8.12 The water environment is proposed to be scoped into the EIA, as there is potential for significant effects to arise. However, with appropriate mitigation measures in place, it is considered that significant effects can be avoided for the Proposed Development.

6.9 Ground conditions

Baseline Conditions

6.9.1 The baseline conditions will be supported by the Preliminary Risk Assessment Report produced by Tier Environmental Limited (02/02/2024). An intrusive ground investigation is also ongoing to confirm the ground conditions and will include a contamination assessment. At this stage, no visual or olfactory evidence of hydrocarbon contamination was encountered during the intrusive site works.

Site History

6.9.2 Historic Ordnance Survey plans indicate that the majority of the Site has remained as agricultural land.

6.9.3 Since 1881, Bagworth Brick and Pipe Works are shown to the southeast of the Site and encroached on to the south-eastern area of the Site by the 1929 plan, possibly as a clay pit with an access track or rail line and tunnel passing under Station Road. The brickworks were no longer present by 1966 and associated pits have possibly been infilled.

6.9.4 A conveyor system was recorded to have run along the southern Site boundary between the colliery to the southwest and a bunker at the main line railway to the east. The conveyor passed under Wood Road along the Site boundary before passing northeast through the easternmost part of the Site, where it is shown to pass under Station Road. This is no longer in use by 1994 although associated infrastructure may remain on Site.

6.9.5 Two ponds were shown in the east of the Site from c. 2000; no ponds are recorded on historic mapping in these locations.

Ground conditions

6.9.6 The ground conditions across the majority of the Site are anticipated to be topsoil underlain by natural strata.

6.9.7 The western and northern boundaries of the Site are shown to be underlain by the Oadby Member – Diamicton (Secondary Undifferentiated Aquifer), recorded in the order of approximately 9 m - 18 m in BGS (British Geological Survey) boreholes. The solid geology beneath the Site is shown to be the Edwalton Member – Mudstone (Secondary B Aquifer), part of the Sidmouth Mudstone Formation. The Edwalton Member is underlain by Coal Measures which are recorded on nearby BGS boreholes recorded from between 85 m – 120 m bgl.

6.9.8 Records indicate that the southeast of the Site comprise of ‘infilled ground’, likely to be in association with the former Bagworth Brick works / clay pit. There is a moderate risk of compressibility and uneven settlement within the area of artificial ground.

Hydrology and hydrogeology

6.9.9 The Site is not within a Source Protection Zone. There are no potable water abstractions within 2 km of the Site, and no non-potable abstractions within 1 km.

6.9.10 Based upon the Site topography, it is inferred that the groundwater flow direction is towards

the southeast.

6.9.11 The nearest surface water feature is an unnamed stream 19 m to the southeast which forms part of a wider local drainage network, with no flow to nearby significant rivers within 250 m.

6.9.12 The controlled waters sensitivity is considered to be low.

Ground gases

6.9.13 There is the potential historical infilling in the east of the Site associated with infilling of the clay pits in the 1960s. There are no active landfills near to Site although a number of historical landfill records, active between 1970-1990, are present including 18 m west, 25 m northwest and 159 m east, and licensed waste sites associated with soil production 23 m south in c. 2012. Ground gas monitoring will therefore be undertaken during the proposed intrusive ground investigation.

6.9.14 Basic radon protection measures are not currently required for the Proposed Development.

Shallow coal mine workings

6.9.15 Based on the information supplied by the Coal Authority (i.e. no recorded mine entries, no recorded shallow workings and the shallowest recorded workings at approximately 90 m bgl), it is considered that historic coal mining represents a low risk to the Proposed Development.

Unexploded ordnance

6.9.16 The UXO risk is considered to be low.

Scope of assessment

6.9.17 The land contamination assessment will be undertaken in accordance with the Environment Agency 'Land Contamination: Risk Management'. This document provides an assessment of the potential risk to relevant receptors via the identification and subsequent iterative assessment of pollutant linkages.

6.9.18 The assessment will consider national policy and guidance including the National Planning Policy Framework (2024), Mineral and Waste Safeguarding (Hinckley and Bosworth Borough Council 2015), Land Contamination Risk Management and local policies set out in the Local Plan and Core Strategy.

Further assessment / consultation

6.9.19 Consultation will be undertaken with the Local Authority's Contaminated Land Officer and the Environment Agency to capture additional site-specific information, aid the development of the conceptual site model, finalise the site investigation design and discuss the Site investigation findings.

Mitigation within the submitted design

6.9.20 It is not considered that the Proposed Development would generate significant waste soils requiring offsite disposal. It is considered that documents such as an earthworks strategy, Materials Management Plan (in accordance with CL:AIRE Code of Practice for the Definition of Waste) or alternatively environmental permits / exemptions may be necessary to control the re-use of any site won soil arisings or the excavation of materials.

6.9.21 The mitigation measures required will be described in the submitted report.

Receptors to be considered as part of the EIA scoping

6.9.22 The following sections identify the receptors that could potentially be significantly impacted, as a result of the Proposed Development and will thus be assessed within the submitted assessment. Additional receptors may be included if identified by further technical study.

6.9.23 As part of this scoping opinion we request that the LPA provide details of any additional receptors they consider should be included.

Construction phase

6.9.24 An assessment of potential construction effects on the following receptors will be undertaken:

- Ground stability;
- Release of contaminants and / or creation of new preferential pathways by which existing ground contamination may enter controlled waters;
- Hazardous ground gases;
- Changes to local groundwater regime; and
- Health & safety risks to Site workers and the general public.

Operational phase

6.9.25 An assessment of potential operational effects on the following receptors will be undertaken :

- Ground stability;
- Release of contaminants and / or creation of new preferential pathways by which existing ground contamination may enter controlled waters;
- Hazardous ground gases;
- Changes to local groundwater regime;
- Future users of the Site; and
- Neighbouring Site users.

Assumptions and limitations

6.9.26 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for Ground Conditions:

- It has been assumed in the production of this scoping report that the Site is to be redeveloped as single commercial / industrial unit with associated hardstanding, soft landscaping, drainage and infrastructure. In addition, it is assumed that ground levels will be regraded (generally cut in the west and fill in the east to achieve a cut / fill balance) to provide a suitable development platform; and
- The assessments presented in this Scoping Report are based on the review of the previous desk study report produced by Tier Environmental. There may be other conditions prevailing on the Site which have not been revealed by this investigation and which have not been taken into account by this report.

Conclusions

6.9.27 Based on data gathered to date, ground conditions are proposed to be scoped out of the EIA, as there is unlikely to be potential for significant effects to arise from the Proposed Development. The planning application will be accompanied by a Phase 1 Site Investigation report and a Phase 2 Site Investigation report.

6.10 Agricultural soils

Baseline conditions

6.10.1 The pre-1988 mapping (1:250,000 series Agricultural Land Classification – East Midlands region) shows the Site to be undifferentiated Grade 3. The predictive Best and Most Versatile (BMV) land assessment maps show the Site to be in an area with a moderate likelihood of BMV land (20-60 % area BMV). The soil type mapping shows the Site to be Whimple 3 Association, reddish fine loamy or fine silty over clayey soils with slowly permeable subsoils and slight seasonal waterlogging. Based on the soil association we would expect to find reddish soils, slowly permeable within 30 to 40 cm which would result in a wetness class IV assessment and a land grade of 3b assuming a clay or clay loam topsoil.

Scope of assessment

6.10.2 The Town and Country Planning (Development Management procedure) (England) Order 2010 sets out that the statutory requirement for consultation with Natural England being the loss of 20 ha or more of BMV land.

6.10.3 A full Agricultural Land Classification (ALC) report will be produced as part of the planning application. The report may find that the Site is BMV; however, the loss would be below the statutory limit for consultation of 20 ha and would not be significant.

Assumptions and limitations

6.10.4 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for Agricultural Soils:

- Assessment is based on data available for this area.

Conclusions

6.10.5 The land on Site is unlikely to be BMV land and even if it is found to be BMV land the extent of the land affected is not significant in EIA terms and so this does not need to be covered as a separate chapter within the ES. As a result of the assessment set out above, Soils and Agriculture is proposed to be scoped out. However, an ALC Report will be submitted as part of the Planning Application.

6.11 Socioeconomics

Baseline conditions

6.11.1 The Site is currently in agricultural use. At present there are limited employment opportunities on the Site, restricted to the current agricultural activities on the land.

6.11.2 The socio-economic baseline will draw on a range of data sources to establish the prevailing

socio-economic conditions focussing on population, deprivation, employment and the economy. The sources of this information will include (but not be limited to):

- 2021 Census;
- ONS Mid-Year Population Estimates (2020);
- Business Register and Employment Survey (2019);
- Claimant Count (2021); and
- Indices of Multiple Deprivation (IMD) (2019).

6.11.3 Where more up-to-date data is available than stated here, this will be used.

6.11.4 The following receptors are considered sensitive to potential likely significant effects arising from the Proposed Development:

- The construction industry and its employees; and
- The local economy and labour market i.e. local businesses and economically active residents.

6.11.5 The future baseline will consider population projections for the years 2027 to 2030, when the Proposed Development is anticipated to be complete and operational.

Scope of assessment

Likely Significant effects

6.11.6 During construction, the assessment will consider the following potential likely significant effects, including generation of temporary employment during the construction period most likely at a local and regional level.

6.11.7 During operation, the assessment will consider the following potential likely significant effects, including the generation of employment opportunities.

6.11.8 Non-significant effects

6.11.9 Indirect construction effects such as supply chain effects and spending by construction workers are not likely to be significant. The number of construction workers will fluctuate on-site over the course of the construction programme, as such it will not be possible to quantify the level of spending captured locally. It is also not possible to quantify supply chain and procurement effects as the level of information required will not be available at the planning application stage. The spatial context of supply chain effects can range from local to national and even international depending on the supply and sourcing of construction materials. Whilst these effects are likely to be beneficial, they are unlikely to be significant and further assessment will not be provided.

6.11.10 The Proposed Development will generate economic benefits for the local economy through indirect spending by employees accommodated by the Proposed Development. Shops and services within the local area may capture some of this spending.

6.11.11 The cumulative assessment will assess the identified cumulative scheme outlined in Table 4 and will consider the same likely significant effects as identified for the Proposed Development (outlined above). However, this will not be assessed in the same level of detail as the main assessment.

6.11.12 The assessment of potential likely significant effects will be undertaken using the following methodology and / or tools:

- Construction-related employment effects will be assessed using the Construction Industry Training Board (CITB) Labour Forecasting Tool; and
- Direct operational employment effects will be assessed by applying standard job density ratios from the Homes and Communities Agency Guidance (2015).

Assumptions and limitations

6.11.13 To ensure transparency within the EIA process, the following limitations and assumptions have been identified for Socio-economics:

- Calculations are based on best understanding of potential socio-economic impacts at the time of writing and relies on 3rd party information.

Conclusions

6.11.14 Socioeconomics is proposed to be scoped into the EIA, as there is potential for significant effects to arise. These effects will be positive in nature and the Proposed Development will aim to maximise these effects where possible for the local area.

6.12 Climate

6.12.1 Greenhouse Gas (GHGs) contribute to climate change, which is a global environmental effect and, as such, the study area for the assessment is not limited by any specific geographical scope or defined by specific sensitive receptors. Climate change affects relate to different aspects of the environment and the Proposed Development may be affected by climate change and visa-versa particularly in relation to:; air quality, flood risk and biodiversity.

6.12.2 It is therefore proposed that climate change is considered within each relevant technical chapter rather than as a separate ES chapter.

6.13 Human health

6.13.1 The EIA Regulations require the consideration of the potential effects on human and population health where significant effects are likely to occur. The assessment should be proportionate to the project being considered. Where people live and work could have indirect impacts on their personal state of wellbeing. Therefore, new developments could potentially have a beneficial or adverse effect on health, particularly in areas of existing poor health conditions.

6.13.2 Poor health outcomes could arise from construction effects such as dust or pollution from construction traffic. However, the Applicant will require construction and environmental management measures to be put in place to manage the construction of the Proposed Development addressing issues related to health and wellbeing, including public safety, noise and vibration controls, and air and dust management. A number of these measures will be included in management plans, such as the CEMP and a Construction Traffic Management Plan.

6.13.3 Poor design and access in end uses could also have effects on health outcomes. However, through appropriate mitigation and design these effects can be managed and potentially give rise to either neutral or indirect beneficial effects on human health.

6.13.4 At the system level, greater access to employment may be positively correlated with good health, but these effects will be uncertain and not measurable at the level of an individual site. The incidence of any such health effects will be widely dispersed through marginal

changes to the employment markets, and so the effect is not significant at any level.

6.13.5 Despite the indirect links that have been identified between new development and health and wellbeing, the potential effects of a new development on the health and wellbeing of new and existing and future workers would be largely determined by the way the Proposed Development's buildings and spaces are used (rather than constructed) and by lifestyle factors which cannot be accurately quantified or controlled at the planning stage. Notwithstanding, the Proposed Development is being designed with full consideration of future health and wellbeing factors including the high-quality design and inclusion of amenity and open space, and active travel mechanisms (including sustainable travel options).

6.13.6 The following assessments within the EIA are contributing to the emerging design and will consider the Proposed Development's indirect or secondary impacts which could have an effect on health and wellbeing:

- Socio-economics ES chapter;
- Traffic and Transport ES chapter;
- Noise and Vibration ES chapter;
- Air Quality ES chapter;
- Biodiversity ES chapter.

6.13.7 In addition, the following reports that will be produced to accompany the planning application will also consider the Proposed Development's impacts on health and wellbeing:

- Design and Access Statement (DAS);
- Flood Risk Assessment and Surface Water Drainage Strategy; and
- Land Contamination Preliminary Risk Assessment.

6.13.8 As there are inherent mechanisms to address the indirect health and wellbeing effects including identification of appropriate mitigation in the ES, it is considered appropriate to scope a discrete health and wellbeing assessment out of the EIA.

6.14 Materials and waste

6.14.1 Waste streams arising from the construction stage of the Proposed Development would mainly comprise soil from excavation and foundation work, however it would be the intention to reuse as much material on-site as practicable.

6.14.2 Waste produced during construction would be subject to the 'Duty of Care' under the Environmental Protection Act. The waste hierarchy would be followed and waste streams would be managed by the contractor in line with current legislation and best practices, with construction waste materials disposed of by the contractor/s to appropriate recycling facilities or appropriately licensed landfills. The appropriate landfill for the disposal of any contaminated material off-site will depend on the waste classification determined from the chemical analysis or Waste Acceptance Criteria testing as necessary.

6.14.3 The ES will outline likely waste quantities arising from construction works and present the Applicant's commitments to waste minimisation and management during these works. A Waste Management Plan would form one of the commitments within the CEMP.

6.14.4 The Environment Agency's Guidance for Pollution Prevention and other relevant guidance will be followed during the handling, storage and use of such materials, including oil, chemicals, cement, cleaning materials and paint. The CEMP will set out roles and responsibilities such

that the Site Manager will audit waste carriers and disposal facilities and maintain documentary evidence that these requirements are being met, including a register of waste carriers, disposal sites (including transfer stations) and relevant licensing details for each waste stream.

6.14.5 Operational waste from the completed Proposed Development would predominately comprise commercial waste arisings from the warehouse and distribution uses. This would predominantly be collected under waste disposal contracts with commercial operators.

6.14.6 The Proposed Development will be designed to comply with CDC's recycling and waste requirements and ensure the provision of sufficient waste storage areas across the Proposed Development to enable occupants to segregate their waste and recyclables, building managers to manage capacity and appropriate access for refuse collection vehicles. The ES will summarise the operational waste management measures which would be included within the Proposed Development.

6.14.7 Volumes of waste generated by the completed Proposed Development during construction and operation are therefore not expected to give rise to a significant impact on waste management infrastructure. As such, waste is proposed to be scoped out of the ES.

6.15 Major accidents and disasters

6.15.1 With reference to Regulation 4(4) and Schedule 4 of the EIA Regulations, this Scoping Report also considers whether there are likely to be any significant effects on the environment or the project arising from the vulnerability of the Proposed Development to major accidents or disasters.

6.15.2 The EIA Regulations require the ES to consider the inclusion "*A description of the expected significant adverse effects of the Proposed Development on the environment deriving from the vulnerability of the Proposed Development to risks of major accidents and/or disasters which are relevant to the project concerned*".

6.15.3 Available guidance (IEMA Quality Mark Article 'Assessing Risks of Major Accidents / Disasters in EIA'42) defines major accidents and disasters as "*man-made and natural events which are considered to be likely, and are anticipated to result in substantial harm that the normal functioning of the project is unable to cope with /rectif*y".

6.15.4 Overall, the vulnerability of the Proposed Development to risks of major accidents and / or disasters is considered to be low. The proposed use is not considered hazardous and the most likely foreseeable vulnerability of the Proposed Development with regards to risks of major accidents and / or disasters are related to flood risk. This will be considered as part of the FRA and drainage strategy. Risks to fire can be assumed to be low provided the detailed design and fire strategy are developed in line with the latest fire safety guidance.

6.15.5 The Health and Safety Executive (HSE) Planning Advice mapping however indicates that the Site is c. 2.5 km north-east of the Site a site subject to COMAH regulations as for the following Dangerous Substances[2]:

- Flammable liquids and gases
- Hazardous to the aquatic environment
- Oxidising gases

[2] COMAH 2015: Public Information Record accessed February 2025

- Toxic

6.15.6 A National Grid 400 / 275 kV powerline cross the Site and an 11 kV power pole is present on Site.

6.15.7 Based on the distance of the COMAH site from the Proposed Development and initial findings to date, taken together with the nature of the Proposed Development, it is not currently anticipated that there will be significant effects relating to the vulnerability of the Proposed Development to major accidents and disasters and has been scoped out of detailed assessment within the EIA.

6.16 Energy and sustainability

6.16.1 The planning application will likely be supported by an Energy and Sustainability Strategy. This negates the need for further energy and sustainability assessments within the ES and accords with the Department of Communities and Local Governments (DCLG) consultation paper on EIA Good Practice44 (2006) which states: "*there is no requirement to include a sustainability appraisal within the Environmental Statement. If such an assessment is required by the Local Planning Authority, it should be provided as a separate document supporting the planning application*."

6.16.2 The main sustainability features of the Proposed Development (e.g. Sustainable Drainage Systems (SuDS) strategy, energy strategy) will be summarised in the description of the Proposed Development included in the ES. As such, all technical assessments will inherently test the principal sustainability design features sought as part of the planning application.

6.16.3 As such energy and sustainability has been scoped out of detailed assessment within the EIA.

6.17 Utilities

6.17.1 The Proposed Development will have a minor demand on the grid network in relation to power and water utilities. Consultation with the relevant statutory bodies will be undertaken to ensure the existing electricity, gas and clean water networks, as well as local foul drainage, will have sufficient capacity to supply the Proposed Development. Therefore, it is not considered that the Proposed Development is likely to give rise to significant effects on utility infrastructure or demand. As such, this topic will be scoped out of the ES.

6.18 Heat and radiation

6.18.1 The heat and radiation topic required under the EIA Regulations 2017 is not considered relevant to this scheme. The Proposed Development would not introduce any sources of radiation and although it would generate limited amounts of heat from minor elements such as lighting, this would not cause significant effect to any receptors. This topic has therefore been scoped out of this report and will not be assessed further within the EIA.

6.19 Scoped out of the EIA

6.19.1 Based on the work undertaken to date the following topics are proposed to be scoped out of the EIA. Section 7 sets out the environmental documents that will be submitted with the planning application outside the Environmental Statement.

- Archaeology;
- Ground conditions;
- Agricultural soils;

- Human health;
- Materials and waste;
- Major accidents and disasters;
- Energy and sustainability;
- Utilities; and
- Heat and radiation.

7. Environmental Statement

7.1 The structure

7.1.1 The structure for the ES will comply with the requirements of the EIA Regulations and take account of other good practice guidance. Essentially, the ES will comprise of three parts, the main text, the supporting appendices and the Non-Technical Summary.

7.1.2 The format of an ES is not prescribed within the EIA Regulations, but Schedule 4 Part 2 of the EIA Regulations requires that the following information be provided as a minimum within the ES:

- "*a description of the development comprising information on the site, design and size* of *the development.*
- *a* description *of the measures envisaged in order to avoid, reduce and, if possible, remedy significant adverse effects.*
- *the* data *required to identify and assess the main effects which the development is likely to have on the environment.*
- *an* outline *of the main alternatives studied by the applicant or appellant and an indication of the main reasons for the choice made, taking into account the environmental effects.*
- *a non*-technical *summary of the information provided under paragraphs 1 to 4 of this Part*".

7.1.3 The proposed structure of the ES is provided below.

7.2 EIA technical assessment

7.2.1 Each of the technical assessments will follow a systematic approach, with the principal steps as follows:

- description of baseline conditions;
- prediction of potential effects, including cumulative effects;
- assessment of effects;
- identification of appropriate mitigation measures; and
- assessment of residual environmental effects.

7.3 Baseline description

7.3.1 In order to evaluate environmental effects arising from the changes to the Proposed

Development, information relating to the existing environmental conditions will be collected. Any changes in the existing environment likely to occur prior to the start of the Proposed Development will be identified to establish the baseline conditions and the sensitivity of the baseline will be described in relation to its environmental value or importance and with reference to the assessment criteria stated. The baseline will be used to assess what changes may take place during the construction and operation of the Proposed Development.

7.3.2 The methods of data collection will be described within each technical assessment. Data will also be collected from public records and other archive sources and where appropriate field surveys will be carried out. The timing of the work and the study area will be outlined within each assessment.

7.4 Prediction of potential effects

7.4.1 The prediction of potential effects will consider the construction and operational phases of the development. During each phase of development, different environmental effects are likely to arise. Each technical assessment will consider the following:

- direct and indirect effects;
- short, medium and long term effects;
- permanent and temporary effects;
- positive and negative effects, and
- cumulative effects.

7.4.2 Following identification of potential environmental effects, baseline information will be used to predict changes to existing site conditions and permit an assessment of these changes.

7.5 Assessment of effects

7.5.1 The effect that the Proposed Development may have on each environmental receptor is influenced by a combination of the sensitivity of the receptor and the predicted degree of alteration from the baseline conditions (positive or negative). Environmental sensitivity may be categorised in many ways, for instance: threat to rare or endangered species, transformation of natural landscapes or views, and changes to water quality and land use.

7.5.2 The initial assessment, consultation and scoping phases will identify these factors, along with the implications of the predicted changes. In order to evaluate environmental effects, assessment criteria will be identified within each technical chapter. Thresholds of significance will be used to make explicit conclusions of the assessment process. Significance will be based on the structured elevation of the following three main criteria:

- identifying the nature and form of any predicted environmental effects;
- assessing whether effects identified are significant; and
- assessing the likelihood of identified effects.

7.5.3 For the purposes of environmental assessments, 'effect' will be considered in terms of the following:

- **not** significant**:** no detectable or material change to a location, environment or species;

- **minor:** a detectable but non-material change to a location, environment or species;
- **moderate:** a material, but non-fundamental change to a location, environment or species; and
- **major:** a fundamental change to a location, environment or species.

7.5.4 Effects of moderate-major adverse / beneficial or greater are likely to be considered significant unless otherwise stated in the ES.

7.5.5 The ES will generally follow this theoretical approach. Where specific topic areas adopt a variation. This will be identified within the methodology of the relevant chapter. Within each chapter, the criteria for assessing significance of effects will also be made explicit. Each chapter will propose measures to avoid, reduce or remedy significant adverse effects (mitigation measures), if any are predicted. The assessment process will conclude with an examination of residual effects after mitigation has been applied.

7.6 Mitigation and enhancement

7.6.1 Where the assessment process identifies any significant adverse effects, measures to avoid, compensate or mitigate these effects will be proposed. Such measures may include the consideration of alternatives to the Proposed Development, such as changes to the locations, heights or footprints of buildings.

7.6.2 Each technical discipline will identify appropriate measures. Where possible these measures will be integrated into the overall design strategy as primary mitigation rather than "added on" to the proposals. By being flexible with the design, the EIA and the development teams will be able to respond to the findings of consultation and EIA work and mitigate accordingly. Where necessary, secondary mitigation will be identified in response to any further effects of the development.

7.7 Cumulative impacts

7.7.1 In line with the EIA Regulations, an ES must give consideration to the cumulative effects or interaction of effects of a development. Cumulative effects are those which result from incremental changes caused by other past, present or reasonably foreseeable activities or projects in the local area, in combination with the Development.

7.7.2 Cumulative effects can be split into two categories: (1) interaction of effects, which are the combined effects of individual effects, for example noise and vibration and ecology, from the Proposed Development on a particular receptor; and (2) cumulative effects, which are effects from several developments, which individually may be insignificant, but when considered together could result in a significant cumulative effect.

7.7.3 As set out in Section 1.3, this Scoping Report aims to consult the LPAs to establish whether there are any other committed development(s), that are reasonably foreseeable, within the area which have the potential to give rise to significant cumulative effects in combination with the Proposed Development. The agreed committed developments will be taken into account in the final ES.

7.8 Content of the ES

7.8.1 Table 14 14 outlines the chapters we anticipate being included within the ES, although chapter numbers may vary.

Table 14 Proposed content of the ES

Volume No.	Description of content
Volume 1 Environmental Statement	
1 Introduction	Purpose of the ES Competent expert evidence Proposed Development background
2 Assessment methodology	EIA methodology
2 Site Context	Description of the Proposed Development and the wider study area
3 Proposed Development	Location of the Proposed Development Baseline scenario Description of the Proposed Development Construction, operation and long-term management
4 Consideration of Alternatives	Assessment methodology Reasonable alternatives studied
5 Planning Policy Context	Legislative and policy framework
6-12 Assessments: Traffic and Transport Air Quality Noise and Vibration Landscape and Visual Biodiversity Water Environment Socioeconomics	Legislative and policy framework Study area Baseline conditions Potential impacts Assessment methodology Assessment assumptions, limitations and uncertainties Design, mitigation and enhancement measures Assessment of effects Monitoring Summary
13 Assessment of cumulative effects	Inter / Intra cumulative effects Cumulative assessment methodology Assessment of cumulative effects Monitoring
14 Conclusion	Combined assessment summaries
Volume 2 Figures	Figures to accompany chapters were relevant
Volume 3 Appendices	Outline CEMP BNG assessment (statutory metric) Flood Risk Assessment and Drainage Strategy
Non-Technical Summary	

7.8.2 The ES will include an outline CEMP as an appendix to the ES. The outline CEMP will outline the mitigation measures that would be implemented during the construction phase of the Proposed Development. The outline CEMP will be updated at the next stage of the project by the contractor.

7.9 Scope of non-EIA assessments

7.9.1 Based on the initial scope of the ES proposed here, the following documents are proposed to accompany the planning application:

- Planning application forms
- Environmental Statement and Non-Technical Summary
- Outline CEMP
- Planning Statement
- Statement of Community Involvement
- Tree Survey and Arboricultural Impact Assessment
- Archaeology Desk-based Assessment
- Phase 1 and Phase 2 Site Investigation report
- Agricultural Soils Assessment
- Sustainability Statement

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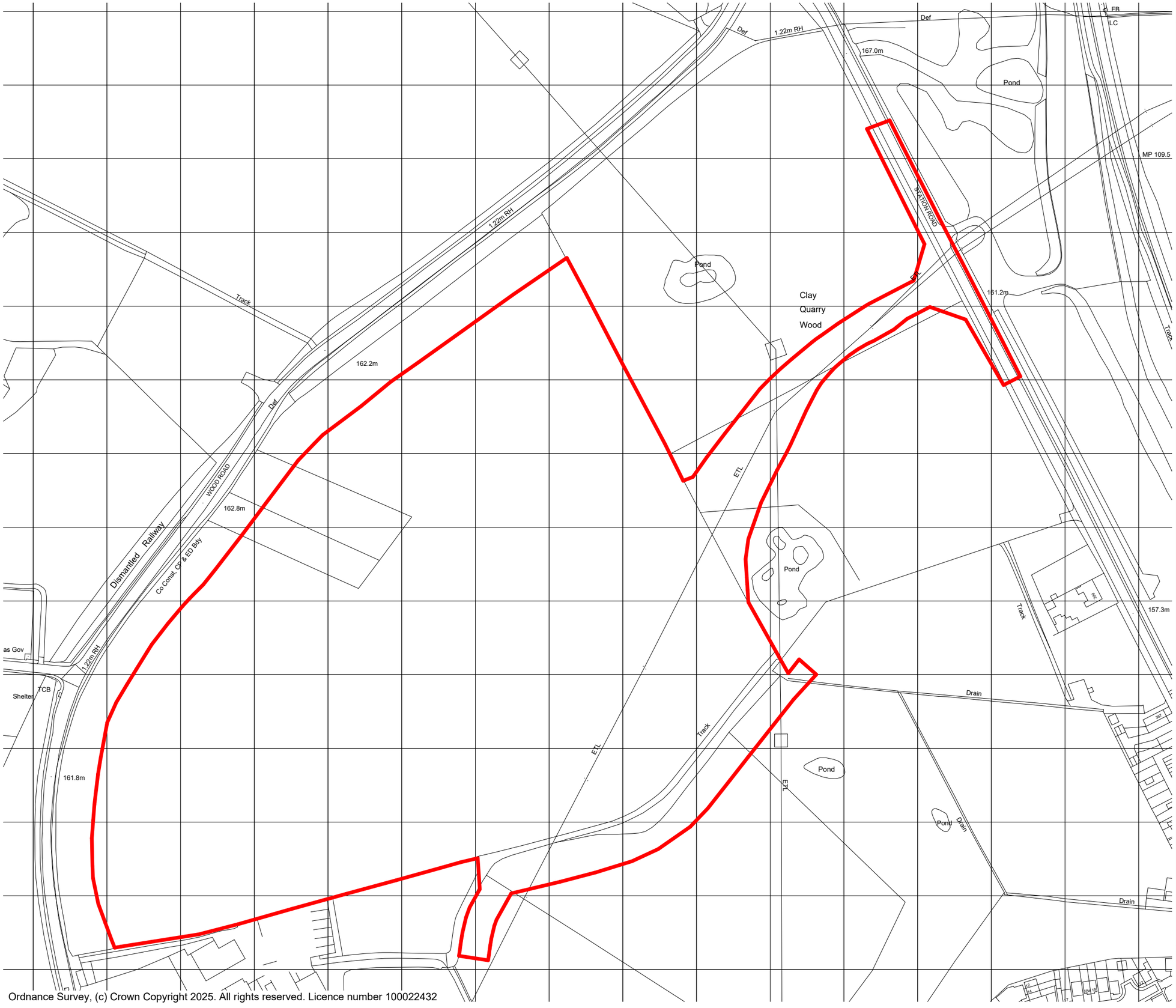
Appendix A Site plans and designs



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Safety Health and Environmental Information | A3

The following risks are identified as unusual or unfamiliar to a competent contractor

CONSTRUCTION

DEMOLITION RISKS (FUTURE)

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved method statement

North

Graphics Scale 1:2500

0 5 10 20 50 Metres 100 Metres

Site Boundary

REV	DETAILS	DATE	DRN/CHK
A	Redline boundary updated to Tier information - JDK	18/02/25	TH/ST

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RIBA Chartered Practice

Coalville, Pall-Ex

Location Plan

Barberry Industrial

DRAWING NO. 4092 - 00

REV A | DATE FEB 25

PLANNING

DRN JDK | CHK ST | SCALE 1 : 2500 @ A3

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ISO 14001 REGISTERED FIRM

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Safety Health and Environmental Information A1

The following risks are identified as unusual or unfamiliar to a competent contractor

CONSTRUCTION

DEMOLITION RISKS (FUTURE)

It is assumed that all work will be carried out by a competent contractor working, where appropriate, to an approved method statement

0 5 10 20 50 Metres
GRAPHIC SCALE 1:1000

North

Car Parking spaces - 172
including 11 Disabled spaces

HGV External Parking Spaces - 172
(not including warehouse loading bays, canopy dock doors, resolution bays, QC spaces or Queue Lines)

1x External HGV Washdown Bay
3x Internal HGV Maintenance Bay

Canopy Dock Doors - 68 @ 8.1m centres

REV	DETAILS	DATE	DRN/CHK
W	Redline boundary updated to Tier information - JDK	18/02/25	TH/ST
V	VMU and Redline updated	13/02/25	TH/ST
U	Holding Lane added	30/01/25	TH/ST
T	Site plan updates to Client comments	24/01/25	ST
S	Client request change to door width and QC location	20/01/25	MR
R	Revised Site Boundary and Access	06/08/24	MR
Q	Revised Site Access and HV Route	29/07/24	MR
P	Revised to show Electrical Services	10/07/24	MR
N	Planning Issue	28/06/24	MR
M	Site plan adjusted based on client feedback	21/06/24	ST
L	Site Plan and Building Updated following Client Meeting	10/05/24	ST
K	Car Park bays updated to Tier Comments - JDK	30/04/24	ST
J	Minor amendment to Station Rd access - JDK	11/03/24	ST
H	Updated to reflect PM comments - JDK	23/02/24	ST
G	Warehouse room tag amended - JDK	07/02/24	ST
F	Minor amendment to internal dimensions - JDK	30/01/24	ST
E	Minor amendment to internal dimensions - JDK	30/01/24	JDK
D	Amended to Client Comments - MR	26/01/24	MR
C	Amended to Client comments - JDK	24/01/24	ST
B	Amended to comments following DTM 22/01/24 - JDK	23/01/24	ST
A	Amended to comments following DTM - JDK	22/01/24	ST

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Proposed Site Plan

Barberry Industrial

DRAWING NO. 4092 - 10
REV W
DATE May '24

FOR COMMENT

DRN	CHK	SCALE
MR	ST	1 : 1000 @ A1

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ISO 14001 REGISTERED FIRM

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Appendix B Glossary

Abbreviation	Full terms
AAWT	Annual Average Weekday Traffic
AEP	Annual Exceedance Probability
Ambient noise	The sound pressure level at a given location (i.e. sound from all sources).
AoD	Above Ordnance Datum
BGS	British Geological Survey
BNG	Biodiversity Net Gain
BPM	Best Practicable Means
c.	Circa
CA	Conservation Area
CEMP	Construction Environmental Management Plan
CIEEM	Chartered Institute of Ecology and Environmental Management
CoCP	Construction Code of Practice
CoPA	UK Government Control of Pollution Act 1974
CRTN	Calculation of Road Traffic Noise
Decibel (dB)	A logarithmic measurement scale used for sound pressure levels
DEFRA	Department for Environment, Food & Rural Affairs
EA	Environment Agency
EcIA	Ecological Impact Assessment
eDNA	Environmental DNA
EHV	Extra-High Voltage
EIA	Environmental Impact Assessment
ES	Environmental Statement
FRA	Flood Risk Assessment
GCN	Great Crested Newt
GI	Green Infrastructure
GLVIA	Guidelines for Landscape and Visual Impact Assessment
HBBC	Hinckley and Bosworth Borough Council
HGV	Heavy Goods Vehicles
HLPC	Harris Lamb Property Consultancy
IEMA	Institute of Environmental Management and Assessment
INNS	Invasive Non-Native Species
LCA	UK Government Land Compensation Act 1973
LPA	Local Planning Authority
LVIA	Landscape and Visual Assessment
LWS	Local Wildlife Site
NCA	National Character Area
NGR	National Grid Reference
NPPF	National Planning Policy Framework
OS	Ordnance Survey
PPG	Planning Practice Guidance
PRoW	Publics Rights of Way
RoFSW	Risk of Flooding from Surface Water
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Urban Drainage System
TPO	Tree Protection Order
WFD	Water Framework Directive

Abbreviation	Full terms
WLDC	West Leicestershire District Council
ZTV	Zones of Theoretical Visibility