Appendix 7.2: Workplace Travel Plan

Project Excellence (Land at Wiggs Farm)

Workplace Travel Plan for Pall-Ex

Rev A

DTA

Transport Planning Consultants

Project Excellence,
Workplace Travel Plan for Pall-Ex

Workplace Travel Plan

Rev A

DN/BM 25435_03 Workplace Travel Plan
14th May 2025

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Prepared For:

Pall-Ex

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Appendices

1.0 INTRODUCTION

1.1 Overview

1.1.1 DTA Transportation Ltd has been appointed by Pall-Ex to prepare a Workplace Travel Plan (WTP) for the proposed employment site on land at Wiggs Farm, Bagworth.

1.1.2 The development proposals are for the erection of a B8 Distribution Hub with Ancillary Offices and Associated Infrastructure and Landscaping with a floorspace of 36,422m² that would operate within a B8 use class, on land at Wiggs Farm, Bagworth..

1.2 Background

1.2.1 An Environmental Impact Assessment (EIA) Screening and Scoping Opinion was requested from Hinckley and Bosworth Borough Council ("HBBC"). A copy of their consultation response is attached at **Appendix A**.

1.2.2 Additionally, a Transport and Access pre-application note (attached at **Appendix B**) was issued to Leicestershire County Council ("LCC") as local highway authority A copy of their consultation responses are attached at **Appendix C**.

1.2.3 The LHA comments within the scoping response state that:

"Based on the scale of the proposals, in accordance with Table 1 of the LHDG, a Transport Assessment and Travel Plan will be required to support any future planning application at the site."

1.2.4 The Transport and Sustainability comments from the LHA as part of the pre-application response state that:

"As part of any future application, the Applicant will be required to submit a Travel Plan. This would require a £6,000 monitoring fee as part of a Section 106 agreement. In addition, the Applicant is likely to need to provide one travel pack (currently £52.85 per pack if supplied through LCC) and a six month bus pass per employee (currently £510 per pass for an Arriva service) as part of the Section 106.

Improvements to the nearest bus stops such as raised kerbs, new flags and timetable cases may also be required."

1.3 Travel Plan Purpose

1.3.1 A Travel Plan is a term used for a package of objectives, targets and measures developed by an organisation or group of organisations aimed at promoting more sustainable means of travel and reducing the reliance on the private car. Travel Plans are site specific and are dependent upon not only the location of the site, but the size and type of organisations located there.

1.3.2 A Travel Plan is an important tool for delivering sustainable access to a development and aims to provide a long-term strategy to positively influence travel patterns in favour of sustainable modes.

1.3.3 Implementing a Travel Plan can bring several benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles.

2.0 POLICY REVIEW

2.1 National Planning Policy Framework (December 2024)

2.1.1 The NPPF sets out the government's economic, environmental and social planning policies for England. Taken together, these policies articulate the governments vision of sustainable development, which should be interpreted and applied to meet local aspirations. Chapter 9 refers to promoting sustainable transport as part of a development proposal.

2.1.2 Paragraph 109 identifies that transport issues should be considered at the earliest stages, so that:

- The potential impacts of development on transport networks can be addressed
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised
- Opportunities to promote walking, cycling and public transport use are identified and pursued
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and considered
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes; and contribute to making high quality places.

2.1.3 Paragraph 110 instructs that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.

2.1.4 In assessing sites for development, Paragraph 115 identifies that it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location

- Safe and suitable access to the site can be achieved for all users
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree

2.1.5 Critically, NPPF in Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.2 Good Practice Guidelines

2.2.1 In April 2009 the Department for Transport published 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'. The Guidelines aim to bring together some of the best practice from around the country, drawing upon recent research.

2.2.2 Travel Plans have become an integral element of the planning process:

> "they are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively and the need for some costly highway infrastructure is avoided as far as is practical."
>
> Paragraph 1.7. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.2.3 The Guidance defines a Travel Plan as:

> "a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed"
>
> Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.2.4 The Guidance sets out that a Travel Plan involves:

> "the development of agreed explicit outcomes limited to the appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use. Each Travel Plan should be unique to a site"
>
> Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.2.5 The Guidance sets out the ultimate objective of the Travel Planning process whilst identifying the additional aims and benefits:

> "Travel Plans focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other modes. They assist in the wider aims of encouraging sustainable travel, improving health and reducing congestion, energy consumption and pollution. Travel Plans need to address all journeys that may be made to and from a site, by anyone who may have a need to visit or stay there."
>
> Paragraph 2.4. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.3 Local Policy

2.3.1 The Hinkley and Bosworth Borough Council Local Plan (2006-2026) states in Spatial Objective 13: Transportation and Need to Travel that:

"To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans."

Emerging Local Plan

2.3.2 HBBC have consulted on the Draft Hinckley and Bosworth Local Plan (2020-2039). The most recent consultation took place from 31 July to 27 September 2024. Policy HT01 Highways and Transportation notes that:

"All proposals for new development and changes of use should conform to the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority, and, where appropriate, be supported by a transport assessment and travel plan."

2.3.3 Policy HT01 goes on to state that:

"Leicestershire County Council (as the local highways authority) provides advice through the Highways Design Guide on the development thresholds for the submission of transport assessments, transport statements, travel plans and their scope. ….Travel plans should seek to exploit opportunities for the use of sustainable transport modes."

2.3.4 The LCC Highway Design Guide Appendix C Section TAG6: Travel Plans notes that:

> *"Where the nature, location and scale of a development proposal require a Travel Plan, a draft plan should form part of the transport assessment.*
>
> *A Travel Plan is a package of measures or agreed outcomes aimed at reducing reliance on the private motor vehicle and reducing congestion. It is a process rather than a policy document. Indeed, completing the document itself is only the start of the process. A successful Travel Plan involves continuous monitoring (for example, surveys), review and improvement over time."*

2.3.5 Leicestershire County Council's Choose How You Move provides advice and guidance on Travel Plans. The Writing a Successful Travel Plan document sets out the key contents of a Travel Plan and how a proposed development can encourage sustainable modes of transport. The document notes that every Travel Plan in Leicestershire must have the following:

- A description of the existing/ proposed activities and a plan of the precise location and extent of the site;
- An audit of the existing travel infrastructure and services available at the site, including roads, cycle and walking routes, public transport and any existing daily needs services;
- The identification of a 'Travel Plan Co-ordinator' to liaise with users, authorities and partners in delivery of targets and benefits;
- SMART target outputs and outcomes that the plan is expected to achieve/ deliver;
- Practical and proportionate proposals for achieving the targets set;
- A robust monitoring and review regime by which progress towards meeting the targets can be demonstrated and, if necessary, the plan can be amended by agreement.

3.0 SITE ASSESSMENT

3.1 Site Location and Surrounding Area

3.1.1 The site is located approximately 1.4km to the northwest of Bagworth and 3.3km south east of Ibstock. It is bound to the south by Junction 11 of the M42, to the east by the M42, west by the A444 and north by agricultural land. At present the site is primarily open agricultural land.

3.2 Local Highway Network

3.2.1 Station Road is a single carriageway and subject to a 40mph speed limit which decreases to 30mph south of the Bagworth village sign. The road routes in a north-west to south-east 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.

3.2.2 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.

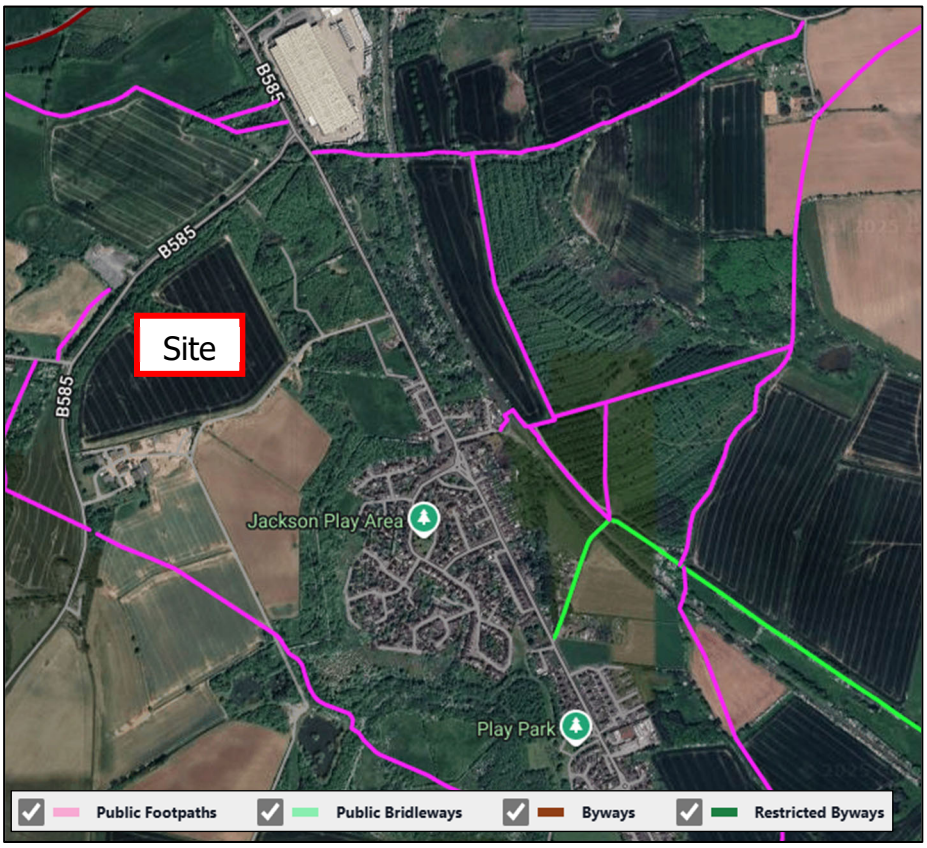
3.2.3 Junction 22 is a grade-separated roundabout which connects the A511, the M1, the A50 and Cliffe Lane, and is situated to the northeast of the site. The junction arms are signal controlled.

3.3 Pedestrian and Cycle Access

3.3.1 A footway is provided 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. Given the site location and based on on-site observations, it is clear that the existing footways in the site's vicinity are lightly trafficked in terms of pedestrian movements.

3.3.2 There is a network of Public Right of Ways (PROWs) accessed off Station Road, south of the existing Pall-Ex unit as seen in **Figure 2**.

Figure 2 – Extract of Leicestershire County Council Interactive PROW Map



3.3.3 National Cycle Route (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.

3.4 Public Transport Provision

Bus

3.4.1 The nearest bus stops are located approximately 350m 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.

3.4.2 The bus service 28 first service is 06:34 and last service is 17:24 to Leicester from the southbound bus stop.

3.4.3 The bus service 28 first service is 06:54 and last service is 19:06 to Coalville from the northbound bus stop.

Train

3.4.4 The nearest rail station is Leicester and Hinkley approximately 19km 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.

4.0 TRAVEL PLAN OBJECTIVES AND TARGETS

4.1 Introduction

4.1.1 A Travel Plan is a living document that provides a strategy for managing travel demand involving a continuing process of monitoring and review. The underlying aim of any Travel Plan is to minimise the number of single occupancy vehicle trips generated by a development, business or organisation. This is achieved by encouraging a shift to more sustainable modes of transport and by reducing the need to travel.

4.1.2 Travel Plans have many benefits including:

Benefits for the Employer

- Increased productivity from a healthier, motivated workforce.
- Potential cost savings (mileage, car parking, lateness, lost time in travel).
- Reduced congestion.
- Reduced demand for parking and improved access.
- Improved punctuality.
- Positive company image.
- Improved employee morale.

Benefits for Employees/ Visitors

- Potential cost and time savings.
- Improved health and fitness.
- Better quality of life.

4.1.3 The main objectives are as follows:

- Reduce the number of single occupancy vehicles (SOV) travelling to and from site.
- Promote the health, wealth and environmental benefits of cycling walking and using public transport.
- Provide clear information to all employees and visitors on the alternative modes of travel to and from site.

- Enhance the safety and security of people travelling to and from site.
- Effectively manage the demand for car parking.
- Reduce negative environmental impact of fleet vehicles; business travel; and deliveries.

4.2 Targets

4.2.1 Targets are the measurable goals by which the progress of the TP will be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART'- Smart, Measurable, Achievable, Realistic and Timely.

4.2.2 Travel surveys have been undertaken at Pallex's current location providing an insight on how staff currently travel to work. The survey was undertaken on 28th April 2025 and represents an accurate measure of existing staff travel patterns. The following figures represent relevant statistics from the surveys.

Figure 3: Existing Mode Share

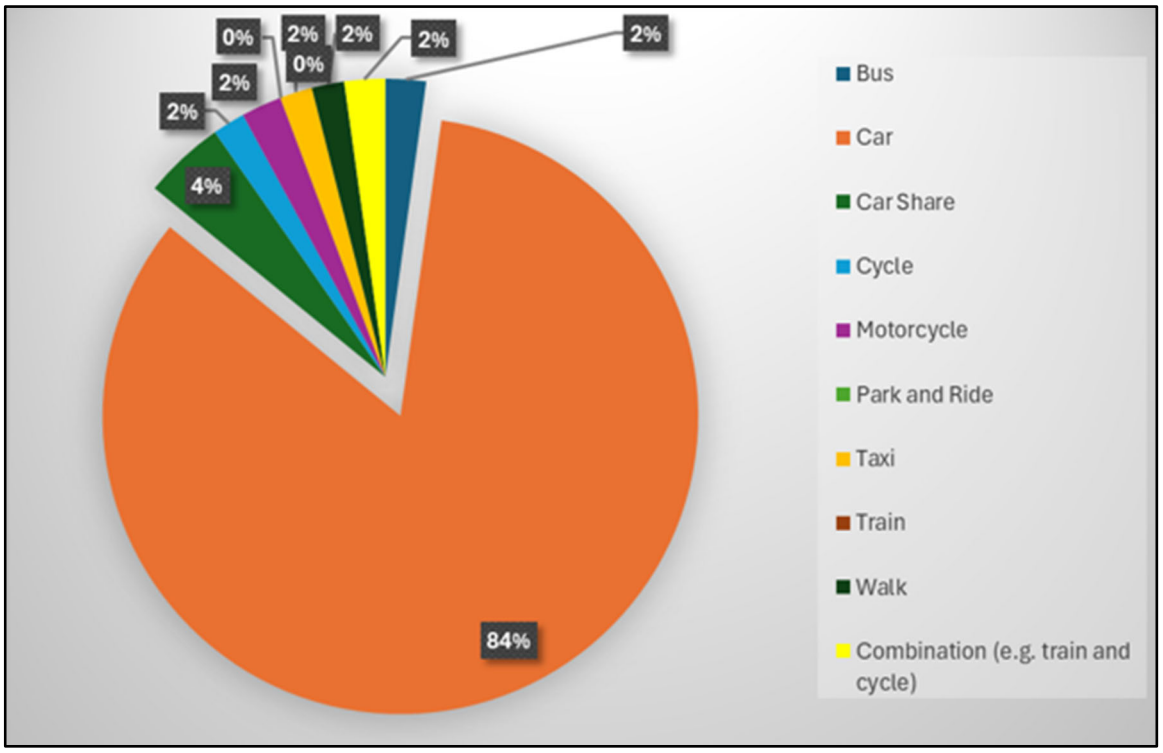


Figure 4: What would encourage you to NOT use a car

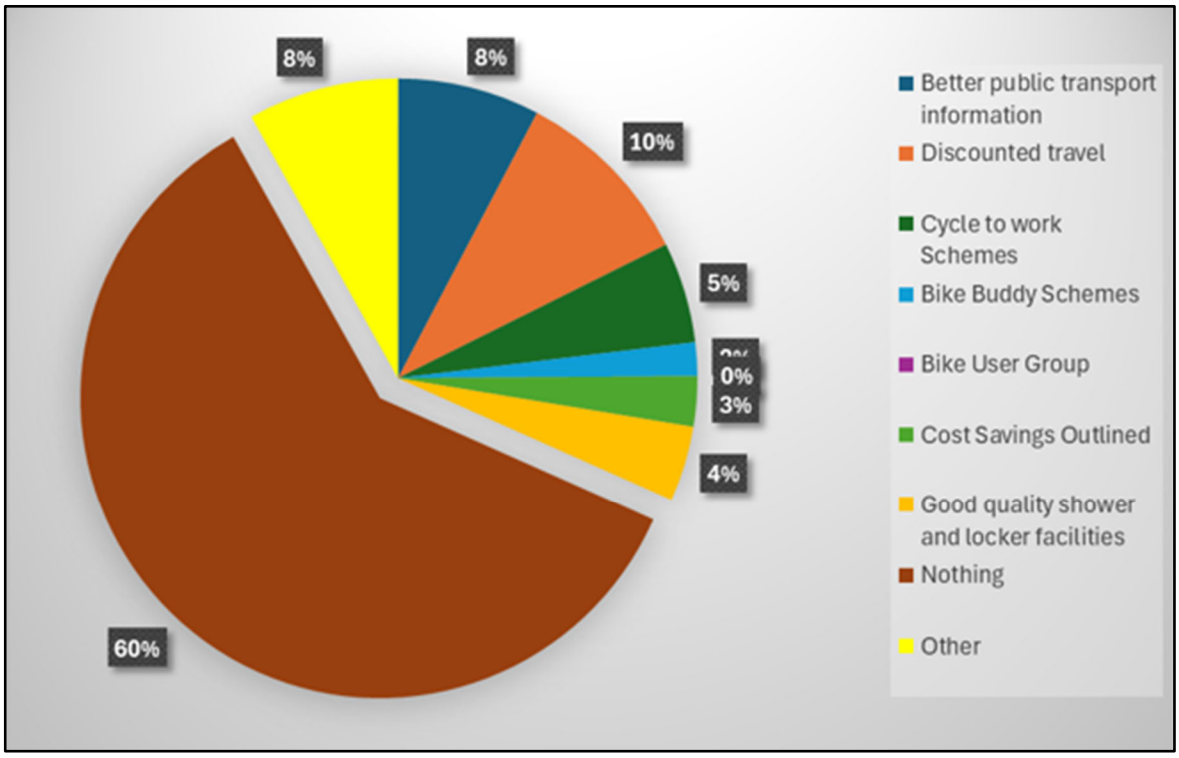
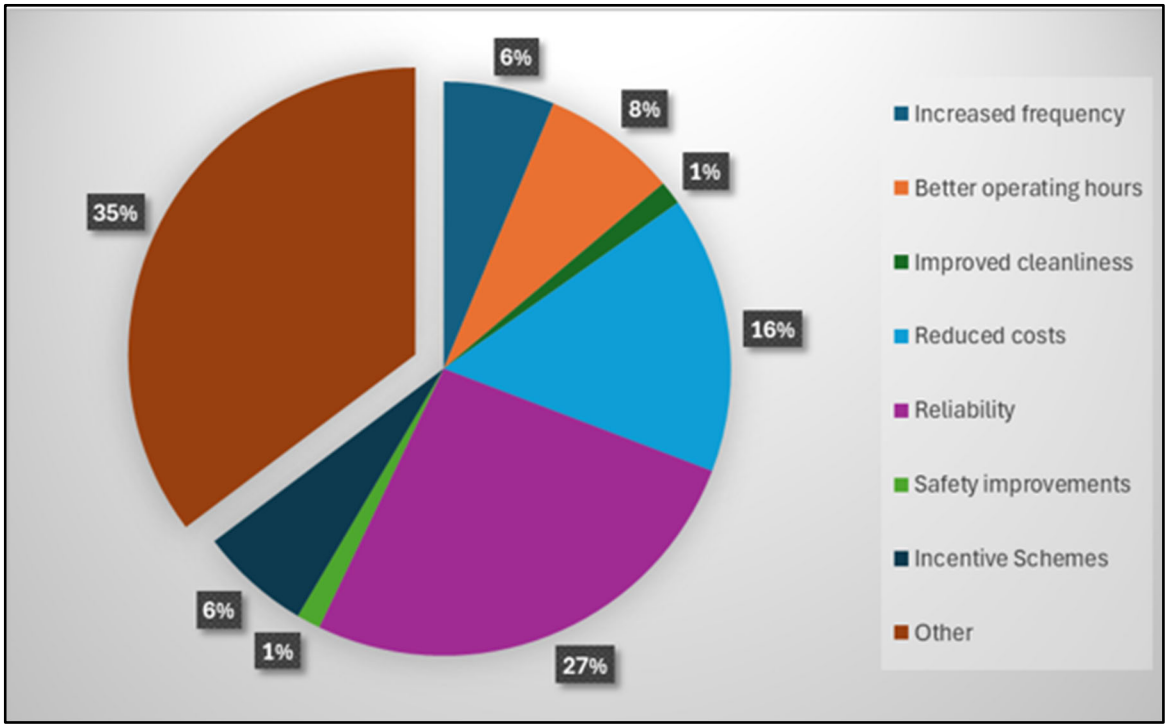


Figure 5: What would encourage you to use Public Transport



4.2.3 Currently, mode share is as follows:

Table 1 – Existing Pallex Mode Share

Mode of Transport	Modal Split
Car	84%
Car Share	4%
Cycle	2%
Bus	2%
Motorcycle	2%
Walk	2%
Taxi	2%
Combination (e.g. Train and Cycle)	2%

4.2.4 The travel survey undertaken at the existing locations reported that 84% of Pallex staff currently travel to work using the car, with 14% travel via sustainable modes of travel.

4.2.5 **Table 3** demonstrates an example of the approximate mode split that can be achieved with an effective WTP.

Table 3 – Travel Plan Targets

Mode of Transport	Baseline Modal Split	Future Mode Share Target (Year 5)
Car	84%	74%
Car Share	4%	A reduction of 10% away from single occupancy of private car use to be transferred to sustainable travel methods.
Cycle	2%	
Bus	2%	
Motorcycle	2%	
Walk	2%	
Combination (e.g. Train and Cycle)	2%	
Taxi	2%	
Total	**100.0%**	**100.0%**

4.2.6 The above targets are derived from Pallex's current mode share data and should therefore be considered as indicative achievable targets.

4.2.7 As previously mentioned, observations around the proposed site have indicated low levels of pedestrian movements. Due to the site's location, it is anticipated that the site once occupied will generate low or no walking trips. Therefore, the target has been set to reduce the number of single occupation vehicles by 10% and transfer to the range of sustainable modes, with emphasis applied to increasing staff to use public transport and to car share.

4.2.8 Once the site is occupied, baseline surveys will be undertaken so that site specific targets can be developed to reflect actual travel patterns across each mode of transport.

4.2.9 In addition, following occupation, more detailed and specific measures, incentives and targets based on recorded travel patterns will be tailored to the development. Accordingly, the targets can be refined as appropriate to reflect changing behaviours.

4.2.10 Changes in travel behaviour may be gradual but will become evident as the WTP initiatives are adopted and implemented. During the time between the initial survey and a second survey, there should have been sufficient opportunity for a shift in travel patterns to occur.

5.0 IMPLEMENTATION OF THE TRAVEL PLAN

5.1 Travel Plan Co-ordinator

5.1.1 The Travel Plan is vital for raising and maintaining awareness and encouragement of sustainable travel. Key to the success of the Travel Plan is its continuous promotion and marketing. Therefore, it is important to ensure staff are kept informed of the progress of the Travel Plan and the reasoning behind it.

5.1.2 The first step towards developing the Travel Plan strategy is to ensure that there is an identified contact for any liaison. Pallex have appointed a Travel Plan Co-ordinator (TPC) to oversee, run and keep the Travel Plan updated.

5.1.3 The TPC will be responsible for:

- Overseeing the management and monitoring of the Travel Plan;
- Co-ordinate travel surveys, data collection and survey analysis;
- Implement existing and future programmes which are part of the plan;
- Address any comments/ suggestions from staff and visitors of the site;
- Implement marketing and awareness-raising campaigns and literature to promote the Plan;
- Implementing sustainable travel days; and
- Liaise with Leicestershire County Council, where required.

5.1.4 The TPC contact details are as follows:

Name: Joe Murfitt

Mail: jmurfitt@pallex.co.uk

6.0 TRAVEL PLAN MEASURES

6.1 Introduction

6.1.1 The Good Practice Guidelines refers to 'hard measures' as the "*provision of infrastructure and improvements to highways and public transport networks, including those to benefit pedestrians, cyclists and other road users*", and 'soft measures' as the "*provision of services and information to encourage the use of sustainable transport. These include new public transport services, changes to working practices, provision of information and/or a Travel Plan Co-ordinator to promote a Travel Plan for a particular use*".

6.1.2 This section of the WTP details the 'hard' and 'soft' measures to be implemented for the site. Some of these measures are already proposed.

6.2 Hard Measures

6.3 Pedestrian and Cycle

6.3.1 The application proposes footways/ cycleways on both sides of the access road and connectivity into the site. This is shown on Drawing **25435-02b**.

6.3.2 In addition, the development will provide a new footpath connection across west side of Station Road to run to the northwest for circa 60m past the access and southeast for circa 20m. This will link to a new pedestrian crossing points with central refuge islands, in addition to an on-road cycle connection point. This will provide access to the current bus stops to the north of the Station Road roundabout.

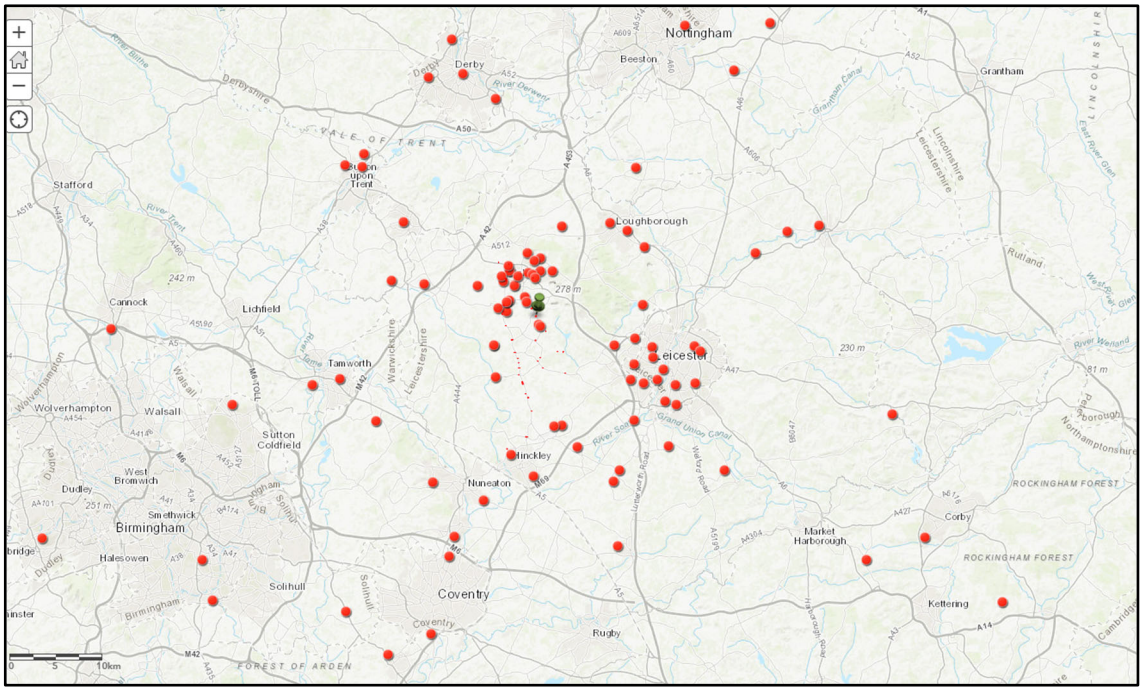
6.3.3 Cycle parking will be covered and lit, the internal road network also proposes a dedicated cycleway adjacent to the carriageway linking to cycle parking with dedicated footway links and crossing points to the building entrance.

6.3.4 To further support walking and cycling, showers, changing facilities and lockers have been provided on site. A store of pool umbrellas will be kept on site for use by staff who walk to/from work or for walking journeys during the day. Also a supply of basic cycle maintenance equipment on site e.g. pump, puncture repair kit, tools etc will be held.

6.4 Public Transport

6.4.1 Postcode data has been provided by Pallex for existing staff at their current locations, this is highlighted below showing local office-based staff:

Figure 4 –Pallex Postcode Data for Existing Staff



6.4.2 As can be seen demand is predominantly likely to come from Coalville and Leicester.

6.4.3 Public transport connections pass the site between Coalville and Leicester is considered adequate, with an hourly bus service providing a journey time of 14 minutes from Coalville and 45mins from Leicester.

6.5 **Soft Measures**

Travel Information Packs

6.5.1 All Staff and visitors will be issued with a Travel Information Pack which includes a short description of the purpose of the TP, and details of how to access the site by alternative modes to the car. It can also include up-to-date user-friendly information on the proposed public transport routes, timetables and fares, along with information on pedestrian and cycle routes to the site. This information can also be displayed on an information noticeboard within communal areas.

6.5.2 The information within the pack will be kept up-to-date by the TPC with new bus timetables obtained and circulated as and when services change. In order to inform visitors to the site, the operators will include a "how to find us" map on its website.

6.5.3 Future iterations of the information pack will also contain details and dates of public health campaigns along with national sustainable travel events, such as bike week.

6.6 **Walking and Cycling**

6.6.1 Awareness of health benefits of walking will be highlighted through posters, leaflets and/or events with incentives, prizes, give-aways etc.

6.6.2 Local maps showing walking routes, which will be disseminated through a Travel Welcome Pack, outlined under the marketing and promotional measures.

6.6.3 Provide staff with information on e-bikes. This could encourage more staff to cycle as e-bikes can help cover a greater distance.

6.6.4 A potential Bicycle User Group (BUG) & bike buddy scheme will be investigated. In addition, events to promote cycling to work such as "biker's breakfasts" and "bike2work" events will be considered.

6.6.5 Providing cycle training will be explored. This could potentially be done in a number of ways, for example through a buddy system, or through classes organised with a commercial supplier.

6.6.6 Cycle initiative and training held by LCC will be promoted, and if required the TPC will assist individuals in applying to undertake training. Information on cycle training will be provided within the Travel Information Pack.

6.6.7 Providing a 'cycle to work' scheme will be explored, potentially offering staff bikes and cycling equipment as a tax free benefit

6.7 Public Transport

6.7.1 Many people have adverse perceptions of public transport which aren't based on personal experience or that are based on an experience that occurred some years ago before significant enhancements to public transport services occurred.

6.7.2 Travel vouchers are an excellent way of encouraging people to use different forms of public transport that they wouldn't ordinarily try. Trial travel vouchers may alter people's perceptions of public transport for the better, leading them to continue using public transport beyond the end of the trial period.

6.7.3 Therefore, each member of staff will be offered a ticket for six month's free travel on the proposed service operating to and from the site, with the cost being met by the developer.

6.7.4 To be eligible for this, staff will be required to complete and return a form provided by the TPC. These forms will be included with the Travel Information Pack, with a letter explaining the scheme and detailing which tickets they can claim. Detailed discussions will be held with LCC prior to occupation to determine the exact method by which staff can then enjoy free travel on bus services.

6.8 Car Sharing

6.8.1 It is considered that car sharing offers the greatest potential to achieving significant modal shift at the site. Examples of successful car sharing at employment sites that operate shift patterns have seen in excess of 20% of those staff opting to share their car journey rather than travel alone. One such example is Ocado at Birch Coppice, another of IM Properties sites, where they are achieving 26% mode share to car sharing with a workforce of circa 2,000 people.

6.8.2 Given the times of the day when shifts start and finish, traditional public transport services are sometimes not operational or do not coincide with start and end times. Therefore, car sharing offers a practical solution.

6.8.3 To encourage and promote car sharing, the site will sign up to an electronic database with employees being registered through discussions with the site's Travel Plan coordinator.

6.8.4 Staff will be encouraged to sign up to Pallex's car sharing community (via liftshare.com). The website provides information on how to sign up and the benefits of the car sharing scheme. Information on how to sign up to the website will included within the Travel Information Packs.

6.8.5 Additional measures to support car sharing would be to provide car parking bays close to building entrances. Coffee mornings and other events to allow potential car sharers to meet before committing to either providing or receiving a lift would be encouraged.

6.9 Travel Information Notice Boards

6.9.1 Travel information notice boards will be placed in prominent communal areas providing up to date information on public transport services, green driving tips, car sharing information and walking and cycling links.

6.10 Sustainable Travel Events

6.10.1 The Travel Plan Co-ordinator will encourage use of sustainable travel modes by promoting public health campaigns, local and national sustainable travel events. The TPC will liaise with HBBC and LCC to provide up to date materials and information to support these sustainable travel events.

6.10.2 The TPC will also encourage staff to sign up to the free 'Betterpoints' app (betterpoints.ltd), which provides rewards/points for active and sustainable travel

7.0 MONITORING AND AUDIT

7.1 The effectiveness of the WTP at encouraging sustainable travel will be monitored from first occupation to at least five years following full occupation of the site. The first formal survey will take place 12 months after occupation.

7.2 Surveys will be undertaken on an annual basis for the lifespan of the monitoring period. The results of the surveys would be shared with LCC.

7.3 In addition, a survey of peak hour vehicle movements will be undertaken at the same time as the travel surveys to monitor the impact of the TP and to assess the targets. The survey will be undertaken using automatic traffic counters collecting one week's worth of data from which the five-day average flows will be taken.

7.4 The results of the travel surveys will feed into a monitoring/ performance report and submitted to Leicestershire's Travel Plan Officer within three months of the travel and traffic surveys being completed and this will continue for the duration of the TP.

7.5 The TPC in consultation with Leicestershire's Travel Plan Officer will then have an input into what measures or interventions may be required should targets not be met and a way forward will then be agreed. It may also be necessary to review targets and priorities at this stage. Such remedial actions could include implementing new measures or revitalising old measures and additional Travel Plan monitoring initiatives.

8.0 ACTION PLAN

8.1.1 Below is a list of initiatives specific to each travel mode. As well as these, the TPC will raise awareness of the environmental and health problems connected with transport. **Table 6** summarises a tool kit to be adopted by the TPC. The timescales for implementation are set out as follows:

(S) – Short Term (0 – 6 months)
(M) – Medium Term (6 months – 2 years)
(O) – Ongoing / to be reviewed

Table 6 – Action Plan

Travel Plan Initiatives	Responsibility
Walking (best suited to journeys under 2 miles)	
Produce a map illustrating safe walking routes to common destinations. Include reference to crossing points and public transport facilities. (S)	Pallex to provide through TPC
Keep a store of pool umbrellas on site for use by staff who walk to/from walk or for walking journeys during the day. (M)	
Raise awareness of health benefits of walking. Through posters, leaflets and/or events. (O)	
Arrange events to promote walking, such as a walk to work day with incentives, prizes, give-aways etc. (O)	

Cycling (best suited to journeys under 5 miles)	
Provide showers, changing facilities and lockers for cyclist safety gear. (S)	Pallex to provide through TPC
Raise awareness of health benefits of cycling through continual publicity. (O)	
Provide cycle route maps. (S)	
Keep a supply of basic cycle maintenance equipment on site e.g. pump, puncture repair kit, tools etc. (O)	
Explore a bicycle user group (BUG) & bike buddy scheme. (O)	
Provide information and promote the use of e-bikes (S)	
Explore the provision of cycle training (O)	
Arrange events to promote cycling to work such as "bikers breakfasts". Possibly correspond with national events such as "bike week" & "bike2work" in June. (O)	
Provide a 'cycle to work' scheme, offering staff bikes and cycling equipment as a tax free benefit	

Public Transport (provides a sustainable alternative for many commuter & business trips)	
Disseminate up-to-date public transport information on site. Including routes, timetables and fares for local services. (O)	Pallex to provide through TPC
Promote benefits of public transport savings etc (O)	
Provision of updated bus information when services change (O)	
Provide free 6 month bus pass for staff to use on local buses	
Promote the bus service during national campaigns in the future (O)	

Car Sharing (provides a sustainable alternative when the car is the only option)	
Investigate providing a car sharing scheme to match employees with others living in a similar area or travelling the same route. (S)	Pallex to provide through TPC
Provide preferential parking spaces for car sharers close to main entrances. (S-O)	
Investigate coffee mornings or other events to allow potential car sharers to meet before committing to sharing with someone they previously did not know. (O)	

Drawings

125m

AX4
163.539

Hedge Ht 2.5m

Hedge Ht 2.4m

T24

Overgrown/Woodland

Max Legal Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Body Height 4.000m
Min Body Ground Clearance 0.550m
Max Track Width 2.500m
Lock to lock time 6.000s
Kerb to Kerb Turning Radius 6.870m

Overgrown/Woodland

Overgrown/Woodland

T25

AX3
160.646

Hedge Ht 2.5m

125m

N
W E
S

DTA
Transport Planning Consultants

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JOB TITLE	Pallex, Coalville
CLIENT	Pallex
DRAWING TITLE	Proposed Site Access GA With Vehicle Tracking (HGV)
SCALE	1:500@A3
DRAWN BY	DN
DATE	Apr 25
DRAWING No	25435-02
REVISION	B

Appendix A

Bill Cullen MBA (ISM), BA(Hons) MRTPI
Chief Executive

Please Ask For: Matt Jedruch
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Email: matt.jedruch@hinckley-bosworth.gov.uk
Your Ref:
Our Ref: 25/00161/SCOPE
Date: 28 March 2025

Hinckley & Bosworth Borough Council

Barberry Industrial Ltd
C/o Sam Silcocks
Harris Lamb Ltd
4th Floor
4 Brindleyplace
Birmingham
B1 2LG

Dear Sam

Request for Screening and Scoping Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017

Proposal: Environmental Impact Assessment (EIA) Screening and Scoping Opinion for a warehouse unit with a floor area of 31,726 m2; an ancillary workshop building with a floor area of 622 m2; offices on the eastern and western sides of the warehouse totalling 3,003 m2 with associated access and landscaping

Location:- Land at Wiggs Farm, Wood Road, Nailstone, Coalville, LE67 1GE

Thank you for your email requested a scoping opinion dated 21 February 2025 and the enclosed EIA Scoping Report for the proposed development for a warehouse unit with a floor area of 31,726m²; an ancillary workshop building with a floor area of 622m²; offices on the eastern and western sides of the warehouse totalling 3,003m² with associated access and landscaping.

Summary

In summary, the Local Planning Authority are satisfied with the structure of the forthcoming Environmental Statement and consider the scoped in environmental disciplines and the proposed scope and methodology for each chapter to be acceptable.

Prior to the submission of any forthcoming Environmental Statement, please refer to the advice of statutory consultees in relation to each of the environmental disciplines.

Consultation

In accordance with Paragraph (4) of Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, the Local Planning Authority have consulted the consultation bodies. In this instance, these consultation bodies include:

Environment Agency
Natural England
National Highways

Leicestershire County Council Highways
Leicestershire County Council Ecology
Leicestershire County Council Archaeology
Leicestershire County Council Drainage
Leicestershire County Council Minerals
HBBC Pollution
HBBC Drainage
Historic England
National Forest
North West Leicestershire Council
Coal Authority

The comments of these consultation bodies, which have been received have been included within this report.

Assessment of Scoped-In Topics

The Applicant has confirmed that the following environmental topics shall be 'scoped-in' to the EIA:

- Archaeology
- Socioeconomics
- Landscape and Visual Amenity
- Ecology and Biodiversity
- Water Environment / Flood Risk and Drainage
- Traffic and Transport
- Air Quality
- Climate Change
- Noise and Vibration

Archaeology

The scoping report identifies the relevant Policy and legislation relating to the Historic Environment. The Council considers that this topic should be included within the Environmental Statement supporting any future application.

Historic England comments:

If an EIA is not required, then a stand-alone Heritage Impact Assessment should support any application covering all heritage assets, and their settings, with the potential to be affected by the proposed development.

If an EIA is required, we suggest that heritage is scoped in so that all environmental considerations can be addressed in an integrated and holistic manner. We would expect an EIA to contain an examination of the potential impacts upon all heritage assets likely to be affected, including designated heritage assets and their settings together with potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This covers buildings, historic open spaces, historic features and the wider historic landscape including below-ground archaeology.

We advise that the local authority's conservation and archaeology advisers are closely involved throughout the preparation of the Environmental Statement. They are best placed to advise on: local historic environment issues and priorities (including access to data held in the Historic Environment Record); how the proposal can be tailored to minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage

assets.

LCC Archaeology Comments:

The Leicestershire and Rutland Historic Environment Record (HER) indicates that the site lies within an area of archaeological interest, the projected line of the Via Devana Roman road passes approximately 200m to the northeast of the application area (HER Ref.: MLE4345). Given the scale of the proposed development and the absence of previous archaeological investigation within the site, it is considered likely that archaeological remains will be impacted by the scheme, but the nature and significance of these remains is not currently understood. It is therefore recommended that any proposal coming forward for the development area is accompanied by a full archaeological assessment, as outlined in the NPPF (207 & 208).

This will require provision by the applicant for an initial Archaeological Desk-based Assessment (DBA), as a minimum this should include an assessment of the HER, appraisal of other available published and/or documentary sources and a site inspection visit to establish existing and previous site conditions and land use. A geophysical survey would be recommended unless the DBA reveals evidence to suggest that ground conditions would not be conducive to useful results. We would advise that the applicability for further fieldwalking and metal detecting within the site as part of the archaeological impact assessment is also considered. It should be anticipated that, unless the DBA reveals evidence of extensive previous ground disturbance that would have removed all archaeological remains from the application site (e.g. extensive quarrying), the desk-based and nonintrusive geophysical survey will require corroboration in the form of targeted trial trenching of the site prior to determination.

We welcome the statement within the submitted EIA Scoping Report that an archaeological DBA is in progress and that the site's archaeological potential will be further informed by a geophysical survey (6.7.1). We will of course be happy to review the results of the initial DBA and non-intrusive survey(s) when they are available, to advise on the scope of this subsequent trenching and ensure that it provides the information necessary to ascertain the archaeological impacts of the proposed scheme.

This information should be submitted to the planning authority before a decision on any forthcoming planning application is taken, so that an informed decision can be made, and the application refused or modified in the light of the results as appropriate. Without the information that such an Assessment would provide, it would be difficult in our view for the planning authority to assess the archaeological impact of the proposals. The Historic and Natural Environment Team, as advisors to the planning authority, will monitor the archaeological work to ensure that the necessary programme of work is undertaken to the satisfaction of the planning authority.

Socioeconomics

The scoping report identifies the relevant policy and legislation relating to Socioeconomics and Health. The Council agrees that this topic should be included within the Environmental Statement supporting any future application.

No specific comments were received from consultees in regard to this topic.

Landscape and Visual

The scoping report identifies the relevant policy and legislation relating to Landscape and Visual Character.

The LPA agrees that this topic should be included within the Environmental Statement supporting any future application, and are satisfied with the proposed visual receptors and on-site assessment of landscape and visual amenity disciplines, which shall be supported by the forthcoming LVIA. The scope and methodology of the assessment are also considered to be acceptable.

Natural England Comments:

The Environmental Assessment should refer to the relevant National Character Areas. Character area profiles set out descriptions of each landscape area and statements of environmental opportunity.

The ES should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing, and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character.

A landscape and visual impact assessment should also be carried out for the proposed development and surrounding area. Natural England recommends use of the methodology set out in Guidelines for Landscape and Visual Impact Assessment 2013 ((3rd edition) produced by the Landscape Institute and the Institute of Environmental Assessment and Management. For National Parks and AONBs, we advise that the assessment also includes effects on the 'special qualities' of the designated landscape, as set out in the statutory management plan for the area. These identify the particular landscape and related characteristics which underpin the natural beauty of the area and its designation status.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. This should include an assessment of the impacts of other proposals currently at scoping stage.

To ensure high quality development that responds to and enhances local landscape character and distinctiveness, the siting and design of the proposed development should reflect local characteristics and, wherever possible, use local materials. Account should be taken of local design policies, design codes and guides as well as guidance in the National Design Guide and National Model Design Code. The ES should set out the measures to be taken to ensure the development will deliver high standards of design and green infrastructure. It should also set out detail of layout alternatives, where appropriate, with a justification of the selected option in terms of landscape impact and benefit.

Ecology and Biodiversity

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.

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.

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).

The construction and operation of the proposed development may result in both construction and operation impacts that will require investigation. The key potential impacts that may occur are habitat loss / disturbance, habitat fragmentation, increased noise / vibration and visual disturbance,

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.

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

The Council agrees that this topic should be included within the Environmental Statement supporting any future application.

Natural England Comments:

General principles

The National Planning Policy Framework (paragraphs 192-196) sets out how to take account of biodiversity and geodiversity interests in planning decisions. Further guidance is set out in Planning Practice Guidance on the natural environment. The potential impact of the proposal upon sites and features of nature conservation interest and opportunities for nature recovery and biodiversity net gain should be included in the assessment. Ecological Impact Assessment (EcIA) is the process of identifying, quantifying, and evaluating the potential impacts of defined actions on ecosystems or their components. EcIA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal. Guidelines have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM). Local planning authorities have a duty to conserve and enhance biodiversity as part of their decision making. Conserving biodiversity can include habitat restoration or enhancement. Further information is available here.

Designated nature conservation sites

The proposal is unlikely to adversely impact any European or internationally designated nature conservation sites (including 'habitats sites' under the NPPF) or nationally designated sites (Sites of Special Scientific Interest, National Nature Reserves or Marine Conservation Zones).

Regionally and Locally Important Sites

The ES should consider any impacts upon local wildlife and geological sites, including local nature reserves. Local Sites are identified by the local wildlife trust, geoconservation group or other local group and protected under the NPPF (paragraph 192 and 193). The ES should set out proposals for mitigation of any impacts and if appropriate, compensation measures and opportunities for enhancement and improving connectivity with wider ecological networks. Contact the relevant local body for further information.

Protected Species

The conservation of species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017 is explained in Part IV and Annex A of Government Circular 06/2005 Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System.

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law.

Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.

The area likely to be affected by the development should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and, where necessary, licensed, consultants.

Natural England has adopted standing advice for protected species, which includes guidance on survey and mitigation measures. A separate protected species licence from Natural England or Defra may also be required.

District Level Licensing for Great Crested Newts

District level licensing (DLL) is a type of strategic mitigation licence for great crested newts (GCN) granted in certain areas at a local authority or wider scale. A DLL scheme for GCN may be in place at the location of the development site. If a DLL scheme is in place, developers can make a financial contribution to strategic, off-site habitat compensation instead of applying for a separate licence or carrying out individual detailed surveys. By demonstrating that DLL will be used, impacts on GCN can be scoped out of detailed assessment in the Environmental Statement.

Priority Habitats and Species

Priority Habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Lists of priority habitats and species can be found here. Natural England does not routinely hold species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to download. Further information is also available here.

An appropriate level habitat survey should be carried out on the site, to identify any important habitats present. In addition, ornithological, botanical, and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present.

The Environmental Statement should include details of:

- *Any historical data for the site affected by the proposal (e.g. from previous surveys)*
- *Additional surveys carried out as part of this proposal*
- *The habitats and species present*
- *The status of these habitats and species (e.g. whether priority species or habitat)*
- *The direct and indirect effects of the development upon those habitats and species*
- *Full details of any mitigation or compensation measures*
- *Opportunities for biodiversity net gain or other environmental enhancement*

Ancient Woodland, ancient and veteran trees

The ES should assess the impacts of the proposal on any ancient woodland, ancient and veteran trees, and the scope to avoid and mitigate for adverse impacts. It should also consider opportunities for enhancement.

Natural England maintains the Ancient Woodland Inventory which can help identify ancient woodland. The wood pasture and parkland inventory sets out information on wood pasture and parkland.

The ancient tree inventory provides information on the location of ancient and veteran trees.

Natural England and the Forestry Commission have prepared standing advice on ancient woodland, ancient and veteran trees.

Biodiversity net gain

Paragraph 193 of the NPPF states that decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Biodiversity Net Gain is additional to statutory requirements relating to designated nature conservation sites and protected species.

Proposals for mandatory biodiversity net gain should be in line with the Environment Act 2021 and supporting regulations.

The statutory biodiversity metric, together with ecological advice, should be used to calculate the change in biodiversity resulting from proposed development and demonstrate how proposals can achieve a net gain.

The metric should be used to:

- *assess or audit the biodiversity unit value of land within the application area*
- *calculate the losses and gains in biodiversity unit value resulting from proposed development*
- *demonstrate that the required percentage biodiversity net gain will be achieved*

Biodiversity Net Gain outcomes can be achieved on site, off-site or through a combination of both. On-site provision should be considered first. Delivery should create or enhance habitats of equal or higher value. When delivering net gain, opportunities should be sought to link delivery to relevant plans or strategies e.g. Green Infrastructure Strategies or Local Nature Recovery Strategies. Opportunities for wider environmental gains should also be considered.

LCC Ecology Comments:

No objection. The EIA Scoping report is acceptable and I am happy with the proposed ecology information to be incorporated into the EIA report.

Water Environment/Drainage

The scoping report identifies the relevant policy and legislation relating to Water Environment. The council agrees that this topic should be included within the Environmental Statement supporting any future application.

Lead Local Flood Authority comments:

Any application for this site will require a Flood Risk Assessment due to existing flood risk at this location, regardless of the need for a flooding/hydrology related chapter within the ES. The Council therefore offer the following advice:

Fluvial Flood Risk (from Ordinary Watercourses)
The Flood Map for Planning (Rivers and Sea) illustrates the flood zones, indicating the areas where land is susceptible to flooding from fluvial processes. The site entirely sits within flood zone

1, assessed as having a 1 in 100 or greater annual probability of river flooding (>1%), or a 1 in 200 or greater annual probability of flooding from the sea.

Pluvial (Surface Water) Flood Risk
According to the EA map for Surface Water Flooding the vast majority of the site is at low risk of surface water flooding with small parts of the sites at medium and high risk. These are predominately around existing waterbodies (ordinary watercourses, main river, ponds etc.)

Groundwater Flood Risk
It is recommended that a full and comprehensive ground investigation is carried out to understand the geology and hydrogeology on the site.

Further information about geology and groundwater can be obtained from the British Geological Survey at www.bgs.ac.uk

Historic Flooding
The proposed site is situated within the Carlton Brook catchment. Leicestershire County Council's Infrastructure Planning (Flood Risk Management) team has no reported highways flooding incident within the vicinity of the area highlighted in the submitted location plan. It is advised, however, that not all instances of flooding are reported to Leicestershire County Council and as such, there may be a history of flooding for which we have no record.

It should be noted that any development has the potential to cause or exacerbate flooding so it is essential that all forms of flooding are taken into consideration within any flood risk assessment or planning application. Where there is insufficient information regarding any aspect of risk, the responsibility to investigate will lie with the applicant.

Regulation of Activities on Watercourses
The ordinary watercourse running through the centre of the proposed site is classed as an ordinary watercourse. If you propose to do any work on, or near to, an ordinary watercourse (including ditches) you may need consent from Leicestershire County Council, in their role as Lead Local Flood Authority (LLFA), under the Land Drainage Act 1991. Further information on the types of work/structure which require consent together with a template application form can be found on our website under the section Regulation of activities on watercourses: https://www.leicestershire.gov.uk/environment-and-planning/flooding-anddrainage/flood-risk-management

If you are unsure if your works will require ordinary watercourse land drainage consent, or to discuss the consenting process, please contact us at flooding@leics.gov.uk.

Leicestershire County Council opposes the culverting of watercourses; however we recognise there are situations where culverting may be necessary. In these cases open span bridges should be considered first as alternatives to culverts. Any applicants will be required to justify why a culvert is the only practicable option, and provide information to show that it will not have a detrimental effect on flood risk, water quality or wildlife.

Please refer to the County Council's Local Flood Risk Management Strategy Appendix document, at the above link, which contains the County Council's culverting policy (appendix 3).

To safeguard access to watercourses for future maintenance, inspection, and improvement works in the future, clear margins should be provided from the top of banks. A minimum clear margin of 3m should be provided from each top of bank for watercourses less than 2 metres in width, a minimum clear margin of 4.5m should be provided for watercourses 2 metres or greater in width.

Environment Agency
The National Planning Policy Framework (NPPF) is a key part of reforms to make the planning system less complex and more accessible, and to promote sustainable growth. The Environment Agency continue to play a key role working alongside other flood management bodies in

preventing inappropriate development in flood risk areas and reducing the causes and impacts of flooding, as a statutory consultee in the planning process.

For works upon or near to watercourses, under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of a watercourse, designated a 'Main River'. Further information can be found on the Environment Agency's Website – https://www.gov.uk/government/organisations/environment-agency http://apps.environment-agency.gov.uk/wiyby/default.aspx

For further information relating to the catchment detailed in the above section Historic Flooding, please refer to the Environment Agency's Catchment Data Explorer at http://environment.data.gov.uk/catchment-planning/.

SuDS Adoption
Following the DEFRA/DCLG consultation and subsequent legislation change surrounding the future adoption and maintenance of SuDS brought into power on April 15th 2015, Leicestershire County Council are no longer set to become the SuDS Approval Body (SAB) and are instead a statutory consultee in the planning process. Leicestershire County Council, in their role as LLFA, does not adopt SuDS. For enquiries regarding the proposed development and future adoption and maintenance of SuDS features, please direct these to your local District or Borough Council.

HBBC Drainage Comments:

The proposed methodology of the EIA Scoping Report satisfactorily covers the legislative, planning policy and technical requirements in relation to the assessment of flood risk and surface water quality, and the provision of SuDS to mitigate the impacts of the proposed development.

The Flood Risk Assessment and Drainage Strategy in support of a planning application should consider the impacts on flood risk and pollution of sensitive receptors during the construction phases of development, and include a preliminary surface water management plan to identify and mitigate the potential impacts. The EIA should also include consideration of the on-going management of the surface water scheme throughout the operational lifetime of the development, with particular regard to responsibilities for the long-term maintenance of SuDS features.

Transport and Traffic

The scoping report identifies the relevant policy and legislation relating to Transport and Traffic, noting the study area including key links/junctions to be assessed. The Council agrees that this topic should be included within the Environmental Statement supporting any future application.

National Highways comments:

The development proposal is for a commercial development including a warehouse unit with a floor area of approximately 31,726 sqm; an ancillary workshop building with a floor area of approximately 622 sqm; offices on the eastern and western sides of the warehouse totalling 3,003 sqm with associated access and landscaping on Land at Wiggs Farm, Nailstone, Coalville in Leicestershire.

We note that the site is situated approximately 4 miles to the M1 Junction 22. We have reviewed the relevant sections of the Scoping Report, given that the proposed development does not share a common boundary and there is no direct connection 2 proposed onto the SRN, we consider that the proposed scope for assessing the non-transport related environmental impacts can be left for local determination.

It is advised that a Transport Assessment is submitted to facilitate National Highways to review the potential impacts on the SRN and LRN and the mitigation measures adopted to address any such impacts.

Leicestershire County Council Highways comments:

Given the scale and location of the proposed development, the LHA welcome the opportunity to be involved in the early scoping of the required Transport Assessment work for such a proposal. As acknowledged within the Scoping note however, the LHA has provided pre-application advice in respect of the proposals. This was submitted to the LPA on 24th April 2024.

The proposals are anticipated to have an impact on the operation of the local highway network and any submission should be prepared in accordance with the principles set out in the National Planning Policy Framework i.e. safe and suitable form of access, mitigation of impacts, and appropriate opportunities to promote sustainable travel.

The LHA has reviewed the submitted Environmental Impact Assessment Scoping Report, and would make the following comments on the scope identified at this stage:

• Based on the scale of the proposals, in accordance with Table 1 of the LHDG, a Transport Assessment and Travel Plan will be required to support any future planning application at the site.

• The site would be accessed off Station Road. The access would need to be designed to major industrial road standards as detailed in Table 4 of LHDG. It is noted a ghost right turn lane may be provided at the access. Further guidance can be found in the Department for Transport document CD123 Geometric design of at-grade priority and signal-controlled junctions.

• Consideration will need to be given to the relocation of the existing weight restriction at the Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout. This may need to be relocated to the south of the site access to prohibit HGVs from the proposed development from travelling through Bagworth.

• Car parking provision should be provided based on guidance within the non-residential parking standards section of the LHDG for a 'rest of rural town' location, which is consistent with other similar developments in the area. It is noted there is a considerable amount of HGV parking provided which could be over and above LHDG guidance. This suggests the levels of HGV traffic generated by the proposals are high.

• It is noted there is a queue line proposed along the access road to the site. The LHA is aware of local concerns in respect of HGVs queuing along Victoria Road to access the existing Pall-ex site, particularly in the evening. The LHA therefore advise that the Applicant should have sufficient off-highway holding space for HGVs waiting to access the site at peak times, to ensure HGV's do not back up on to the highway.

• The LHA holds its own PIC data which can be obtained via rtcdata@leics.gov.uk, this is likely to provide a more complete and up to date data source of collision data than the Crashmap database.

• The LHA would welcome an evidence-based approach for trip generation given the existing site is nearby, and a comparison to TRICs data. It should be noted that the HGV and employee data would need to be submitted as part of any future application, for example number of employees, dates of any surveys were undertaken and any raw data provided etc for this to be fully considered by the LHA.

• In addition, a traffic count could be undertaken at the existing access if this has not been done so already. The LHA advise that it could be possible for the Applicant to factor actual data gathered from the existing site up to future levels, unless the Applicant has additional supporting information in respect of what the future levels of trips are likely to be. In the event TRICS data was higher

than the Applicants own data for any scenario, it is advised TRICs data is used for a robust assessment.

• It is noted that trip distribution would be based on postcode data and routing considering peak hour congestion.

• Unless any other evidence or information is provided, the LHA advise that it would consider all trips on the network to be new on the basis that the existing site could be occupied by a new business, which could generate similar levels of trips as at present.

Air Quality and Odour

The Local Planning Authority are satisfied with the scope and methodology of the assessment of air quality disciplines. National Highways acknowledge and welcome that Air Quality Assessments shall be included as part of the Environmental Statement.

HBBC Environmental Heath Comments:

Gas monitoring should be included as recommended. This element can have a significant timescale for monitoring that the applicant should consider when arranging the assessments.

Light impact should also be considered and the lighting strategy shown to be compliant with current institution of Lighting Professionals guidance on the reduction of obtrusive light.

Natural England Comments:

Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg) [1].A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NOx and SO2 against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly, or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The ES should take account of the risks of air pollution and how these can be managed or reduced. This should include taking account of any strategic solutions or SNAPs, which may be being developed or implemented to mitigate the impacts on air quality. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk)

Climate Change

The Environment Statement should identify how the development affects the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change, including its ability to provide adaptation for people. This should include impacts on the vulnerability or resilience of a natural feature (i.e., what's already there and affected) as well as impacts on how the environment can accommodate change for both nature and people, for example whether the development affects species ability to move and adapt.

The scoping report identifies that climate change will be is considered within each relevant technical chapter rather than as a separate ES chapter.

Natural England Comments:

The ES should identify how the development affects the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change, including its ability to provide adaptation for people. This should include impacts on the vulnerability or resilience of a natural feature (i.e. what's already there and affected) as well as impacts on how the environment can accommodate change for both nature and people, for example whether the development affects species ability to move and adapt. Nature-based solutions, such as providing green infrastructure on-site and in the surrounding area (e.g. to adapt to flooding, drought and heatwave events), habitat creation and peatland restoration, should be considered. The ES should set out the measures that will be adopted to address impacts.

Further information is available from the Committee on Climate Change's (CCC) Independent Assessment of UK Climate Risk, the National Adaptation Programme (NAP), the Climate Change Impacts Report Cards (biodiversity, infrastructure, water etc.) and the UKCP18 climate projections.

The Natural England and RSPB Climate Change Adaptation Manual (2020) provides extensive information on climate change impacts and adaptation for the natural environment and adaptation focussed nature-based solutions for people. It includes the Landscape Scale Climate Change Assessment Method that can help assess impacts and vulnerabilities on natural environment features and identify adaptation actions. Natural England's Nature Networks Evidence Handbook (2020) also provides extensive information on planning and delivering nature networks for people and biodiversity.

The ES should also identify how the development impacts the natural environment's ability to store and sequester greenhouse gases, in relation to climate change mitigation and the natural environment's contribution to achieving net zero by 2050. Natural England's Carbon Storage and Sequestration by Habitat report (2021) and the British Ecological Society's nature-based solutions report (2021) provide further information.

Noise and Vibration

The scoping report identifies the relevant policy and legislation relating to the Noise and Vibration. The Council agrees that this topic should be included and assessed within the Environmental Statement supporting any future application.

HBBC Environmental Health comments:

The approach is acceptable. With regard to noise though should be given to any other surrounding properties as focussing on the closest receptors may not mean the receptors most likely to be impacted. I am happy to liaise with the consultant regarding any methodology/monitoring proposals.

Assessment of Scoped-Out or Reduced Topics

The Applicant seeks to 'scope out' the following environmental disciplines from the Environmental Statement:

- Ground conditions
- Agricultural soils
- Human health
- Materials and waste
- Major accidents and disasters

- Energy and sustainability
- Utilities
- Heat and radiation

The Applicant has stated that the relevant information to support other chapters will be provided where necessary:

Ground Conditions

The scoping report identifies the relevant Policy and legislation relating to Land Quality.

Environmental Health (Pollution) comments:

With regard to ground conditions this is scoped out however a Phase I and Phase I are to be included with the application.

The Council request this topic is included within the Environmental Statement. This topic requires consideration through the application and whilst it is noted by the applicant that the impacts would be limited, this is something that should be assessed and concluded as part of an EIA assessment.

LCC Minerals Comments:

The site for the proposed development is not located within a Mineral Safeguarding Area; therefore, the MWPA is satisfied that mineral safeguarding can be scoped out of any environmental statement that supports a future planning application. I would draw your attention to the adjacent waste facility at Wiggs Farm. As per Policy W9 of the Leicestershire Mineral & Waste Local Plan, any future development should demonstrate that there will be no adverse effect upon amenity and the development would not prejudice the current and future operation of the facility. Consideration should be given to the impact any future development will have upon this waste site.

Agricultural Soils

The LPA agrees that this topic scoped out, with an ALC report to be submitted as part of the forthcoming application. HBBC's Agricultural Land Quality Report (2020) may also provide some useful baseline information as an assessment was completed of the site.

Natural England's Comments:

Soils are a valuable, finite natural resource and should also be considered for the ecosystem services they provide, including for food production, water storage and flood mitigation, as a carbon store, reservoir of biodiversity and buffer against pollution. It is therefore important that the soil resources are protected and sustainably managed. Impacts from the development on soils and best and most versatile (BMV) agricultural land should be considered in line with paragraphs 187 and 188 of the NPPF. Further guidance is set out in the Natural England Guide to assessing development proposals on agricultural land.

As set out in paragraph 223 of the NPPF, new sites or extensions to sites for peat extraction should not be granted planning permission.

The following issues should be considered and, where appropriate, included as part of the Environmental Statement (ES):

• The degree to which soils would be disturbed or damaged as part of the development
• The extent to which agricultural land would be disturbed or lost as part of this development, including whether any best and most versatile (BMV) agricultural land would be impacted.

This may require a detailed Agricultural Land Classification (ALC) survey if one is not already available. For information on the availability of existing ALC information see www.magic.gov.uk.

• Where an ALC and soil survey of the land is required, this should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres. The survey data can inform suitable soil handling methods and appropriate reuse of the soil resource where required (e.g. agricultural reinstatement, habitat creation, landscaping, allotments and public open space).

• The ES should set out details of how any adverse impacts on BMV agricultural land can be minimised through site design/masterplan.

• The ES should set out details of how any adverse impacts on soils can be avoided or minimised and demonstrate how soils will be sustainably used and managed, including consideration in site design and master planning, and areas for green infrastructure or biodiversity net gain. The aim will be to minimise soil handling and maximise the sustainable use and management of the available soil to achieve successful after-uses and minimise offsite impacts. Further information is available in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites and The British Society of Soil Science Guidance Note Benefitting from Soil Management in Development and Construction.

Human health

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.

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.

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.

Materials and waste

The Local Planning Authority are satisfied that waste matters can be managed in accordance with all applicable legislation and best practice during both the construction and operational phases of the development. Whilst details of waste management may be required via planning condition during the planning application stage, no further details are required within the Environmental Statement in relation to waste unless they are necessary to support other chapters where necessary.

Major Accidents and Disasters

No specific consultee comments were received on this matter.

The Local Planning Authority are satisfied that any information relevant to the scheme's vulnerability to major accidents and disasters, such as flooding, can be used to support other chapters where necessary and no further consideration of material assets within an independent chapter of the Environmental Statement needs to be proposed.

Energy and sustainability

The LPA agrees that the main sustainability features of the Proposed Development (e.g. Sustainable Drainage Systems (SuDS) strategy, energy strategy) can 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. As such energy and sustainability can be scoped out of detailed assessment within the EIA.

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 can be scoped out of the ES.

Heat and Radiation

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 can therefore been scoped out of this report and does not need to be assessed further within the ES.

Summary

In summary, the Local Planning Authority are satisfied with the structure of the forthcoming Environmental Statement and consider the scoped-in environmental disciplines and the proposed scope and methodology for each chapter to be acceptable.

Prior to the submission of any forthcoming Environmental Statement, please refer to the advice of statutory consultees in relation to the following environmental disciplines:

- Ecology and Biodiversity
- Cultural Heritage and Archaeology
- Water Resources and Flood Risk/ Drainage
- Transport and Access
- Air Quality
- Noise and Vibration
- Soil and Agricultural Land
- Ground Conditions and Contaminated Land
- Lighting

I trust that this information is of use to you. If you have any queries on the above points, please do not hesitate to contact me.

Yours sincerely

Christopher Brown MRTPI
Head of Planning

HINCKLEY & BOSWORTH BOROUGH COUNCIL

EIA Analysis and Screening Proforma

Hinckley & Bosworth Borough Council

1 CASE DETAILS
Applicant Case Reference
N/A.
Local Planning Authority (LPA) Case Reference
25/00161/SCOPE
Secretary of State (SoS) Case Reference
N/A.
Site Address
Land at Wiggs Farm Wood Road Nailstone Coalville LE67 1GE
Brief Description of Development
Environmental Impact Assessment (EIA) Screening and Scoping Opinion for a warehouse unit with a floor area of 31,726 m²; an ancillary workshop building with a floor area of 622 m²; offices on the eastern and western sides of the warehouse totalling 3,003 m² with associated access and landscaping
Area of Development/ Works/ New Floorspace (As Appropriate)
14.6 hectares

2 ENVIRONMENTAL IMPACT ASSESSMENT (EIA) DETAILS	
Is the proposal Schedule 1 Development as Described in Schedule 1 of the EIA Regulations?	
Yes	
No	X
If Yes, Under which Description of Development? (i.e., No.'s 1 - 21?)	
Is the proposal Schedule 2 Development under the EIA Regulations?	
Yes	X
No	
If Yes, Under which Description of Development in Column 1? (i.e., No.'s 1 - 13?)	
10(a) – Industrial estate development projects exceeding 5 hectares	
Is the proposal within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the EIA Regulations?	
Yes	
No	X
If Yes, which area?	
Are the applicable thresholds/ criteria in Column 2 exceeded/ met?	
Yes	X
No	
If Yes, Which Applicable Threshold/ Criteria?	
The overall area of development exceeds 5 hectares.	

3 LPA/ SOS SCREENING	
Has the LPA or SoS Issued a Screening Opinion (SO) or a Screening Direction (SD)?	
Yes	
No	X
If Yes, Is a Copy of the SO/ SD on File?	
Yes	
No	
If Yes, is the SO/ SD Positive?	
Yes	
No	

4 ENVIRONMENTAL STATEMENT	
Has the Applicant supplied an ES for the current or previous (if reserved matters or conditions) Application?	
Yes	
No	X

	SCREENING		
	Screening Criteria Questions to be Considered	**Response –** **Yes/No and explanation of reasons**	**Is a Significant Effect Likely?** **Yes/No and explanation of reasons (if response in middle column is no then this column is not applicable**
5	**NATURAL RESOURCES**		
5.1	Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	No Changes to topography of the site are not anticipated.	
5.2	Will construction or operation of the project use natural resources above or below ground such as land, soil, water, materials/ minerals or energy which are non-renewable or in short supply?	Yes Uses land to provide the industrial development and will use natural resources during construction.	No It is anticipated that a development of this scale would use natural resources such as land, water, materials, and energy within its construction but that this is typical of any such development on a green field site. It is locally significant but not of wider significance.
5.3	Are there any areas on/around the location which contain important, high quality or scarce resources which could be affected by the project, e.g. forestry, agriculture, water/coastal, fisheries, minerals?	No The site is currently agricultural land that is Grade 3b in terms of quality, it is therefore not important, high quality or scarce	

6	**WASTE**		
6.1	Will the project produce solid wastes during construction or operation or decommissioning?	Yes Typical construction waste.	No The type and level of waste is not considered to be of any significance.
7	**POLLUTION AND NUISANCES**		
7.1	Will the project release pollutants or any hazardous, toxic, or noxious substances to the air?	No Pollutants and toxic or noxious substances are not typically associated with industrial development on greenfield land.	
7.2	Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes Noise and possible vibration during the construction phase.	Yes There would be noise and possible vibration during the construction phase, and the proximity of nearby dwellings in Bagworth and Battram should be considered.
7.3	Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters, or the sea?	No There should be no reason why a development of this type would result in risks of contamination.	

7.4	Are there any areas on or around the location which are already subject to pollution or environmental damage e.g., where existing legal environmental standards are exceeded, which could be affected by the project?	No There are no such areas.	
8	**POPULATION AND HUMAN HEALTH**		
8.1	Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	No The construction of this type of industrial development is widely regarded to be safe on greenfield land.	
8.2	Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	Yes An industrial development of this scale would be expected to result in some risks to health during the construction phase.	No The risks to human health during the construction phase will be localised and very low and therefore not significant.

9	**WATER RESOURCES**		
9.1	Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location which could be affected by the project, particularly in terms of their volume and flood risk?	Yes There are two small ponds within the site boundary which could be affected by the development.	No There is no reason why the ponds should be adversely affected by the development, particularly in terms of volume or flood risk. Any possible effects would be very minor in nature and are therefore not considered to be at all significant.
10	**BIODIVERSITY (SPECIES AND HABITATS)**		
10.1	Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-designated / non-classified areas which are important or sensitive for reasons of their terrestrial, avian and marine ecological value, located on or around the location and which could be affected by the project? (e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local))).	No The site has no statutory designations or classifications and has no non-designated or non-classified areas that are important or sensitive in any way.	

10.2	Could any protected, important or sensitive species of flora or fauna which use areas on or around the site, e.g. for breeding, nesting, foraging, resting, over-wintering, or migration, be affected by the project?	Yes The Applicant has stated in their Scoping Report that further ecological information will be complied in an EIA to assess any 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.	No The presence of protected, important or sensitive species is not unusual on a greenfield site and will normally be appropriately dealt with during the pre-commencement or construction phases. This issue is therefore not considered to be significant.
11	**LANDSCAPE AND VISUAL**		
11.1	Are there any areas or features on or around the location which are protected for their landscape and scenic value, and/or any non-designated / non-classified areas or features of high landscape or scenic value on or around the location which could be affected by the project?[1] Where designated indicate level of designation (international, national, regional or local).	Yes While the site and its surroundings are not a nationally protected landscape, the scale of the proposal does have potential to have significantly adverse visual and landscape impacts.	Yes A Landscape and Visual Impact Assessment is to be submitted with the application which will inform that process.

11.2	Is the project in a location where it is likely to be highly visible to many people? (If so, from where, what direction, and what distance?)	Yes The proposed development could be viewed from a variety of viewpoints. This include most obviously from Station Road and Wood Road. Station Road is the main road through Bagworth and a highly trafficked route, whilst Wood Road bounds the site to the north. The development would also be seen from residential properties on the western edge of the settlement of Bagworth, and the east side of the village of Battram (not under HBBC jurisdiction). Footpaths Q85 (south of the site) and Q77 (north of the site) would also likely result in views of the development.	Yes A Landscape and Visual Impact Assessment is to be submitted with the application which will inform this process.
12	**CUTURAL HERITAGE / ARCHAEOLOGY**		

12.1	Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated / classified areas and/or features of cultural heritage or archaeological importance on or around the location which could be affected by the project (including potential impacts on setting, and views to, from and within)? Where designated indicate level of designation (international, national, regional or local).	Yes The site lies within an area of archaeological interest, the projected line of the Via Devana Roman road passes approximately 200m to the northeast of the application area. Given the scale of the proposed development and the absence of previous archaeological investigation within the site, it is considered likely that archaeological remains will be impacted by the scheme, but the nature and significance of these remains is not currently understood. It is therefore recommended that any proposal coming forward for the development area is accompanied by a full archaeological assessment, as outlined in the NPPF	Yes The Applicant has indicated that the scheme seeks to take account of heritage assets and therefore whether the proposed development affects any heritage asset will be made during the assessment of the planning application. A Heritage Assessment is to be submitted with the application, and further information is to be included in an Environmental Statement. Historic England confirm that if an EIA is required, it is suggested that heritage is scoped in so that all environmental considerations can be addressed in an integrated and holistic manner.
13	**TRANSPORT AND ACCESS**		
13.1	Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	No	

13.2	Are there any transport routes on or around the location which are susceptible to congestion, or which cause environmental problems, which could be affected by the project?	Yes. Station Road where a queue line is proposed along the access road, with existing queuing HGV concerns relating to Victoria Road at the existing Pall-Ex site.	Yes Any potential highway impacts shall be assessed in conjunction with the Local Highway Authority and addressed accordingly. Potential impacts of the development are sufficiently significant as to require further information as part of an Environmental Statement.
14	**LAND USE**		
14.1	Are there existing land uses or community facilities on or around the location which could be affected by the project? E.g. housing, densely populated areas, industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.	Yes The site is currently in agricultural use and that would be affected by the provision of an industrial site of this scale.	No The effects are not considered to be so significant as to require further information to be submitted at this stage or to require an Environmental Statement to be submitted
14.2	Are there any plans for future land uses on or around the location which could be affected by the project?	No.	
15	**LAND STABILITY AND CLIMATE**		

15.1	Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No The site location is not susceptible to any of the items or issues listed	
16	**CUMULATIVE EFFECTS**		
16.1	Could this project together with existing and/or approved development result in cumulation of impacts together during the construction or operation phase	Yes 06/00980/OUT – Storage and Distribution hub for Aldi is close to the site (within 1km) and is currently under construction.	Yes - The Applicant is aware of these existing and potential approved developments and will be taking them into account, however the potential cumulative effects should be considered as part of an Environmental Statement.
17	**TRANSBOUNDARY EFFECTS**		
17.1	Is the project likely to lead to transboundary effects?	No Given the site is in England there are no transboundary impacts.	

18 CONCLUSIONS

Schedule 2 10(a) development on a site of just under 14.6 hectares on a greenfield site with multiple sensitivities relating to landscape impact, ecology and biodiversity, drainage and flood risk, traffic and transport, air quality, archaeology, and noise and vibration.

Environmental effects could be significant, therefore an Environmental Statement is required.

19 SCREENING DECISION

If a Screening Opinion / Screening Direction has been provided, do you agree with it?	
Yes	X
No	
N/A	
Is it Necessary to Issue a Screening Direction?	
Yes	X
No	
Is an Environmental Statement Required?	
Yes	X
No	

20 ASSESSMENT		**Action / Outcome**
Development IS likely to have significant effects on the environment	ES required	It has been found that a proposed development of a warehouse unit with a floor area of 31,726 m²; an ancillary workshop building with a floor area of 622 m²; offices totalling 3,003 m² with associated access and landscaping on this site could have significant effects on the environment that require the submission of further information Environmental Statement, for the reasons set out above.
Development IS NOT likely to Have Significant Effects on the Environment	ES not required	
More information is required to inform direction	Request further info	

21 REASON(S) FOR SCREENING

A formal request for a Screening Opinion has been submitted

Name:	Matt Jedruch
Date:	28 March 2025

Appendix B

1.0 Introduction and Context

1.1 This note has been produced to assist pre-application discussions with Hinckley and Bosworth Borough Council as Local Planning Authority and Leicestershire County Council ("LCC") as Local Highway Authority.

1.2 It presents initial access considerations and high level traffic movements based on the proposed floorspace and use and likely end user.

1.3 The development proposes c32,500m² of B8 use on land at Wiggs Farm, Bagworth, Leicestershire. Access is currently being considered, however, at present the main access is proposed to the east onto Station Road. Alternative access options onto Wood Road are being explored.

2.0 Development Proposals

2.1 The development proposes a new employment warehouse with a floorspace of 350,000ft² / 32,500m² that would operate within a B8 use class, including ancillary office accommodation of 1,675m².

2.2 Based on the requirements of the proposed end user (Pallex) the site would deliver 256 car parking spaces (including 6 disabled) and 223 HGV spaces.

2.3 The current normal maximum standards required by LCC are:

Car Parking - 1 space per 150m²	-	217
Disabled Spaces - 6 + 2%	-	10
Cycle Parking - 1 space per 400m²	-	81

2.4 The main site access is proposed to be from Station Road to the east. This would take the form of a simple priority junction of an appropriate size to accommodate HGV movements. The visibility splays provided would be 4.5m x 120m in accordance with the posted speed limit. A speed survey will be undertaken to ensure the final visibility splays are based on the recorded 85th percentile speeds of traffic.

2.5 Section IN5 in the introduction to the current interim LCC Design Guide states that LCC would look to restrict access onto A and B class roads. It also states that on other classifications of road it would only look to limit access where there are existing road safety issues or the road is not suitable to cater for the proposed increases in traffic.

2.6 An early review of publicly available information shows there are no existing road safety issues and through the transport assessment process, the existing and future capacity of Station Road will be tested.

2.7 It is understood however, that the current wording of IN5 and restrictions will be altered to be brought in line with the NPPF tests through a future public consultation exercise.

2.8 Pedestrian access will also be provided onto Station Road to connect to the existing footway that runs along the eastern side of the carriageway. This will provide access to the current bus stops to the north of the Station Road roundabout.

2.9 This roundabout along with signalisation of the Ellistown Terrace Road/ Victoria Road junction has recently been constructed to mitigate the future impacts of the former Nailstone Quarry development, which includes the new Aldi distribution centre.

2.10 Pallex are proposing to deliver a new warehouse that would provide increases in efficiencies and capacities compared to their existing site on Victoria Road.

2.11 The current site caters for on average 9,000 pallets per day, whereas the new facility would cater for c27,000 pallets per day.

3.0 Forecast Traffic Movements

TRICS

3.1 To ensure full consideration is given to any potential end user the TRICS database has been interrogated for commercial warehousing. The following tables present the trip rates and forecast traffic generation for 32,500m². The full outputs are attached at **Appendix A.**

Table 1 - TRICS B8 Trip Rates

	LGVs			HGVs			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00-09:00	0.066	0.033	0.099	0.035	0.042	0.077	0.101	0.075	0.176
17:00-18:00	0.035	0.072	0.107	0.052	0.034	0.086	0.087	0.106	0.193
07:00-19:00	0.622	0.708	1.330	0.505	0.463	0.968	1.127	1.171	2.298

Table 2 - TRICS B8 Traffic Generation (32,500m²)

	LGVs			HGVs			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00-09:00	21	11	32	11	14	25	33	24	57
17:00-18:00	11	23	35	17	11	28	28	34	63
07:00-19:00	202	230	432	164	150	315	366	381	747

3.2 To understand the potential 24 hour traffic movements, information has been obtained from various commercial warehousing sites to compare 07:00-19:00 traffic movement to the whole day. The resulting 24 hour traffic generation is presented in **Table 3** below.

Table 3 - 24 hour data (32,500m²)

Time Range	LGV			HGV			TOTAL		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
00:00-01:00	5	8	13	6	5	10	10	13	24
01:00-02:00	5	7	12	5	5	11	10	12	23
02:00-03:00	4	7	11	4	5	9	8	12	20
03:00-04:00	6	13	19	5	5	10	11	18	29
04:00-05:00	14	11	24	11	4	15	24	14	39
05:00-06:00	25	15	41	17	5	21	42	20	62
06:00-07:00	24	20	44	17	7	24	41	27	68
07:00-08:00	29	9	37	11	13	24	40	22	62
08:00-09:00	21	11	32	11	14	25	33	24	57
09:00-10:00	18	14	31	14	10	24	32	23	55
10:00-11:00	17	17	34	17	18	35	34	34	69
11:00-12:00	15	19	34	15	11	26	30	30	60
12:00-13:00	17	22	39	15	11	27	32	34	66
13:00-14:00	25	21	46	13	15	27	38	35	73
14:00-15:00	17	30	47	14	13	27	31	43	73
15:00-16:00	15	24	39	15	14	28	30	37	67
16:00-17:00	11	24	35	13	11	24	24	35	59
17:00-18:00	11	23	35	17	11	28	28	34	63
18:00-19:00	6	17	22	9	10	20	15	27	42
19:00-20:00	11	13	24	9	4	13	20	17	37
20:00-21:00	13	8	21	10	4	14	24	12	35
21:00-22:00	15	13	28	10	4	14	25	17	42
22:00-23:00	11	12	23	12	3	15	23	15	38
23:00-24:00	9	13	22	9	6	15	18	19	37
Daily	345	371	716	279	207	485	623	578	1201

3.3 As can be seen, at worst the development would result in c1 additional vehicle movement per minute at the busiest times of the day.

Pallex Data

3.4 To enable a comparison with HGV movements, Pallex have provided data relating to current recorded movements to and from the existing facility on Victoria Road. As stated in 2.11 above, they are anticipating a x3 increase in the number of pallets the site will be able to cater for. Therefore, **Table 4** below presents the current and forecast number of HGV movements associated to Pallex. It also shows the TRICS based HGV forecasts and the comparison between the future year Pallex and TRICS HGV numbers.

Table 4 - 24 Hour Data (Existing and Future Pallex) Two- Way Vehicle Movements

Time Range	Pallex (Existing)	Pallex (Future)	TRICS	Difference
00:00-01:00	30	90	10	80
01:00-02:00	8	24	11	13
02:00-03:00	20	60	9	51
03:00-04:00	22	66	10	56
04:00-05:00	12	36	15	21
05:00-06:00	8	24	21	3
06:00-07:00	10	30	24	6
07:00-08:00	18	54	24	30
08:00-09:00	18	54	25	29
09:00-10:00	14	42	24	18
10:00-11:00	16	48	35	13
11:00-12:00	20	60	26	34
12:00-13:00	24	72	27	45
13:00-14:00	20	60	27	33
14:00-15:00	22	66	27	39
15:00-16:00	12	36	28	8
16:00-17:00	34	102	24	78
17:00-18:00	18	54	28	26
18:00-19:00	8	24	20	4
19:00-20:00	30	90	13	77
20:00-21:00	26	78	14	64
21:00-22:00	62	186	14	172
22:00-23:00	90	270	15	255
23:00-24:00	84	252	15	237
Daily	626	1878	485	1393

3.5 As can be seen, the data provided by Pallex shows that the greatest number of HGV movements would be between 21:00 and 01:00 with notably less during the day.

3.6 In terms of car and light vehicle movements associated to staff, **Table 5** below sets out the current and forecast ins and outs for certain times of the day. This includes office staff, forklift truck and HGV drivers.

Table 5 – Pallex car/ lgv generation (current operations and proposed site).

	Existing			Future		
	In	Out	Total	In	Out	Total
06:00-07:00	40	95	132	90	211	301
07:00-08:00	147	0	147	245	0	245
18:00-19:00	92	147	239	206	245	451
19:00-20:00	3	40	43	5	90	93

3.7 At present the majority of Pallex's traffic occurs outside the traditional network peak times. The above **Table 5** also assumes that **ALL** staff would drive to and from the site individually.

4.0 Offsite Junction Impacts

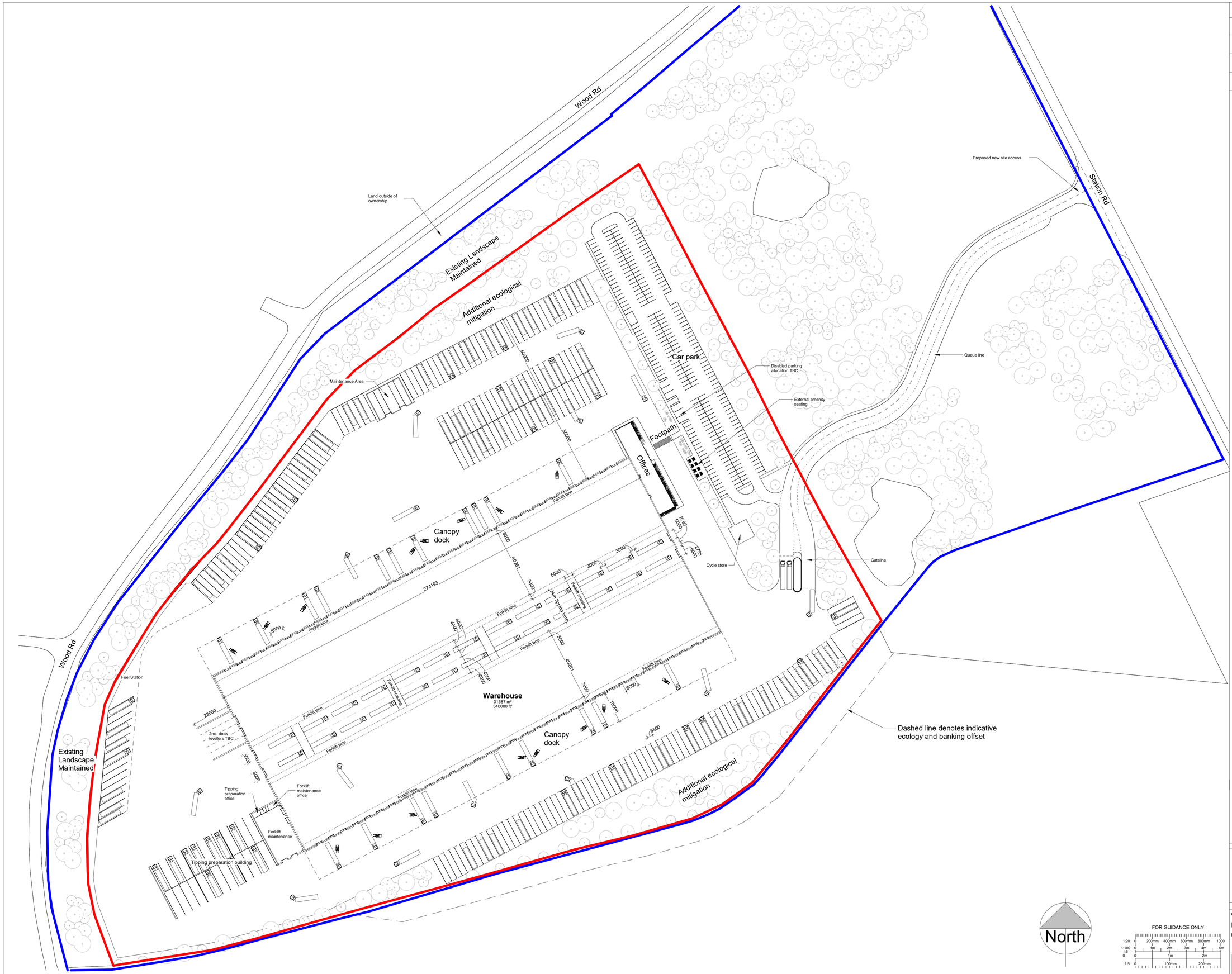
4.1 LCC's views are requested on the TRICS data suggested for use above and whether any offsite junction assessments would be required?

4.2 It is understood the recent improvements on Station Road (see para 2.9) will deliver capacity benefits to the operation of the proposed development.

4.3 It is proposed to undertake an ATC survey on Station Road to inform the visibility splay calculations and to also enable a site access capacity assessment to be undertaken. This outcome of this process will determine whether a simple priority junction will be sufficient to serve the site.

4.4 It is noted that the internal layout and access road have been specifically designed to guard against any blocking back of HGVs onto the public highway at those busiest times.

SITE LAYOUT



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

Car Parking spaces - 256
including 6 Disabled spaces

HGV External Parking Spaces - 223
(not including warehouse loading bays, canopy dock doors or QC spaces)

Canopy Dock Doors - 66 @ 8m centres

REV	DETAILS	DATE	CHECKED
J	Minor amendment to Station Rd access - JDK	11/03/24	ST
I	Updated to Client comments - JDK	07/03/24	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

brownhill hayward brown
chartered architects
01543 254357 - mail@bhbarchitects.co.uk

Coalville, Pall-Ex

Proposed Site Plan

Harris Lamb

DRAWING NO. 4092 - 10

REV J | DATE JAN 24

DRAFT | DRAWN JDK | CHECKED ST | SCALE 1 : 1000 @ A1

PART OF bhb architects

FOR GUIDANCE ONLY

1:20 0 200mm 400mm 600mm 800mm 1000
1:100 0 1m 2m 3m 4m 5m
1:5 0 1m 2m
1:5 0 100mm 200mm

ISO 9001 REGISTERED FIRM | ISO 14001 REGISTERED FIRM

APPENDIX A

TRICS OUTPUTS

Calculation Reference: AUDIT-623801-240116-0111

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
	MW	MEDWAY	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	BD	BRADFORD	1 days
	DR	DONCASTER	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	3625 to 80100 (units: sqm)
Range Selected by User:	190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	2 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	6
Commercial Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

B8	8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	8 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BD-02-F-01 DISTRIBUTION COMPANY BRADFORD
STAITHGATE LANE
BRADFORD
NEWHALL
Edge of Town
Industrial Zone
Total Gross floor area: 10446 sqm
Survey date: THURSDAY 14/03/19 Survey Type: MANUAL

2 DR-02-F-01 TESCO DISTRIBUTION CENTRE DONCASTER
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 80100 sqm
Survey date: TUESDAY 21/09/21 Survey Type: MANUAL

3 HC-02-F-02 LOGISTICS HAMPSHIRE
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

4 HC-02-F-03 PPE DISTRIBUTION HAMPSHIRE
WARSASH ROAD
PARK GATE

Edge of Town
Industrial Zone
Total Gross floor area: 3665 sqm
Survey date: MONDAY 27/09/21 Survey Type: MANUAL

5 MW-02-F-02 COMMERCIAL WAREHOUSING MEDWAY
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

6 SF-02-F-03 ROAD HAULAGE SUFFOLK
CENTRAL AVENUE
IPSWICH
WARREN HEATH
Edge of Town
Industrial Zone
Total Gross floor area: 4700 sqm
Survey date: FRIDAY 18/09/15 Survey Type: MANUAL

7 TW-02-F-01 ASDA DISTRIBUTION CENTRE TYNE & WEAR
MANDARIN WAY
WASHINGTON
PATTISON IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 31000 sqm
Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

8 WM-02-F-02 LOGISTICS FIRM WEST MIDLANDS
SOVEREIGN ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Commercial Zone
Total Gross floor area: 3625 sqm
Survey date: MONDAY 09/11/15 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-02-F-01	COVID

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	45273	0.171	2	45273	0.059	2	45273	0.230
06:00 - 07:00	2	45273	0.098	2	45273	0.145	2	45273	0.243
07:00 - 08:00	8	19742	0.122	8	19742	0.068	8	19742	0.190
08:00 - 09:00	8	19742	0.101	8	19742	0.075	8	19742	0.176
09:00 - 10:00	8	19742	0.098	8	19742	0.072	8	19742	0.170
10:00 - 11:00	8	19742	0.106	8	19742	0.106	8	19742	0.212
11:00 - 12:00	8	19742	0.093	8	19742	0.092	8	19742	0.185
12:00 - 13:00	8	19742	0.098	8	19742	0.104	8	19742	0.202
13:00 - 14:00	8	19742	0.117	8	19742	0.109	8	19742	0.226
14:00 - 15:00	8	19742	0.094	8	19742	0.132	8	19742	0.226
15:00 - 16:00	8	19742	0.091	8	19742	0.115	8	19742	0.206
16:00 - 17:00	8	19742	0.073	8	19742	0.109	8	19742	0.182
17:00 - 18:00	8	19742	0.087	8	19742	0.106	8	19742	0.193
18:00 - 19:00	8	19742	0.047	8	19742	0.083	8	19742	0.130
19:00 - 20:00	2	45273	0.043	2	45273	0.068	2	45273	0.111
20:00 - 21:00	2	45273	0.045	2	45273	0.050	2	45273	0.095
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.484			1.493			2.977

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	3625 - 80100 (units: sqm)
Survey date date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	45273	0.019	2	45273	0.019	2	45273	0.038
06:00 - 07:00	2	45273	0.017	2	45273	0.027	2	45273	0.044
07:00 - 08:00	8	19742	0.034	8	19742	0.041	8	19742	0.075
08:00 - 09:00	8	19742	0.035	8	19742	0.042	8	19742	0.077
09:00 - 10:00	8	19742	0.044	8	19742	0.030	8	19742	0.074
10:00 - 11:00	8	19742	0.053	8	19742	0.054	8	19742	0.107
11:00 - 12:00	8	19742	0.046	8	19742	0.034	8	19742	0.080
12:00 - 13:00	8	19742	0.047	8	19742	0.035	8	19742	0.082
13:00 - 14:00	8	19742	0.039	8	19742	0.045	8	19742	0.084
14:00 - 15:00	8	19742	0.042	8	19742	0.040	8	19742	0.082
15:00 - 16:00	8	19742	0.045	8	19742	0.042	8	19742	0.087
16:00 - 17:00	8	19742	0.039	8	19742	0.034	8	19742	0.073
17:00 - 18:00	8	19742	0.052	8	19742	0.034	8	19742	0.086
18:00 - 19:00	8	19742	0.029	8	19742	0.032	8	19742	0.061
19:00 - 20:00	2	45273	0.014	2	45273	0.034	2	45273	0.048
20:00 - 21:00	2	45273	0.019	2	45273	0.031	2	45273	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.574			0.574			1.148

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Appendix C

Leicestershire County Council

PRE-APPLICATION DETAILS:

District Reference Number: 24/10042/PREMAJ
Highway Reference Number: 2024/2160/04/HEN
Location: Land At Wiggs Farm Wood Road Nailstone Coalville Leicestershire LE67 1GE
Proposal: Enquiry. 39,000 sqm distribution hub.

GENERAL DETAILS

Planning Case Officer: David Spring
Applicant: via Hinckley & Bosworth Borough Council
Parish: Bagworth & Thornton
Road Classification: Class C

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

Background
The Local Highway Authority (LHA) is in receipt of a pre-application enquiry for a proposed B8 (storage) development on land at Wiggs Farm, Bagworth. It is understood the proposals could have a floorspace of c30,000sqm.

It is understood that the end user of the site would be Pallex, who are proposing to deliver a new warehouse that would provide increases in efficiencies and capacities compared to their existing site on Victoria Road.

Transport Assessment
Based on the scale of the proposals, in accordance with Part 2, Table PDP1 of the Leicestershire Highway Design Guide ([LHDG] available at https://resources.leicestershire.gov.uk/lhdg), a Transport Assessment and Travel Plan will be required to support any future planning application at the site.

Site Access
Access to the site is proposed via Station Road, a C classified road subject to a 40mph speed limit.

The LHA advise that the access would need to be designed to major industrial road standards as detailed in Part 3, Table DG2 of the LHDG. It should be demonstrated though swept path analysis that a HGV can safely access and egress the site in all directions. The LHA require swept path analysis at junctions with a minimum vehicle speed of 15kph and this would need to be confirmed on the drawing. However, at turning heads and for reversing movements, a slower swept path analysis vehicle speed would be acceptable. A Stage 1 Road Safety Audit (RSA1) would also be required for the site access proposals, along with a Designer's Response to any problems raised and (if necessary) a revised drawing.

Vehicular visibility splays would need to be designed in accordance with Part 3, Table DG4 of the LHDG. The LHA advise a setback distance of 4.5m would be required for the visibility spays given the nature of the proposals. The LHA advise that visibility splays should be based on an automatic (not handheld radar) speed survey at the site access location, with the location of the survey and raw data provided as part of any future application. The Applicant should be advised that a permit is required to carry out any traffic count/speed survey on the public highway within Leicestershire. A permit can be obtained by contacting ndi@leics.gov.uk. Alternatively, Leicestershire County Council offer a data collection service including a large traffic count database. For details of the services available please contact ndi@leics.gov.uk.

The LHA advise that depending on the level of traffic along Station Road and the proposed traffic the development could generate the Applicant should consider the provision of a ghost right turn lane at the site access.

Brownhill Hayward Brown drawing number 4092 - SK14 Rev. B details three potential alternative access routes on to Wood Road, a B classified road (B585) subject to a 50mph speed limit. Part 1, Section IN5 of the LHDG seeks to restrict accesses on to A and B classified roads. It also states that 'If access to a development can be gained off a minor or side road, you should normally consider this option as preferable (with improvements to the junction of the minor side road with the main road as necessary).'.

Whilst it is acknowledged the Applicant could access the site from Wood Road (B585), given its classification and the 50mph speed limit, the LHA advise that access from Station Road would be in accordance with LHDG guidance. Deviation from the guidance with an access proposed off Wood Road would require full justification as to why Station Road was not appropriate for access, however this may not be accepted by the LHA given the potential for access off Station Road.

Consideration will need to be given to the relocation of the existing weight restriction at the Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout. This may need to be relocated to the south of the site access in order to prohibit HGVs from the proposed development from travelling through Bagworth. The Applicant would be required to cover the full costs of all works, consultation and Traffic Regulation Orders associated with the relocation of the weight restriction.

Consideration will also need to be given to how pedestrians would cross over Station Road from the site access to the existing footway on the opposite side of the road.

Highway Safety

Consideration would need to be given to the number of Personal Injury Collisions (PIC's) which have occurred within the vicinity of the proposed site access, as well as an identified study area, over the most recent five year period. Leicestershire County Council hold up to date PIC information which can be obtained if required. Please contact NDI@leics.gov.uk. Should a pattern of PIC's be identified which could be exacerbated by the proposals, it is likely the Applicant would need to propose a scheme of mitigation.

Trip Generation and Distribution

The LHA would welcome an evidence based approach for trip generation given the existing site is nearby, and a comparison to TRICs data. It should be noted that the HGV and employee data would need to be submitted as part of any future application, for example number of employees, dates of any surveys were undertaken and any raw data provided etc in order for this to be fully considered by the LHA.

In addition, a traffic count could be undertaken at the existing access if this has not been done so already. The LHA advise that it could be possible for the Applicant to factor actual data gathered from the existing site up to future levels, unless the Applicant has additional supporting information in respect of what the future levels of trips are likely to be. In the event TRICS data was higher than the Applicants own data for any scenario, it is advised TRICs data is used for a robust assessment.

In terms of trip distribution, the LHA advise this could be based on actual data from existing HGV and employee movements, given the existing business would be relocating in the immediate vicinity. This could be ascertained by means of a traffic count or employee postcode data for example.

The LHA advise that it would consider all trips on the network to be new on the basis that the existing site could be occupied by a new business, which could generate similar levels of trips as at present.

Junction Capacity Assessments

The LHA advise that should the proposals generate approximately 30 or more two way trips (e.g. 15 arrivals and 15 departures) in either the AM or PM peak hours at any junction, capacity assessments would be required. The LHA advise that at least the following junctions would need consideration:

- Site access/ Station Road
- Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout
- Ellistown Terrace Road/ Victoria Road (B585) signalised junction
- Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads
- Grange Road (B582)/ Ibstock Road (A447) priority junction
- All roundabouts along the B585 up to the A511, including the Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout)
- Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout)
- M1 J22
- Bardon Road (A511/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout)

Capacity assessments should consider a base year with traffic counts factored up to the year the application is submitted if necessary (e.g. 2024), along with a future year which is five years following on from the base year (e.g. 2029). Future base year traffic flows should be factored using TEMPRO. Details of the factors used should be submitted for review and approval as part of the planning application.

To enable traffic flow scenarios to be checked, the following is required:

- Full traffic survey results as well as summary diagrams;
- Peak hour and, if appropriate, PCU calculations;
- Full explanation of all calculations;
- Fully explained and evidenced details of committed development flows;
- Full explanation of trip distribution and assignment and how the change in flows is built up;
- Full explanation of the build-up of traffic flow scenarios.

For all ‘Junctions’ or ‘Linsig’ modelling, the following information will be required:

- Models should be validated against observed conditions;
- Scale plans of junction geometries used for model input should be provided for review;
- Full model outputs in PDF format;
- Actual model files.

Nearby committed developments would need to be considered and the LHA is happy for the LPA to advise on these. In addition, the Applicant will need to contact North West Leicestershire District Council in respect of major developments in that district. Any live applications in the area should be considered as part of a sensitivity test.

Off-site implications

The Applicant should be aware that a number of roundabouts along the A50/ A511 are operating at above capacity, and that a contribution towards the Coalville Contribution Strategy may be required depending on the impact of any new/ diverted trips. Further information can be found at https://www.leicestershire.gov.uk/roads-and-travel/road-projects/a511-growth-corridor-scheme/scheme-overview.

The LHA also advises that the suitability of Station Road to cater for HGV traffic is considered, including whether any widening is required along the section between the roundabout to the north and the site access.

Internal layout

Car parking provision should be provided based on guidance within Part 3 of the LHDG for a ‘rest of rural town’ location, which is consistent with other similar developments in the area.

It is noted there is a considerable amount of HGV parking provided which could be over and above LHDG guidance which suggests the levels of HGV traffic generated by the proposals are high.

It is noted there is a queue line proposed along the access road to the site. The LHA is aware of local concerns in respect of HGVs queuing along Victoria Road to access the existing Pallex site, particularly in the evening. The LHA therefore advise that the Applicant should have sufficient off-highway holding space for HGVs waiting to access the site at peak times, in order to ensure HGV’s do not back up on to the highway.

Transport Sustainability

As part of any future application, the Applicant will be required to submit a Travel Plan. This would require a £6,000 monitoring fee as part of a Section 106 agreement. In addition, the Applicant is likely to need to provide one travel pack (currently £52.85 per pack if supplied through LCC) and a six month bus pass per employee (currently £510 per pass for an Arriva service) as part of the Section 106.

Improvements to the nearest bus stops such as raised kerbs, new flags and timetable cases may also be required.

Date Received	Case Officer	Reviewer	Date issued
19 April 2024	Ben Dutton	DH	24 April 2024

Our ref:
Your ref: 24/10042/PREMAJ

Martin Seldon
Spatial Planner
Floor 9
The Cube
199 Wharfside Street
Birmingham B1 1RN

Direct Line: 0300 470 3345
8 May 2024

Hinckley & Bosworth Borough Council
The Hub
Hinckley

FAO Christopher Brown

Dear Christopher

Proposed application 39,000 sqm distribution hub at Wood Farm Stanton Lane Ellistown Coalville

Thank you for inviting National Highways to provide comments on the pre-application enquiry in respect of the above.

I have set out below both the general and specific areas of concern that National Highways would wish to see considered as part of a planning application. The comments relate specifically to matters arising from National Highways' responsibilities to manage and maintain the Strategic Road Network (SRN) in England.

Comments relating to the local road network should be sought from the appropriate local highway authority.

General aspects to be addressed in all cases include:

- An assessment of transport related impacts of the proposal should be carried out and reported as described in the Department for Transport 'Guidance on Transport Assessment (GTA)' and in accordance with Circular 01/2022. It is noted that this guidance has been archived, however still provides a good practice guide in preparing a Transport Assessment (TA). In addition, the Department for Communities and Local Government (DCLG) also provide guidance on preparing Transport Assessments.

- Environmental impact arising from any disruption during construction, traffic volume, composition or routing change and transport infrastructure modification should be fully assessed and reported.

- Adverse change to noise and air quality should be particularly considered, including in relation to compliance with the European air quality limit values and/or in local authority designated Air Quality Management Areas (AQMAs).

Location specific aspects:

- The nearest point of impact of development traffic on the SRN will be M1 J22. Once the likely trip generation and distribution are provided, we will be able to determine whether any assessment of the SRN is required.

Should any junction capacity assessments be necessary, they must be carried out for the following scenarios:

- Opening Year (the year in which the development is expected to be opened) Reference Case Scenario: This scenario should include the background growth and committed developments in the vicinity of the site based on their likely build-out by the opening year of the development. We recommend that you liaise with the local planning authority to determine the consented developments and their likely build-out by the opening year which will need to be incorporated in the assessment.
- Opening Year with Development Scenario – Opening Year Reference Case Scenario + Proposed development: This scenario will determine whether any mitigation is required for the SRN

Please note that all committed developments and infrastructure on the surroundings of the site should be included in the opening year scenario assessment. We recommend liaising with relevant local planning authorities to determine the consented developments to be incorporated in the assessment.

Furthermore, we also recommend that the TA is agreed in a staged approach, that is the overall methodology and elements such as assessment years, trip generation and distribution be agreed prior to further assessment work being carried out. This approach should avoid any abortive work.

These comments are only advisory, as the responsibility for determining the final scope of the Transport Assessment would rest with the Local Planning Authority.

These comments imply no pre-determined view as to the acceptability of the proposed development in traffic, environmental or highway terms. Should the applicant wish to discuss the merits of the proposal in terms of the likely impact on the SRN, please contact me directly on 0300 4703345 or Martin.Seldon@nationalhighways.co.uk.

Yours sincerely

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