

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
25/00638/EAS
Secretary of State (SoS) Case Reference
N/A.
Site Address
Cliffe Hill Farm Little Shaw Lane Markfield Leicestershire LE67 9PP
Brief Description of Development
Full Planning Application for buildings for storage and distribution uses (Class B8), general industry (Class B2) and associated access, landscaping, parking and layout
Area of Development/ Works/ New Floorspace (As Appropriate)
28.27 ha Up to 700,000 sqft of floorspace across nine units

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)	
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 area of the development exceeds 0.5 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?	Yes Changes to the ground levels of the site are anticipated to provide flat developable areas on site.	No Whilst changes on site are likely, these will not alter the general topography of the area. Furthermore the changes are unlikely to be significant and are more generic to construction practices.
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 Use of land and natural resources during construction to provide/construct the buildings and associated infrastructure.	No It is anticipated that the development 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. During pre-application discussions it was noted that the applicant intends to reduce the removal of earth from the site instead re-using it on site to create plateaus for development. This is not of significance in this context.

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 quality of agricultural land over the Site is Grade 3 which is split between two grades: 3a - the lowest grade of Best and Most Versatile (BMV) quality; and 3b – which is considered ‘moderate’ quality agricultural land. The site falls outside a minerals consultation area.	N/A
6 WASTE			
6.1	Will the project produce solid wastes during construction or operation or decommissioning?	Yes Typical construction waste and operational waste	No Construction waste will be appropriately managed in accordance with a Construction Environmental Management Plan (CEMP) and the waste hierarchy, including on-site methods of segregation, refuse and recycling wherever practicable, with disposal to a licenced facility used as a last resort. This will ensure that adverse effects from the management of waste will be unlikely. Waste from occupiers will be produced during occupation of the Proposed Development. This will be managed in line with accepted waste management practices and would be typical

			commercial waste not meeting the bar of significant.
7 POLLUTION AND NUISANCES			
7.1	Will the project release pollutants or any hazardous, toxic, or noxious substances to the air?	Yes During the construction phase, standard construction activity will release emissions and dust although this could be minimised through standard best practice, such as ensuring vehicles are not left idling. During operation, there will be a local increase in traffic movements and resultant vehicle emissions compared to baseline	No Potential effects during the construction phase can be managed and controlled through a CEMP and Construction Travel Plan (CTP). From reviewing the submission the Proposed Development is not predicted to result in any new exceedances of the relevant air quality objectives and the impact of the Proposed Development on local air quality is predicted to be 'negligible' in accordance with IAQM and EPUK guidance. Pollutant concentrations are also predicted across the Site. However, concentrations of NO₂, PM₁₀ and PM_{2.5} are all predicted to be below the relevant air quality objectives and therefore the Site is considered to be suitable for the proposed employment use with regard to air quality. Sustainable travel modes could be promoted within the Proposed Development through a Travel Plan.

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. During operation noise levels may increase, this is most likely to be through vehicle use including HGVs.	No Construction impacts will be temporary and restricted to day time hours via commitments which could be secured in a CEMP. The effects of any construction noise and vibration would be minimised by compliance with relevant environmental protection legislation and through accordance with best practice and the CEMP. During operation, sustainable travel modes can be promoted within the Proposed Development through a Travel Plan, to aim to reduce the use of private cars on the Site. The impacts of the increased use of HGVs will be managed through a Site Management Plan which will ensure compliance with environmental protection legislation and through accordance with best practice, including through the design of the site which includes the orientation of buildings.
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?	Yes The Site is in agricultural use, and there is considered to be limited potential for the presence of contamination that could be mobilised as a result of the Proposed Development.	No Construction impacts can be managed and mitigated through a CEMP and 'permit to work' process (which will include Environmental Risk Assessments and Temporary Work Method Statements) setting out Site-specific measures for each construction activity. This could include

		Construction activities could result in release of contaminants to ground and water resources, for example from accidental spillages during of fuel/oil associated with mechanical plant. During the operation of the development, there is the potential for a long-term adverse impact on the quality of receiving ground and surface water bodies due to the quality of surface water runoff from the proposed development if not intercepted and treated appropriately before being discharged.	drainage management/maintenance during construction. Risks to ground/water resources during operation would be mitigated through a Surface Water Drainage Strategy.
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.	N/A.
8 POPULATION AND HUMAN HEALTH			
8.1	Will there be any risk of major accidents (including those caused by	No	N/A.

	climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Such risks are very low given the nature of the development and its location.	
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 A development of this scale would be expected to result in some risks to health during the construction phase through dust and vehicle emissions.	No As above the risk from dust during construction could be mitigated through a CEMP. A Travel Plan would be implemented which would aim to reduce car travel to the site. Overall the risk is not considered to be 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 no known watercourses within the immediate vicinity of the Site. The Site is entirely within Flood Zone 1, meaning it has less than 0.1% annual probability of river flooding. The Site also has a very low risk of surface water flooding, equating to	No The site is not located within a floodplain. Therefore, no water resource is likely to be affected by the project in terms of their volume and flood risk. Surface water runoff from the Proposed Development will be controlled appropriately and infiltrate into the ground or discharge to the local watercourse at the equivalent greenfield QBAR rate. The foul water from the Proposed

		less than 0.1% chance of flooding annually. However, a very small portion of the Site, along the eastern boundary, is within the medium or high category. There is also an area in the centre of the site, associated with a localised depression centred at point easting:448097, northing:311498, which is at a high risk.	Development will be drained separately to clean water.
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))).	Yes There are no statutory designations covering any part of the Site or immediately adjacent land. The nearest statutory designated sites are: • Billa Barra Hill Nature Reserve LNR is located 1.1km west of the site. It consists of acid grassland, conifer plantation, an abandoned quarry, improved grassland, scrub and planted broadleaved trees. • Cliffe Hill Quarry SSSI is located 0.7km south west of the site and is	No There are significant physical barriers between the site in the form of the A50, M1 and other infrastructure. This alongside the scale and nature of the site means that any significant adverse impacts would be unlikely. Construction measures could be mitigated through a CEMP.

		designated for its rock and geochemical composition. • Ulverscroft Valley SSSI is located 1km north east of the site. The site is designated for the combination of semi-natural habitats.	
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 LCC Ecology have been consulted on an associated pre-application request. The Site has the potential to support badgers, bats, birds, and Great Crested Newts which could be affected by the project. There is one area of coniferous woodland on site that is listed as a priority habitat under the National Forest Inventory. There are also two areas directly adjacent, deciduous woodland listed under the Priority Habitat inventory and broadleaved woodland listed under the National Forest inventory.	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. Where possible most important trees/hedgerows are to be retained. The site is large enough to ensure through careful siting and landscaping significant effects could be mitigated.
11 LANDSCAPE AND VISUAL			
11.1	Are there any areas or features on or around the location which are	Yes	No

	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).	The site is located within the 'Charnwood' National Landscape Character Area and the 'Charnwood Forest' Landscape Character Area. Locally designated viewpoints are found within Markfield, as designated within their Neighbourhood Plan. Given the scale of the development the site would be visible from certain views. The site is currently agricultural so there would be a high magnitude of change, however, the site will also be viewed in the context of the adjacent strategic road network which creates an urbanising impact at present.	During pre-application discussions landscape and visual impact assessments have been carried out and reviewed. Mitigation has also been discussed and considered. As a result of the scale of the development there will be local changes to landscape character and to some views from viewpoints further afield. A full Landscape and Visual Impact Assessment will be submitted with the future planning application. Through pre-application discussions it is considered that mitigation including through careful design and siting of the buildings and suitable landscaping that these impacts would not be considered to be significant in the context of this assessment.
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 including the above views. The most noticeable visual effects will be experienced by users of the	No See above assessment. An LVIA will be submitted and through sufficient mitigation the impacts are not judged to be significant in this context.

		nearby roads and those people walking along public rights of way in short distance view and those experienced by existing local residents in closest proximity to the Site. There are also some long distance views from the Site including to the north along Old House Lane, and to the west form Whitwick Road.	
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. There are no designated heritage assets within or adjacent to the site. There is potential for impacts upon buried archaeology.	No The nearest heritage assets are the Grade II listed Church of St Peter and Copt Oak Farmhouse, which both lie circa 950 metres north-east of the site. It is no considered there would be any significant impacts on such assets. Through a desk-based assessment there is known archaeology within the Site in the remnants of significantly degraded medieval ridge and furrow earthworks within the southeast of the Site. Following this, a geophysical survey has been undertaken which highlights that there is limited evidence of clear archaeological interest on the site.

			Therefore significant impacts are unlikely and archaeological considerations could be managed by pre-commencement conditions as relevant.
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?	Yes A PRow runs from the A50 to Cottage Lane crossing a small section of the site.	No There may be temporary impacts during construction, however, this would be temporary and could be mitigated through use of planning conditions requiring temporary diversions or protection measures. Longer term impacts would be experienced however indicative proposals show this could be retained, rerouted in an acceptable manner which would not be significant.
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 The local highway network including Whitwick Road, A50 and Junction 22 of the M1 nearby to the Site, may be affected by increases in traffic from the Proposed Development.	No During the construction phase, a higher number of HGVs will be required to access the Site and use the surrounding road network to remove and import materials. This may exceed the current baseline but would be temporary in nature.

			Vehicle movements can be controlled through a routing agreement with restrictions imposed over timings as appropriate which could be encompassed within a CEMP. A temporary impact could arise nonetheless on local traffic which could affect people who live and work in the area. However, the Site is within an area with well-established road and travel infrastructure. Therefore, with the implementation of a CEMP significant impacts are unlikely during construction. The Proposed Development is expected to generate a total of 531 two-way vehicular trips in the AM peak and 348 two way trips at the PM peak. When distributed on the national road network, the overall impact is expected to be minor. Analysis of the results of the traffic surveys and junction capacity assessments on the proposed egress junction with Whitwick Road conclude that the local highway network can comfortably support the traffic generated by the proposed development with minimal delays. Overall, it is not considered that the Proposed Development would result in significant effects due to transport.
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			Furthermore were significant impacts found it is judged that this can be mitigated through highways design work and or mitigation.
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's existing agricultural and equestrian uses would cease as a result of the development. There are some residential properties adjacent to the site.	No Construction impacts could be mitigated through a CEMP. Operational impacts may occur to nearby residential properties through the presence of new built form and operation of industrial process. However, these are not judged to be significant in this context.
14.2	Are there any plans for future land uses on or around the location which could be affected by the project?	No	N/A.
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	No The site location is not susceptible to any of the items or issues listed.	N/A.

	could cause the project to present environmental problems?		
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 The applicant has listed the below developments in their submission: • 23/01000/FUL – Full application for 2 buildings and parking area – approved 29 August 2024. • 21/00787/OUT – Outline permission for 93 dwellings – Approved (via appeal) 7 December 2023. • 20/01283/FUL – Full planning permission or 282 dwellings approved 30 September 2021. The LPA are aware of other applications in the local area which are currently under consideration but are not yet determined.	No Traffic data that has been utilised for this project considered other developments in the area, including those listed here, and it was concluded that the impact on local roads would be negligible and the impact on sensitive receptors in terms of air quality and noise would also be negligible. Due to the distance from the site, cumulative landscape, visual or biodiversity impacts are not anticipated.
17 TRANSBOUNDARY EFFECTS			
17.1	Is the project likely to lead to transboundary effects?	No	N/A.

		Owing to the nature, scale and location of the development transboundary impacts are unlikely. For the purpose of EIA “transboundary” refers to the potential for environmental impacts to extend beyond the country where the project is located. It is acknowledged that the site is located close to the administrative areas of Charnwood BC and North West Leicestershire DC, where there may be impacts but this is not relevant for the purpose of this EIA Screening process and would be assessed separately as part of any future planning application.	
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18 CONCLUSIONS

Schedule 2 10(a) development on a developable area of approximately 28.27 ha on a greenfield site with no sensitivities on or adjacent to the site. Likely environmental effects are not expected to be significant to the extent that an Environmental Statement is required.

19 SCREENING DECISION

If a Screening Opinion / Screening Direction has been provided, do you agree with it?

Yes

No

N/A X

Is it Necessary to Issue a Screening Direction?

Yes

No X

Is an Environmental Statement Required?

Yes

No X

20 ASSESSMENT**Action / Outcome**

Development IS likely to have significant effects on the environment

ES required

N/A.

Development IS NOT likely to Have Significant Effects on the Environment

ES not required

It has been found that Proposed Development would not have significant effects on the environment that require the submission of further information at this stage or the submission of an Environmental Statement, for the reasons set out above.

More information is required to inform direction

Request further info

N/A.

21 REASON(S) FOR SCREENING

A formal request for a Screening Opinion has been submitted

Name: Emma Baumber

Date: 22 July 2025