

Land at Junction 22 of the M1, Markfield

EIA Screening Request

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Project: Land at Junction 22 of the M1, Markfield

Client: Caddick Developments



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EIA Screening Request

1. Introduction

- 1.1 On behalf of Caddick Developments (the 'Applicant'), Savills is writing to request a formal Environmental Impact Assessment ('EIA') screening opinion from Hinckley and Bosworth Borough Council (HBBC) in connection with proposed development of land at junction 22 of the M1, Markfield ('the Proposed Development' / 'the Site'). Proposals will be submitted in the form of a full planning application.
- 1.2 The description of development for the purpose of this EIA Screening Request is:
- "Full Planning Application for buildings for storage and distribution uses (Class B8), general industry (Class B2) and associated access, landscaping, parking and layout"*
- 1.3 This request for a screening opinion is made under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). In accordance with Regulation 6(2) of the EIA Regulations, this report contains:
- A Site plan
 - A description of the development required.
 - A description of the aspects of the environment likely to be significantly affected by the development.
 - Where information is available, a description of any likely significant effects of the proposed development on the environment.
- 1.4 The Applicant has engaged in pre-application discussions with HBBC over a number of years regarding the employment led development of this site. Through these discussions, the applicant has been informally advised, by the Head of Planning, that the development is unlikely to constitute EIA development.

2. The Site and Local Context

- 2.1 The Site, identified in the red line at Appendix 1, is an area of land, north of the A50 and east of the M1. The Site, which is 28.27 hectares ('ha') in size, is currently in agricultural use.
- 2.2 The Site lies to the north-west of the town of Markfield, separated by agricultural fields and the A50, in the local authority of Hinckley and Bosworth and the county of Leicestershire. The site is in a semi-rural location, and sits adjacent to the M1 to the west and agricultural land to the north, east and south. There are two separate individual dwellings adjacent to the east of the site off Whitwick Road, and a farm adjacent to the north off Old House Lane.
- 2.3 The Site comprises 10 small fields, separated through existing hedgerows and trees. There are a few scattered trees across the Site.
- 2.4 A Public Right of Way (PRoW) runs along Cottage Lane.
- 2.5 The Site is slopes gently in a roughly north to south direction.
- 2.6 The Site is identified as Grade 3 agricultural land, as per the Agricultural Land Classification Map.
- 2.7 The Site is located entirely in Flood Zone 1 (Low Probability) according to the EA Flood Map for Planning. Most of the is at 'very low' risk of surface water flooding.

Environmental Designations

- 2.8 The Site is not in a Conservation Area and there are no listed buildings on or within close proximity to the Site.
- 2.9 There are no statutory ecological designations on or within close proximity to the Site. The Cliffe Hill Quarry SSSI is located over 500m southwest of the Site and separated from it by the A50 and M1.
- 2.10 There is no designated ancient woodland or Tree Preservation Orders covering any part of the Site.

3. The Development Proposed

- 3.1 The proposed development comprises B2 and B8 units with associated infrastructure. The following elements are proposed as part of the scheme:
- Up to 700,000 sqft (65,032 sqm) of floorspace across nine units;
 - Provision of public open space and green infrastructure, including Sustainable Drainage Systems (SuDS).
 - Primary vehicular access from the A50.
- 3.2 The Proposed Development is being progressed via a full planning application and therefore will include detailed plans as part of the planning application.
- 3.3 The Proposed Development is a landscape-led wholly industrial and logistics development providing 694,729 sqft across nine units. The layout has been designed around landscaping, green spaces, and SuDs features.
- 3.4 The proposed site access is from the A50 while egress out of the Site is proposed to Whitwick Road.
- 3.5 The Proposed Development will include significant Green Infrastructure. Open space runs through the site providing separation between the buildings as well as from the site to its surroundings. Amenity buffers are also offered between the proposed development and nearby dwellings.

4. EIA Screening

Introduction

- 4.1 In determining whether the Proposed Development constitutes EIA development, consideration should be given to the following:
- If the proposed development is of a type listed in Schedule 1 of the EIA Regulations.
 - If not, whether it is listed in Schedule 2 of the EIA Regulations.
 - Is it located within or partly within a sensitive area.
 - Does it meet any of the relevant thresholds and criteria set out in Schedule 2 of the EIA Regulations.
 - Would it lead to likely significant effects on the environment.
- 4.2 These points are explored further in this section with reference to the EIA Regulations and supporting Planning Practice Guidance ('PPG').

Schedule 1 Projects

- 4.3 The Proposed Development is not of a type listed in Schedule 1.

Schedule 2 Projects

- 4.4 Schedule 2 identifies development types where, if the relevant threshold criteria are exceeded, further consideration is required (with reference to Schedule 3) in order to determine whether significant effects are likely, in which case, EIA is required. We consider that the Proposed Development falls within Part 10 (a) of Schedule 2:

‘(a) Industrial estate development projects.’

- 4.5 The criteria to be considered for Part 10 (a) Industrial Estate Development Projects are given in column 2 as either:

“the area of the development exceeds 5 hectares.”

- 4.6 The Site is approximately 28.27 ha. The proposal is, therefore, Schedule 2 development for which screening the need for EIA should be conducted. The EIA Regulations provide that development listed in Schedule 2 is EIA development if it is likely to have a significant effect on the environment by virtue of certain factors such as its nature, size or location.

- 4.7 The PPG sets out further guidance and criteria against which Schedule 2 developments should be considered and provides that EIA is more likely to be required where the area of the scheme is more than ten hectares in size or the development would be for processes which involve potential pollutants. Finally, it provides that key issues to consider in any determination would include the physical scale of the Proposed Development and the potential increase in traffic, emissions and noise.

- 4.8 This screening assessment has been prepared to indicate whether the Proposed Development would be likely to result in significant environmental effects. In order to achieve this, Schedule 3 of the EIA Regulations and the PPG need to be taken into account. Information on these is set out below.

- 4.9 Sensitive areas are defined in the EIA regulations as:

- Sites of Special Scientific Interest and European Sites.
- National Parks, the Broads, and Areas of Outstanding Natural Beauty.
- World Heritage Sites and Scheduled Monuments.

- 4.10 In certain cases, local designations which are not included in the definition of sensitive areas, but which are nonetheless environmentally sensitive, may also be relevant in determining whether an assessment is required. Furthermore, in considering the sensitivity of a particular location, regard should also be had as to whether any national or internationally agreed environmental standards (e.g., air quality) are already being approached or exceeded.

Schedule 3 Criteria

- 4.11 Regulation 5 of the EIA Regulations states that, when determining whether a Schedule 2 is EIA development, the relevant LPA must take into account in making that decision:

“(a) any information provided by the applicant;

(b) the results of any relevant EU environmental assessment which are reasonably available to the relevant planning authority; and

- (c) *such of the selection criteria set out in Schedule 3 of the EIA Regulations as are relevant to the development. The three broad selection criteria included at Schedule 3 that should be considered are: 1. Characteristics of the development; 2. Location of the development; 3. Types and characteristics of the potential impact.”*

4.12 We have considered the Proposed Development against these below, having regard to the characteristics of the potential impacts.

4.13 Characteristics:

- The size of the development.
- The cumulation with other existing and/or approved development.
- The use of natural resources.
- The production of waste.
- Pollution and nuisances.
- The risk of major accidents.
- Risks to human health.

4.14 Location:

- The existing land use.
- The relative abundance, quality and regenerative capacity of natural resources in the area.
- The absorption capacity of the natural environment.

4.15 Potential Impact:

- The extent of the impact (geographical area and size of the affected population).
- The nature of the impact.
- The transboundary nature of the impact.
- The intensity and complexity of the impact.
- The probability of the impact.
- The duration, frequency and reversibility of the impact.
- The cumulation of the impact with the impact of other existing and/or approved development.
- The possibility of reducing the impact.

Consideration of Cumulative Effects

4.16 PPG (Environmental Impact Assessment: Paragraph: 024 ref: 4-024-20170728) states:

“Each application (or request for a screening opinion) should be considered on its own merits. There are occasions, however, when other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development. The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development.”

4.17 In addition, the PPG (Paragraph: 025 Reference ID: 4-025-20170728) states:

“An application should not be considered in isolation if, in reality, it is an integral part of a more substantial development (Judgment in the case of R v Swale BC ex parte RSPB [1991] 1PLR 6). In such cases, the need for Environmental Impact Assessment must be considered in the context of the whole development. In other cases, it is appropriate to establish whether each of the proposed developments could proceed independently (R (Candlish) v Hastings Borough Council [2005] All ER (D) 178 (Jul); Baker v Bath & North East Somerset Council [2009] All ER (D) 169 (Jul)).”

- 4.18 The following Environmental Impact Assessment screening checklist is to aid the Councils and ensure that the relevant issues are considered and to provide a clear audit trail, as suggested by the PPG.

5. Consideration of the Proposed Development

Application Thresholds	
i. Does the Proposed development fall within Schedule 1 (Y/N)?	N
ii. If yes, what is the applicable description?	N/A
iii. Does the Proposed development fall within Schedule 2 (Y/N)?	Y
iv. If yes, what is the applicable description?	10.a) Industrial estate development projects
v. Is any part of the Proposed development to be carried out in a defined Sensitive Area (see Regulation 2(1))	N
vi. What is the applicable threshold/criteria in Schedule 2?	the area of the development exceeds 5 hectares.
vii. Does the Proposed development meet/exceed the applicable threshold (Y/N)?	Y) the area of development exceeds 5 hectares
If yes to (iii) and then (v) or (vii) the proposed development will require EIA if it is likely to have significant effects on the environment.	

Possible effects on the environment
The following information has been prepared with reference to the selection criteria for screening Schedule 2 development, provided in Schedule 3 of the EIA Regulations: 1. Characteristics of development (a) – (g) 2. Location of development (a) – (c) 3. Characteristics of the potential impact (a) – (h) Features of the proposed development and any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment have been identified as per the PPG guidance at Paragraph 023 of the Environmental Impact Assessment chapter (ID 4-023-20170728).

A Screening Criteria Question		B Response to the Screening Criteria question and explanation of reasons (Yes/No or N/A)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
		Briefly explain reasons and, if applicable and/or if known, include name of feature(s) and proximity to site(s)	Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment these should be identified in bold .	
Natural resources				
Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	No	Any changes to topography would be expected to be limited and would be associated with generic construction practice to facilitate the construction of the scheme, and would not be associated with significant alterations in the general topography of the area. As such, significant effects are not anticipated.	N/A	
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?	No	The Proposed Development will require the use of a range of common natural and manufactured construction materials to complete the build and fit-out of the scheme. Water will be required for	N/A	

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		construction, as well as industrial use when completed and occupied. The natural resources required for the construction and operation of the Proposed Development are common and therefore significant effects would not be expected.		
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.	No	The Site is Grade 3 agricultural land and therefore will either be not BMV or the lowest grade of BMV, or a mix. The majority of agricultural land in the area is either grade 3 or better and therefore the site would not result in the loss of the best agricultural land.
Waste				
Will the project produce solid wastes during construction or operation or decommissioning?	Yes	Construction waste During the construction phase, waste will be produced by standard construction processes through the period. 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

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				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.
Pollution and Nuisances				
Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	During the construction phase, standard construction activity will release emissions and dust, which 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). 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

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				for the proposed employment use with regard to air quality. Sustainable travel modes will be promoted within the Proposed Development through a Travel Plan.
Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes	The principal source of noise affecting the Site is predicted to be from road traffic using the M1 and A50. During the construction phase, construction traffic and machinery will generate new sources of noise and vibration which have the potential to impact upon nearby residential receptors. During the operational phase, ambient noise levels within the vicinity of the Site may increase to a small extent due to the proposed uses being industrial and logistics. The floorspace split between B2/B8 is expected to be 20/80 in favour of B8 Logistics. The greatest source of noise is likely to be from vehicle use, including Heavy Goods Vehicles (HGVs) associated with the use of the site.	No	Construction impacts will be temporary and restricted to day time hours via commitments 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. During operation, sustainable travel modes will 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,

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		Industrial processes may occur on the site which may result in increased levels of noise. However, given the existing baseline, noise associated with the Proposed Development is not considered likely to result in significant environmental effects.		including through the design of the site which includes the orientation of buildings.
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. Short-term construction activities could result in release of contaminants to ground, for example from accidental spillages during of fuel/oil associated with mechanical plant. Potential impacts to the water quality of local water resources could result from certain construction activities, including the accidental spillages of fuel, oils, chemicals and silt mobilisation. 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	No	Potential effects during the construction phase can be managed and controlled though 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. The proposed Surface Water Drainage Strategy will ensure that a range of multifunctional Sustainable Drainage Systems (SuDS) are utilised as part of the overall surface water drainage system, offering a treatment train approach where possible. In accordance with the NPPF and local policy requirements the drainage strategy will seek to promote the use of

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		bodies due to the quality of surface water runoff from the proposed development if not intercepted and treated appropriately before being discharged.		multifunctional SuDS, through the integration of blue/green infrastructure, to improve water quality, enhance the biodiversity and amenity provision and flood resilience of the Proposed Development.
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 areas on or around the location which are already subject to pollution or environmental damage, which could be affected by the Proposed Development. The Site is not located within an Air Quality Management Area (AQMA). Previous ground investigations on the Site have not identified any sources of contamination.	N/A	
Population and Human Health				
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 Site's location within the UK is such that natural disasters, including those caused by climate change, are not considered to represent a likely risk to the Proposed Development. The Proposed Development will be designed in accordance with recognised and accepted best	N/A	

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		practice in terms of highway design, specification of drainage and current building regulations. It is considered that, whilst there is always a potential risk of an accident, this risk is managed through design measures and through compliance with statutory design guidelines, such that a significant environmental impact is unlikely.		
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	While there is likely to be some dust arising during construction activities, standard good practice techniques would manage the potential impacts to human health. Given the Site's historical and current use, there is considered to be limited potential for the presence of contamination that could be mobilised in dust during construction. During operation, there will be an increase in vehicle trips to and from the Site, which would lead to an increase in vehicle emissions.	No	The level of risk during construction will be managed through a combination of mitigation, design and good working practise measures set out in a CEMP. This will control potential effects to human health via dermal absorption, ingestion or the inhalation of particles, in particular for those working on-site who are in closest proximity to the operations. A Travel Plan will be implemented with the aim of reducing car travel to the Site and related vehicle emissions during operation. The project is considered unlikely to pose a significant risk to human health.

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Water Resources					
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 less than 0.1% chance of flooding annually. 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.		No	The Site has been located so as to not encroach or displace any floodplain. Therefore, no water resource is likely to be affected by the project in 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 Development will be drained separately to clean water.
Biodiversity (species and habitats)					
Are there any protected areas which are designated or classified for their terrestrial, avian and marine ecological value, or any non-	Yes	There are no statutory designations covering any part of the Site or immediately adjacent land.		No	Given the scale of the development, the distances and significant physical barriers between the designated sites and the Site, it is not considered likely that there would be

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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 water-bodies, the coastal zone, mountains, forests or woodlands, undesignated nature reserves or parks. (Where designated indicate level of designation (international, national, regional or local)).		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 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.	any adverse impacts to these designated sites, provided that standard precautionary construction measures in line with best practice, including pollution prevention, dust control, and noise and lighting controls are implemented. Such measures would be detailed fully in a CEMP. The project is therefore considered unlikely to pose a significant risk to any designated or non-designated sites.
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 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 habitats of importance on the Site are trees and hedgerows (with mature trees) and these are proposed to be retained where possible and enhanced. Therefore it is unlikely that the project will result in significant effects on any protected, important or sensitive of flora or fauna which use areas on or around the Site. Although certain protected species may be present within the site, the framework of the development proposed should be able to accommodate any necessary mitigation and compensation

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Landscape and Visual		
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 The site is located within the 'Charnwood' National Landscape Character Area and the 'Charnwood Forest' Landscape Character Area. In respect to landscape character, the nature of the development proposed is not uncharacteristic within the receiving landscape given its position of the site adjacent to a major motorway to its western boundary and A Road on its southern boundary which create an urbanising affect.	No Major roads exist to the west and south of the Site which create an existing urbanising effect. The topography of the wider area has a south-easterly slope from 213m AOD north of the site compared to the 185m AOD south of the site, and 157m AOD east of the site. As part of the proposed development there is a significant amount of landscaped areas including a substantial landscape buffer on the eastern boundary to screen the development. As this landscaping matures, the visibility of the site should reduce. It is therefore considered that the Site could accommodate the Proposed Development and would not result in likely significant effects.

¹ See question 8.1 for consideration of impacts on heritage designations and receptors, including on views to, within and from designated areas.

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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 most noticeable visual effects will be experienced by users of the 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 from Whitwick Road. The Site is otherwise visually well contained with a landscape well vegetated with tree belts, field boundaries and woodland which will help limit the extent of visibility of the proposed development. This will be further enhanced by additional tree planting.	No	Cottage Lane Public Right of Way runs through the Site from Whitwick Road to the A50. The visual envelope of the Site is generally limited to short distance views, experienced by a limited number of existing nearby residents and users of the public right of way. However, the Proposed Development will introduce built elements into an already built context, set within an existing strong landscape framework, which will be significantly enhanced by extensive new planting. The Proposed Development is not uncommon within the existing landscape due to urban features including major roads and existing built development. It is therefore it is concluded that the Site could accommodate industrial and logistics development and would not result in likely significant effects.
Cultural Heritage/Archaeology				

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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	Archaeology – Possible Update There are no designated assets within the Site, and there are no known potential designated archaeological assets within the wider area. Heritage There are no designated assets within or adjacent to the Site.	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 south-east 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.
Transport and Access				
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	There is currently no public access to the Site and therefore this will not be affected by the proposed development.	N/A	

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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. Furthermore, vehicle movements can be controlled through a routing agreement with restrictions imposed over timings as appropriate. A temporary impact could arise 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 standard control methods, significant environmental effects are not considered likely during construction phase. This will be reflected within an agreed CEMP. 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

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				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.
Land Use				
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 and equestrian use, so it would be taken out of use upon commencement of construction. Nearby uses are primarily agricultural land, with a few residential dwellings adjacent to the site.	No	Potential effects during the construction phase can be managed and controlled through a CEMP. Through this no neighbouring uses will be impacted. During operation, sustainable travel modes will be promoted within the Proposed Development through a Travel Plan, to aim to reduce the use of private cars on the Site.
Are there any plans for future land uses on or around the location which could be affected by the project?	No	Further consideration of potential cumulative effects of the project with these nearby developments is provided below.	N/A	

A Screening Criteria Question	B Response to the Screening Criteria question and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
Land Stability and Climate				
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's location within the UK is such that natural disasters, including those caused by climate change, are not considered to represent a likely risk to the Proposed Development. For example, it is considered that the likelihood of an earthquake with a magnitude sufficient to cause damage to buildings and/or loss of life occurring and impacting the Site is extremely low.	N/A	
Cumulative Effects				
Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	Yes	In respect of potential cumulative effects with other development, PPG advises that “each application (or request for a screening opinion) should be considered on its own merits. There are occasions, however, when other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development. The local planning authorities should always have regard to the possible cumulative effects arising	No	A qualitative review of the cumulative schemes has been undertaken. Consideration has been given as to whether there is potential for likely significant effects to occur through the combination of the proposed development with other existing or approved developments. It is not considered that the Site will pose any cumulative impacts in relation to the biodiversity or natural vegetation outside of

A Screening Criteria Question	B Response to the Screening Criteria question and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
		<i>from any existing or approved development"</i> (ID 4-024-201740728). Consideration has been given as to whether there is potential for likely significant effects to occur through the combination of the Proposed Development with other existing or approved developments, as listed below • 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 for 282 dwellings approved 30 September 2021. A review has been undertaken of the sites listed above.		the development area, and any impact in the wider context would be negligible 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. It is concluded that there would be no likely significant cumulative landscape or visual effects, particularly given that the Site is well contained, and within an existing context of built development.
Transboundary effects				
Is the project likely to lead to transboundary	No	Impacts are unlikely to be transboundary, given the scale and nature of the development proposed and its location within the UK.	N/A	

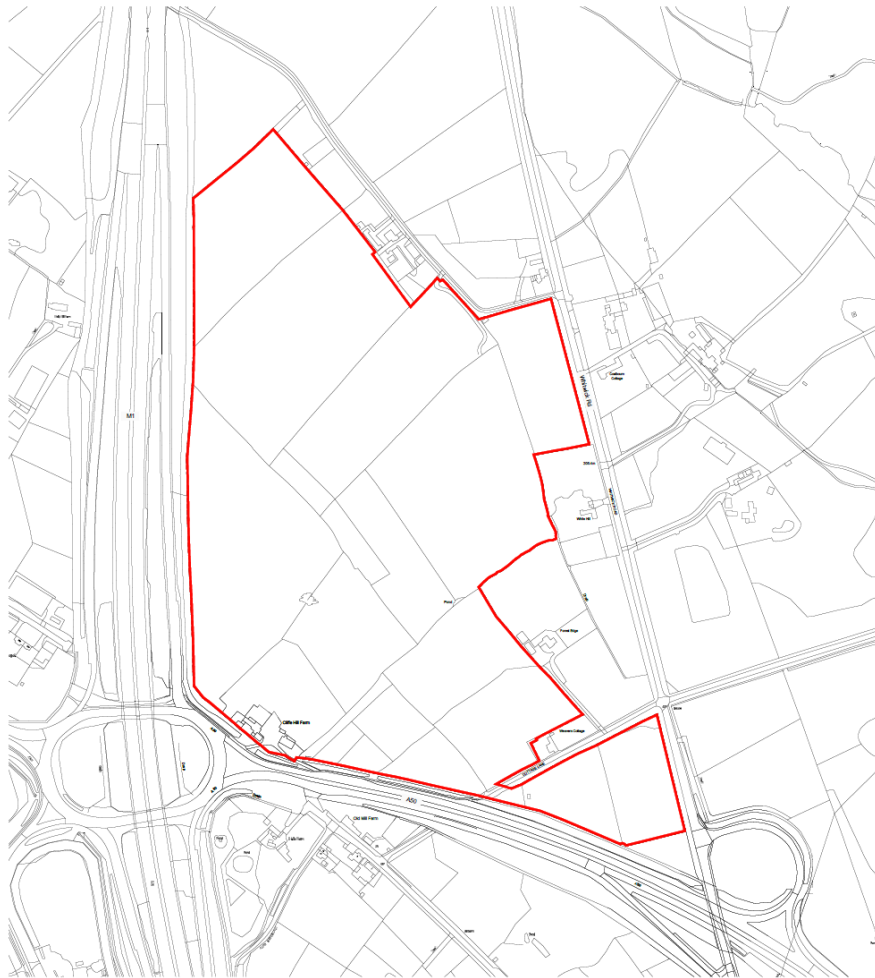
A Screening Criteria Question	B Response to the Screening Criteria question and explanation of reasons (Yes/No or N/A)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons) If the answer in Column B is 'No', Column C is not applicable.	
effects? ²				

² The Regulations require consideration of the transboundary nature of the impact. Due to the England's geographical location the vast majority of TCPA cases are unlikely to result in transboundary impacts.

6. Conclusion

- 6.1 The Proposed Development does not qualify as a Schedule 1 development. However, it does fall within the description of 10(a) 'Industrial estate development projects' within the first column of Schedule 2 of the Regulations and exceeds the applicable threshold criteria set out in Schedule 2 of the EIA Regulations. It therefore requires screening in order to determine whether significant environmental effects might be associated with its development, such that it is considered to be EIA development.
- 6.2 To determine whether the Proposed Development comprises EIA development, it is necessary for the LPA to consider whether it is likely to have significant effects on the environment, taking account of the selection criteria in Schedule 3 of the Regulations and indicative thresholds in the PPG.
- 6.3 The Site is not within or partly within a sensitive area as defined in Regulation 2(1). The Site and adjacent land uses are not considered to be sensitive to the development of the Site. The consideration has included the assessment of cumulative impacts with other existing and/or approved developments in the vicinity.
- 6.4 Our assessment concludes that the characteristics and location of the development are unlikely to give rise to significant environmental effects, alone, or in accumulation with other developments.**
- 6.5 The potential for the scheme to produce significant effects relating to a number of factors, including (but not limited to) noise, air quality, heritage and landscape and visual, has been considered above in the context of the requirements in the EIA regulations. It has been concluded that, with the implementation of suitable design alongside mitigation and avoidance measures and best practice construction methods, significant environmental effects are unlikely to arise.
- 6.6 The planning application in respect of the Proposed Development will be accompanied by the full suite of technical reports in order to address adopted policy and the Council's validation requirements.
- 6.7 Regulation 6(6) of the EIA Regulations advises that a LPA shall adopt a screening opinion within three weeks of the date of receipt of a request, and Regulation 5(5)(a) requires the main reasons for its conclusion to be identified, with reference to the relevant criteria listed in Schedule 3.
- 6.8 We trust the information provided above by the Applicant will assist the Council when adopting its opinion as to whether or not the Proposed Development constitutes EIA development.

Appendix 1 – Site Location Plan



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North

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Red line extended to Cottage Lane.

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