Project Excellence, Land at Wiggs Farm, Station Road, Coalville

Barberry Bardon Limited

Environmental Statement: Non-Technical Summary

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Document Title:	**Project Excellence, Land at Wiggs Farm, Station Road, Coalville - Environmental Statement: Non-Technical Summary**
Version no.	01
Date approved	20/05/2025
Date 1st Issued	20/05/2025

Version History

Version	Date	Author	Description of change
01	16/05/2025	Jonathon Cook	First revision
02	20/05/2025	Jonathon Cook	Traffic and Transport assessment update and final Review

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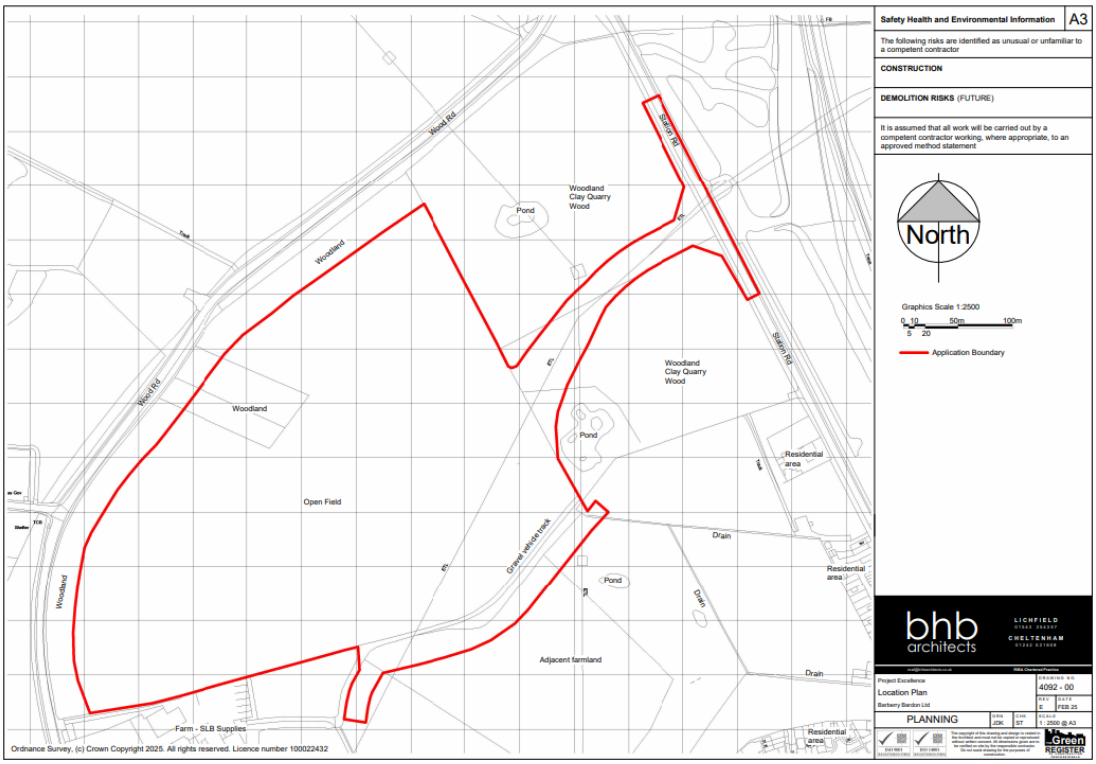
Contents

1. Introduction

1.1 Purpose of the Non-Technical Summary

1.1.1 This Non-Technical Summary ("NTS") summarises the findings of the Environmental Statement ("ES") which has been submitted by Barberry Bardon Limited (the "Applicant") to Hinckley and Bosworth Borough Council seeking full planning permission to construct a new national distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping to house the growing Pall-Ex (U.K.) Ltd business operations (called the "Proposed Development").

1.1.2 The chosen location for the Proposed Development is at Wiggs Farm, Station Road, Coalville, Leicestershire (central grid reference SK 43614 09486) (called the "Site"). The Site location is shown below.



1.1.3 The Site is approximately 14.64 hectares (ha) and is situated within the administrative area of Hinckley and Bosworth Borough Council in Leicestershire, approximately 15 km to the west of Leicester, 2 km south-west of Bardon and c. 5 km south of Coalville.

1.1.4 The Site currently comprises an arable field belonging to Wiggs Farm and an area of plantation deciduous woodland along the northern and eastern boundary of the Site. The arable field is bounded by native hedgerows.

1.1.5 The Site is set within a rural area with agricultural land and commercial uses surrounding the Site. Wood Road is located on the northern and western boundary and Station Road is located on the eastern edge of the Site. Adjacent to the Site, beyond Wood Road to the northeast is the existing Pall-Ex distribution premises, comprising of a large warehouse unit. Immediately southwest of the Site is a small industrial estate, comprising a recycling area and commercial space selling livestock feed, belonging to Wiggs Farm.

1.1.6 The Site makes up part of a mixed-use land allocation in the adopted Hinckley and Bosworth Borough Council Local Plan (2006-2026)[1].

1.1.7 The purpose of this Non-Technical Summary (NTS) is to summarise the key findings of Environmental Impact Assessment (EIA) undertaken for the Proposed Development in accordance with the Environmental Impact Assessment Regulations 2017[2] (the 'EIA Regulations'). Section 2 of this document provides a summary of why an EIA is needed for this type of development and how an EIA is undertaken.

1.1.8 Details of the Proposed Development and existing Site are provided in Section 5 of this document, and further details can be found within the main ES document (Volume 1 - 3), the Design and Access Statement and drawings submitted with the planning application. Details of where to access these documents can be found in Section 2.4 of this document.

[1] Hinckley & Bosworth Borough Council, 2021, Hinckley & Bosworth Local Plan 2006-2026. Available online at: Local Plan 2006 to 2026 | Hinckley & Bosworth Borough Council
[2] See www.legislation.gov.uk for details

2. Approach to Environmental Impact Assessment

2.1 What is an Environmental Impact Assessment?

2.1.1 Environmental Impact Assessment is the formal process of identifying and assessing the positive (beneficial) and negative (adverse) effects of a proposed development on the environment and determining if these are likely to be significant under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017[3] (as amended).

2.1.2 Certain types of development warrant an EIA where the nature of the development may cause a significant effect on the environment by virtue of its nature, size or its location. The Proposed Development falls within the definition an 'industrial estate development projects'[4] meaning that consideration needs to be given to whether an EIA is required to accompany a planning application for this type of development.

2.1.3 Consultation was held with Hinckley and Bosworth Borough Council to determine whether an EIA was needed for the Proposed Development (termed "EIA screening"). It was confirmed with Hinckley and Bosworth Borough Council that the Proposed Development required an EIA.

2.1.4 The EIA compares the existing environmental conditions prior to development (baseline environment) against the environmental condition during and following construction and operational phases of the Proposed Development.

2.1.5 Under the EIA Regulations, the Local Planning Authority (LPA) cannot grant planning permission for an application requiring EIA development without considering the environment information.

2.1.6 Where significant adverse impacts are identified, suitable measures are proposed to avoid, prevent, reduce, or offset their effect on the environment as far as possible.

2.1.7 The EIA process is reported to the Local Planning Authority (LPA) within an Environmental Statement (ES) to assist with their decision-making process. The ES is formed of the following documents:

- **Environmental Statement Volume 1: Main Text** - Comprises the main volume of the ES, including chapters, known throughout this report as 'Chapter', that describe the EIA context, the Site, the Proposed Development, and the scope of the ES. This is followed by the technical topics for each environmental discipline relevant to the proposals.
- **Environmental Statement Volume 2: Figures** – All figures referred to in each environmental technical topics in Volume 1 of the main text;
- **Environmental Statement Volume 3: Appendices** - Comprises the associated technical appendices which support each environmental topic within Volume 1; and
- **Environmental Statement: Non-Technical Summary (NTS)** (this document) - provides a concise summary of the ES identifying the likely significant

[3] Town and Country Planning (Environmental Impact Assessment) Regulations, 2017. Available online at: The Town and Country Planning (Environmental Impact Assessment) Regulations 2017
[4] https://www.legislation.gov.uk/uksi/2017/571/schedule/2

environmental effects and the measures proposed to mitigate, or to avoid the adverse effects of the Proposed Development.

2.1.8 In order to determine the scope of the EIA (i.e. the subject matters that are considered within the Environmental Statement), the EIA Regulations make provision for, but do not statutorily require, an applicant to request that the LPA provide a written opinion as to the information to be provided within the ES. A Scoping Opinion from Hinckley and Bosworth Borough Council was submitted on 21/02/2025 and a response from Hinckley and Bosworth Borough Council was provided on 28/03/2025. Copies of the request and response can be found in Appendix 1.2 and Appendix 1.3 respectively within Volume 3 of the ES.

2.1.9 The Scoping Opinion provided by Hinckley and Bosworth Borough Council agreed to receiving an ES covering the following environmental topics:

- Traffic and Transport;
- Air Quality;
- Noise and Vibration;
- Landscape and Visual;
- Biodiversity;
- Water Environment;
- Ground Conditions;
- Historic Environment;
- Socio Economics; and
- Cumulative Effects.

2.1.10 All these chapters, and the ES as a whole, have been prepared by specialists in their respective fields so to ensure the completeness and quality of the ES in accordance with the EIA Regulations and details of competency can be found within Appendix 1.2 (Volume 3) of the ES.

2.1.11 This NTS summarises the key findings of the EIA process for each discipline. Further in-depth information is presented in the full ES (Volumes 1-3).

2.2 EIA Methodology and the Environmental Statement

2.2.1 The purpose of an EIA is to identify, describe and assess the likely significant effects of a Proposed Development on the environment. This could be effects caused by impacts from the Proposed Development or existing conditions that could impact a proposed development.

2.2.2 ‘Impact’ can be described as the action taken, and the ‘effect’ is the following result of the action. Whilst each environmental discipline has slightly different ways of determining ‘significance of effect’, often, but not always, it can be gained by taking the ‘sensitivity’ of the resource/receptor and balancing that against the ‘magnitude’ of change (resource/receptor being the ‘item’ in question for example an ecological species or a representative viewpoint).

2.2.3 Significance is often considered on a scale, for example major, moderate, minor and negligible, with only certain levels of significance being considered ‘significant’ in EIA terms (generally major) although each environmental topic is guided by its own industry professional guidance for the assessment of significance. Table 1 below shows an example of how this can be achieved, however, it is important to recognise that each discipline sets out

its own criteria which are discussed within each of the technical chapters in the ES (Volume 1).

Table 1: Example degrees of significance based on magnitude/sensitivity

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

2.2.4 'Mitigation' is something that is put in place to avoid, minimise or manage negative environmental effects, many of which are purposely incorporated into the design of the proposals and are referred to as 'mitigation by design' or 'integral/embedded mitigation'. 'Additional mitigation' measures may also be proposed. 'Residual Impacts/Effects' are those that remain after any mitigation has been incorporated. Of particular relevance to the proposals is the length of any effects i.e. temporary or permanent; short-term or long-term.

2.2.5 The ES also responds to the requirement in the EIA Regulations to assess the 'Cumulative'/'In Combination' effects of the Proposed Development. Within EIA, cumulative effects are generally considered to arise from 'Inter-project Cumulative Effects' (the combined effects of development schemes which may, on an individual basis be insignificant but, cumulatively, have significant effects); and 'Intra-project Cumulative Effects' (the combined effect of individual effects on a single receptor where it is deemed potentially significant).

2.2.6 Given the nature and intended longevity of the Proposed Development, decommissioning has not been considered as part of the EIA. Accordingly, the EIA has focused on the potential likely significant effects of the Proposed Development during the construction and operational phases only.

2.2.7 The full ES, of which is summarised in this NTS, describes the current environmental conditions (known as the baseline); provides a description of the Proposed Development; and provides data to identify and assess any potential environmental effects which are likely to be of significance. Environmental effects have been evaluated with reference to definitive standards and legislation where available. Where it has not been possible to quantify effects, qualitative assessments have been carried out based on available knowledge and professional judgement.

2.2.8 The iterative design process has sought to avoid significant environmental effects where possible by the inclusion of 'mitigation by design' or 'embedded mitigation measures'. Where this has not been possible, additional mitigation measures have been suggested so to reduce likely effects as far as possible. Residual effects after mitigation is in place are then concluded.

2.3 Consultation and Engagement

2.3.1 Consultation and engagement with stakeholders have formed an integral part in the development of the Project and the EIA process. The following consultation and engagement activities have been undertaken for the Project:

- LCC Highways Pre-app submission 12th March 2024

- LCC Highways Pre-app response 27th March 2024
- Meeting with Head of Street Scene Services 10th April 2024
- Pre-app response submitted 17th April 2024
- Pre-app response received 18th July 2024
- Thornton Parish Council meeting – attended by MD Pallex 13th May 2024
- Bagworth Parish Council meeting – attended by MD Pallex 14th May 2024
- Bagworth Parish Council meeting – attended by MD 3rd March 2025
- Meeting with the Chief Executive Officer and Leader of the Council 17th January 2025
- Meeting with Councils Green Space Officer to discuss BNG offsetting 16th April 2025
- Meeting with Councils External Landscape Consultant 26th March 2025
- Meeting with Councils head of planning 6th February 2025.

2.3.2 In addition, individual technical leads consulted with Hinckley and Bosworth Borough Council or other stakeholders as set out in each chapter reported in the main ES (Volume 1).

2.4 Availability and Comments on the Planning Application

2.4.1 Once the Application has been registered, the ES and planning application documents will be available through the Hinckley and Bosworth Borough Council planning portal. Contact details are available on the Hinckley and Bosworth Borough Council website for further information. All documents should be publicly available for inspection at the Hinckley and Bosworth Borough Council office:

Hinckley and Bosworth Borough Council

Hinckley Hub

Rugby Road

Hinckley

Leicestershire

LE10 0FR

Telephone: 01455 238141

Hinckley and Bosworth Borough Council Planning Portal: https://www.hinckley-bosworth.gov.uk/info/200249/view_planning_applications_and_decisions/719/view_and_comment_on_a_planning_application

2.4.2 Alternatively, the ES may be purchased from Envance, the costs for which are set out below:

Volume 1: Main Text £100

Volume 2: Figures £100

Volume 2: Appendix - £150

Non-Technical Summary (NTS) - Free of charge

Digital copies of the above documents on a CD - £10.

2.4.3 For copies of any of the above, please contact Envance at:

Unit 9 Acorn Business Park

Heaton Lane

Stockport

United Kingdom

SK4 1AS

2.4.4 Comments on the planning applications should be directed to the Hinckley and Bosworth Borough Council Planning Department, and not to Envance, the Applicant or technical team that have contributed to the planning application.

3. Planning Policy Context

3.1 Background

3.1.1 The following section provides a summary of the key planning policies in which a planning application of this nature will be considered against. Further information can be found in the Planning Statement which accompanies the planning application and Chapter 6 of the ES (Volume 1).

3.2 National Policy

3.2.1 National Planning Policy is provided in the National Planning Policy Framework (NPPF)[5], published in 2012 and revised in December 2024, which sets out the Government's planning policies for England and how these are to be applied. The NPPF is supported by the National Planning Practice Guidance (NPPG)[6].

3.2.2 Paragraph 2 of the NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

3.2.3 Paragraph 11 of the NPPF establishes a presumption in favour of sustainable development. It explains that in the context of decision taking, this means:

- approving proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - i. the application of policies in this Framework that protect areas or assets of particular importance[7] provides a strong reason for refusing the development proposed; or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

3.2.4 Paragraph 85 of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

3.2.5 Paragraph 88 of the NPPF states that planning should support the sustainable growth and expansion of all types of business and enterprise in rural areas.

3.2.6 The NPPF sets out a range of policies covering environmental aspects relevant to this ES.

[5] https://www.gov.uk/guidance/national-planning-policy-framework
[6] https://www.gov.uk/government/collections/planning-practice-guidance

3.3 Local Planning Policy

3.3.1 The Local Development Plan for Hinckley and Bosworth Borough Council consists of the:

- Core Strategy – December 2009; and
- Site Allocations and Development Management Policies DPD[7] (SADMP).

3.3.2 The Local Development Plan covers the period 2006-2026. The plan period only has a year to run, and the strategy and policies established within were not designed to meet the development needs after this period. Consequently, the policies in the plan need to be read accordingly and the degrees of weight given to the policies will correlate with their consistency with the policies in the National Planning Policy Framework (NPPF).

3.3.3 Hinckley and Bosworth Borough Council are in the process of reviewing their local development plan. The Regulation 18 consultation was held between July and September 2024, and it is understood that the Council are currently reviewing the implications of the changes to national policy which came into force in December 2024 on the emerging plan.

3.3.4 Whilst the emerging plan currently holds limited weight owing to its relative early stage in production, it is relevant to note that the Site has been identified as a draft employment allocation with the potential of meeting the strategic B8[8] requirements.

[7] Hinckley and Bosworth Borough Council, 2016, Site Allocations and Development Management Policies DPD. Available online at Site Allocations & Development Management Policies DPD | Hinckley & Bosworth Borough Council

[8] The Town and Country Planning (Use Classes) Order 1987

4. Need and Alternatives Considered

4.1 Introduction

4.1.1 This section provides a summary of the need for the Proposed Development and the main alternatives considered by the Applicant during the project development and EIA process. As part of the EIA process, the Applicant considered alternatives for the selection of the Site, its scale, alongside alternative design and layout options and chose the most appropriate taking into consideration both the operational needs and environmental constraints.

4.2 Need

4.2.1 The proposed distribution hub is proposed to provide a new home for Pall-Ex Group. Pall-Ex Group is one of the UK's leading palletised freight distribution networks. It forms the largest overall collection of members within the UK. Pall-Ex Group distributes thousands of consignments every day, through its 130+ network of shareholder members, from a range of industries around the UK and throughout the globe.

4.2.2 Over the past few years, the Pall-Ex Group has experienced a period of substantial growth and the company has ambitions to develop and grow significantly.

4.2.3 Pall-Ex Groups main hub is located to the north east of the Site, on the opposite side of the junction of Wood Road and Station Road (see Figure below). They have outgrown the existing hub and it is not fit for their future (in addition to the existing hub not being designed to meet the unique operational requirements of Pall-Ex which reduces their efficiency) and the larger scale of the Proposed Development would increase the number of crates they can process from 9,000 to 27,000 a day.

4.2.4 Pall-Ex have been searching for a new home for four years. An extensive search, assisted by

the industrial agency team at Harris Lamb, was repeatedly hampered because of their unique operational requirements that made them uncompetitive in the open market. This led to the Site being identified to deliver a design and build in conjunction with the Applicant.

4.2.5 Delivering the new national hub for Pall-Ex will deliver a number of economic benefits for the local/regional economy, including:

- retention of Pall-Ex and the existing 270 jobs it currently creates;
- generate an estimated 169 - 456 construction related jobs and up to 534 Full-Time Equivalent jobs with scope to generate more as the company continues to expand;
- a c. £60-70m build programme, which will secure jobs and spend in the supply chain.
- training opportunities through the construction phase;
- training opportunities through the operational phase;
- the charitable exploits undertaken by Pall-Ex in the local community; and
- the Proposal will move Pall-Ex's hub across administrative boundaries into Hinckley and Bosworth, creating a large rates receipt.

4.2.6 The Site has been chosen because of its size, proximity to current operational centres of Pall-ex, consideration of environmental value of the majority of the footprint of the Site (e.g. low value agricultural land) and access to strategic road network. Furthermore, the Site is an appropriate location for the staff in nearby operational centres and nearby populations (Coalville, Ibstock and Bagworth) for local employment.

4.2.7 Planning policies[9] are relevant to the principle of development which seek to direct employment development to the sites within settlement boundaries and/or previously developed land in the first instance, but it does not exclude the delivery of employment proposals on greenfield sites outside of the settlement boundaries, subject to meeting the criteria within it. Local policy also supports the development of proposals that will significantly contribute to economic growth and job creation, subject to meeting the criteria in it.

4.2.8 Further information on the need for development can be found in the Planning Statement and Design and Access Statement which accompanies the planning application.

4.3 Alternatives

4.3.1 This is the only location that has been explored which meets the unique requirements of the Applicant's operation following a sequential assessment undertaken with HLPC the details of which can be found within the planning application documentation. The Site has been chosen because of its size, proximity to current operational centres of the client, consideration of environmental value and access to strategic road network.

4.3.2 The Site is an appropriate location for the staff in nearby operational centres and nearby populations for local employment, including Coalville, Ibstock and Bagworth. In addition, this Site is in a location where the Applicant has control of the land to deliver the scheme upon approval.

[9] DM4 and DM20 of the SADMP

4.3.3 The design of the Proposed Development has considered the environmental constraints and opportunities of the Site which has influenced the iterative EIA and design process.

4.3.4 The operational requirement of the Proposed Development necessitates the removal of some woodland although as far as possible the development has been sited on low value habitats with the access located where pylons have necessitated management of habitats underneath limiting woodland loss. The requirements of a safe visibility splay at the access point from Station Road necessitates removal of hedgerow and a tree.

4.3.5 Through early stages of the design process using environmental desktop reviews, interim assessments of the emerging Proposed Development, input from environmental specialists and baseline surveys has influenced the design of the Proposed Development. This design process has enabled the team to identify appropriate mitigation measures and incorporate those measures into early design.

5. Project Description

5.1 Site Context

5.1.1 The Site is approximately 14.64 ha in extent and located within the administrative area of Hinckley and Bosworth Borough Council.

5.1.2 The Site largely comprises of an arable field (assessed as grade 3b Agricultural Land Classification[10]) with native hedgerows and narrow field margins. Clay Quarry Wood, a plantation broadleaved woodland, planted around the year 2000 with private fishing ponds, is located around the arable field. Prior to that the Site was under agricultural management for at least a century.

5.1.3 The Proposed Development will require creation of an access road through the plantation woodland, utilising the existing forestry track where vegetation has been managed under existing pylons to minimise loss of woodland as far as possible.

5.1.4 The Site is located close to existing residential and commercial areas of Ibstock, Ellistown, Battram, Bagworth and Bardon Hill. Station Road is a single carriageway located in a north-west to south direction and acts as arterial road connecting Bagworth to the towns of Bardon Hill and Ibstock. To the northeast of the Site Wood Road (the B585), connects to the A4511 Barton Road and A4511 Shaw Lane.

5.1.5 The Site is located in proximity to the Applicant's existing Palle-ex site at Victoria Road, Ellistown. It is understood that no noise complaints have been received from nearby residences with respect to the existing operation. A new large distribution centre for Aldi foodstores[11] is in the advanced stages of construction a short distance further southwest along Wood Road. Also, the local area is at the southwest fringes of an existing proliferation of similar storage and distribution type facilities at Bardon Hill and a commercial area including a recycling operation to the southwest of the Site.

5.1.6 Within the wider landscape there is one Grade II Listed Building comprising Pickering Grange Farmhouse. There are no World Heritage Sites, Grade I Listed Buildings, Registered Parks and Gardens or Registered Battlefields of historic or archaeological importance were identified within the 5 km of the Site.

5.1.7 The Site is not situated within, or adjoining, national or local statutory landscape designations, and is not situated within a locally designated special landscape area of high landscape value. The Site is situated to the south-southwest of an extensively developed zone which includes large employment units, brick manufacturing plant, clay mineral extraction, process facilities solar Photo-Voltaic (PV) farms and a main trailway line running between Leicester and Burton upon Trent (via Coalville). The wider type developments stand at a range of 18-25 m in overall height, with built form associated with mineral operations and brick manufacturing of similar size in height to that proposed.

5.1.8 There are no statutory protected sites for nature conservation identified within proximity to the Site. A candidate Local Wildlife Site (Bagworth, Clay Quarry Wood Pond) is located adjacent to the Site.

5.1.9 The Site does not fall within an Air Quality Management Areas (AQMAs) with the nearest

[10] See the Amet (2025) Land Classification Assessment report which accompanies the planning application
[11] Hinckley and Bosworth Borough Council planning application reference 20/00224/FUL.

AQMA to the Site located at Copt Oak AQMA c. 5.1 km northeast of the Site.

5.1.10 The Site has a 'low probability' of flooding and is within Flood Zone 1[12] (the majority of the Site has a very low risk of surface water flooding with an annual probability of flooding of less than 1 in 1000 years (0.1 %)). A number of secondary flooding sources have been identified which may pose a low risk to the Site. These are:

- Surface Water (pluvial) Flooding; and
- Sewer Flooding.

5.1.11 The risk of flooding from all sources is considered to be low or not significant.

5.1.12 Further details of the baseline conditions of the Site can be found in the main ES (Volumes 1-3).

5.2 The Proposed Development

5.2.1 The Applicant will submit a full planning application for the erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping at the Site.

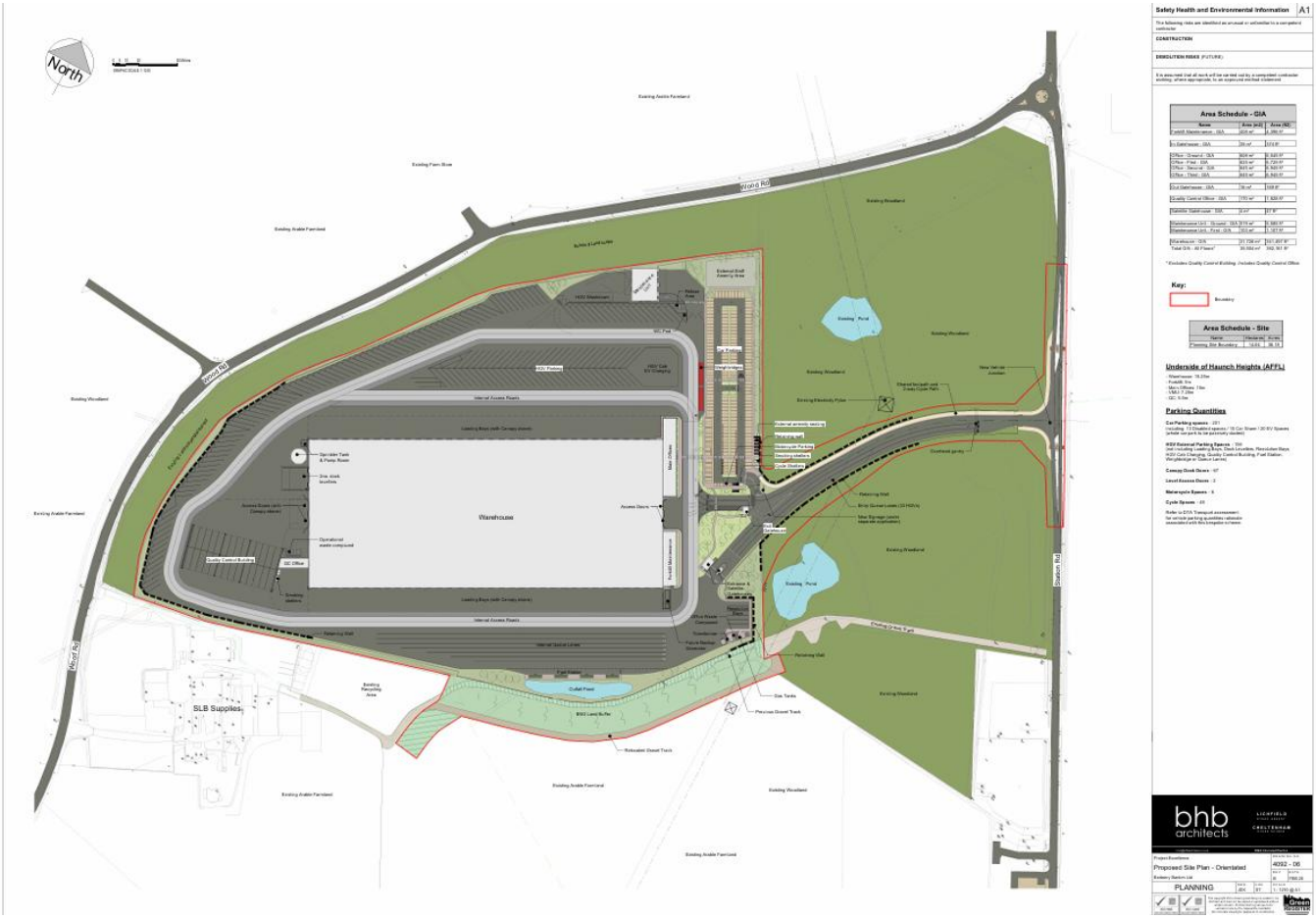
5.2.2 The Application is based on the following plans which can be found with the planning application documentation and relevant copies have been provided in the ES (Volume 2):

- 4092 - 02E - Proposed Block Plan
- 4092 - 06B - Proposed Site Plan – Orientated
- 4092 - 08C - Warehouse Plant Deck – Plans
- 4092 - 11K - Warehouse – Plan
- 4092 - 12H - Main Office - Floor Plans
- 4092 - 13G - Fence & Barriers Plan
- 4092 - 14D - Warehouse Roof Plan
- 4092 - 15D - Forklift Maintenance - Plans & Section
- 4092 - 25F - Main Office – Elevations
- 4092 - 26H - Warehouse – Elevations
- 4092 - 27 - Waste Compounds - Detailed Study
- 4092 - 29 - Cycling Shelter - Detailed Study
- 4092 - 33 - Smoking Shelter - Detailed Study
- 4092 - 35G - Proposed Site Section
- 4092 - 36C - Warehouse – Section
- 4092 - 40F - Maintenance Unit - Floor Plans
- 4092 - 41C - Maintenance Unit – Elevations

[12] https://environment.data.gov.uk

- 4092 - 42A - Incoming Gatehouse
- 4092 - 43A - Outgoing Gatehouse
- 4092 - 44B - Quality Control Office - Plans & Elevations
- 4092 - 45D - Quality Control Building - Plans & Elevations
- 4092 - 46A - Satellite Gatehouse
- 4092 - 50C - Indicative Proposed 3D Visuals

5.2.3 The Proposed Site Plan is shown below and copies to scale can be found within the ES and planning application documentation.



5.2.4 The fundamental principle behind the layout was the safe access to and from the Site to the existing road network, the specific requirements of heavy goods vehicle HGV palletised freight to be able to access buildings and safe orienteering around the Site together with minimising environmental impact but exploiting gaps within the existing plantation woodland.

5.2.5 In addition, there will be managed yards, HGV parking, ancillary parking for office parking, landscaping, noise attenuation fencing and security fencing. The roof of the warehouse will have capacity to receive solar panels to support with the intention to attain BREEAM Excellent[13] for the Site.

[13] https://breeam.com/about/how-breeam-works

5.2.6 The provision of green infrastructure is an integral part of the Proposed Development and are primary mitigation measures to minimise the impact of the Proposed Development on landscape character and visual amenity. The green infrastructure proposals have included the following principles.

5.2.7 Contribution to the wider green infrastructure network is provided by retaining hedgerows and optimising the retention of Clay Quarry Wood by using open rides through the woodland to minimise loss of woodland. Hedgerows and woodland are maintained to provide connectivity to wider areas of habitat such as Bagworth Heath Wood Country Park and extensive woodland found at Grange Wood and Common Hill Wood, all situated locally to the Site.

5.2.8 Through the planning process, measures will be put in place with regard to the on-going management of the on Site green infrastructure through the Biodiversity Gain Condition as required by the Environment Act (2021)[14] and where required a Habitat Management and Maintenance Plan (HMMP) which will be controlled by planning condition(s).

5.2.9 The HMMP will set out various management regimes for all the green infrastructure (e.g. retained and new habitats) to ensure their initial establishment and their ongoing maintenance and aftercare for at least 30 years. This will be prepared as part of a planning condition and subject to agreement with the Local Planning Authority as required by the Environment Act 2021.

5.2.10 Surface water precipitated on to the building's roof and concrete service yards shall be collected in underground pipework and attenuated into below ground storage crates and above ground basins. The above ground basins will naturally filter the water prior to being discharged under a restricted flow.

5.2.11 Service yard drainage will pass through a suitably sized petrol interceptor prior to being discharged into the attenuation system described above. All car parking areas shall be drained through permeable Tarmacadam to filter out impurities which is a recognised SUDs system. Drainage to soft landscape areas will use suitably sized filter drains which will discharge to catch pits prior to being released into the open storage basins. Filter drains will be positioned in relation to the designed planting scheme.

5.3 Construction Timings

5.3.1 The construction of all aspects of the Proposed Development is subject to the final project design and potential environmental constraints. Construction is expected to last approximately 12 months. For the purpose of the EIA, it has been assumed that construction of the Proposed Development would commence on Site in Q4 2025 with the Proposed Development operational by Q1 2027.

5.3.2 Early construction process would involve earthworks and surface levelling. A Site compound would be set up to provide Site office, welfare facilities, storage cabins and external materials setting down areas. The location of the compound is likely to change throughout the construction programme to best accommodate the works being carried at the time. It is anticipated that the Site compound would be hard-surfaced, security fenced with CCTV cameras and external temporary lighting for use during hours when illumination falls below safe working levels and for security. The temporary lighting will adhere to best practice

[14] https://www.gov.uk/guidance/understanding-biodiversity-net-gain

guidance outlined in Guidance Notes for the Reduction of Light Pollution.

5.3.3 An Outline Construction Environmental Management Plan (Outline CEMP) has been produced and accompanies the ES (Volume 3) to ensure likely significant effects that may arise from the construction of the Proposed Development are actively managed and reduced to an acceptable level. The final Detailed CEMP is expected to be discharged through a planning condition and will evolve as the project progresses and will reflect the final construction programme. As such the Outline CEMP will require updating prior to the commencement of any construction activities. The contractor will be required to produce and submit a more detailed CEMP that is cognisant of the proposed construction activities, equipment and plant usage and environmental monitoring plan for the Proposed Development.

5.3.4 The Detailed CEMP will be specific, targeted, and 'stand-alone' plans developed to support the detailed design and construction methodologies established during the next phase of the Proposed Development. The Detailed CEMP will be provided to Hinkley and Bosworth Borough Council for consultation and approval in advance of any construction works on Site.

6. Summary of Environmental Effects

6.1 Traffic and Transport

6.1.1 This assessment has also been carried out in accordance with Institute of Environmental Management and Assessment Guidelines for Environmental Assessment of Traffic and Movement.

6.1.2 The proposed Site is accessed from Station Road is a single carriageway and subject to a 40 mph speed limit which decreases to 30 mph south of the Bagworth village sign. 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.

6.1.3 There is a network of Public Right of Ways (PROWs) accessed off Station Road, south of the existing Pall-Ex unit.

6.1.4 The nearest bus stops are located approximately 350 m north-west of the Proposed 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.

6.1.5 The assessment of the Traffic and Transport effects of the Proposed Development in terms of effects on severance and increases in fear and intimidation, pedestrian amenity, pedestrian delay, and increase in driver delay was undertaken. This has been based upon a range of information sources and includes baseline surveys and computer models.

6.1.6 During construction there would be a short-term increase in traffic flows, particularly Heavy Goods Vehicles (HGVs), associated with material deliveries and this would be effectively managed by a Construction Traffic Management Plan. With these mitigation measures in place, the likely residual effect on Traffic and Transport would be negligible (not significant).

6.1.7 The Transport Assessment (Appendix 7.1; Volume 3) for the Proposed Development sets out the baseline surveys and traffic modelling which provides the data to allow the environmental impact assessment to be completed. The assessment considers the effects of the Proposed Development on Traffic and Transport for a future year of 2030 which is five years following submission of the planning application. Environmental assessment considers the following issues relating to Traffic and Transport: severance and increases in fear and intimidation, pedestrian amenity, pedestrian delay, and increase in driver delay.

6.1.8 The assessment found that the likely residual effect on Traffic and Transport would be negligible (not significant) for pedestrian amenity, pedestrian delay and increase in driver delay. There would be a moderate adverse effect on severance and increase in fear and intimidation.

6.1.9 Cumulative effects have been considered. The cumulative effects of the proposed Aldi National Distribution Centre have been specifically considered. The 2030 baseline + Committed Development scenario included traffic flows associated with the Aldi National Distribution Centre. TEMPro growth have been applied to the 2030 future baseline to account for wider committed development schemes in the area. No significant cumulative effects are predicted.

6.1.10 The overall statement of significant during the construction phase would be negligible (not significant) and during the operational phase would be negligible (not significant) on pedestrian amenity, pedestrian delay and increase in driver delay and moderate on severance

and increase in fear and intimidation.

6.2 Air Quality

6.2.1 This assessment has been carried out in accordance with relevant professional guidance for assessing impacts on air quality and undertaken by Air and Acoustics Ltd with technical staff having suitable competency and experience to carry out the relevant work.

6.2.2 The effects of construction of the Proposed Development were assessed by categorising the Site with regard to earthworks, construction, and trackout activities. This classification was compared with the surrounding environment and relevant guidance to determine the magnitude of the risk of dust arising from construction activities. The operational effects of construction traffic were assessed by a screening assessment against the relevant nationally recognised thresholds.

6.2.3 The operational effects of increased traffic were assessed by predicting the concentrations of relevant pollutants at nearby houses and ecological sites, using defined inputs in an atmospheric dispersion model. The degree of pollutant level change is then compared to nationally recognised thresholds for human and ecological receptors, to determine the overall effect.

6.2.4 The Site not located within an Air Quality Management Area (AQMA), it is however located c. 5.1 km from the Copt Oak AQMA declared for exceedances of the Nitrogen Dioxide (NO_2) annual mean objective and is considered within the ES chapter. The air quality monitoring carried out closest to the Site shows a general compliance of the NO_2 annual mean objective, NO_2 1-hour mean objective and PM_{10} 24-hour mean objective, for the last five years of available data. The air quality monitoring near to the Site shows a complete compliance with the Particular Matter (PM_{10}) annual mean objective and $PM_{2.5}$ annual mean limit.

6.2.5 During construction, there is a risk that existing properties may be affected by dust generated by the activities on Site. During construction it would therefore be necessary to apply a package of mitigation measures to minimise dust emissions, such as damping down and covering vehicles delivering to and exiting from the Site. The Outline CEMP provides mitigation measures for these anticipated effects. The residual effects for construction activities would likely be not significant.

6.2.6 When the Site is completed and becomes operational, there will be an increase in road traffic on nearby roads. Modelled human receptors near the impacted roads are projected to comply with the national annual standards in 2030. The increases in concentrations of the key pollutants are deemed likely to be at worst slight (adverse) and not significant and no mitigation is necessary. The residual effects for the completed development would likely be not significant. Modelled ecological receptors near the impacted roads are projected to see an increase in pollutants which would likely lead to increases in nitrogen and acid deposition. An assessment of significance on ecological receptors should not be made by the project air quality consultants and has been considered in the Biodiversity chapter of the ES (Volume 1-3).

6.2.7 When considered in conjunction with cumulative developments, when the Site is completed and becomes operational, there will be an increase in road traffic on nearby roads. Modelled human receptors near the impacted roads are projected to comply with the national annual standards in 2030. The increases in concentrations of the key pollutants are deemed likely to be, at worst moderate (adverse) and not significant and no mitigation is necessary. The residual effects for the completed development would likely be not significant.

6.2.8 The overall impacts of the Proposed Development on air quality are considered likely to be not significant.

6.3 Noise and Vibration

6.3.1 The Noise and Vibration Chapter has been prepared by Hepworth Acoustic Ltd, which is an independent acoustics consultancy, a member of the Association of Noise Consultants. with all technical staff being full members of the Institute of Acoustics, hence with suitable competency and experience to carry out the relevant work.

6.3.2 The assessment has been carried out in accordance with the provisions of a number of relevant British Standards and other guidance documents. These have been used to determine appropriate criteria and metrics against which to evaluate the magnitude of potential impacts.

6.3.3 The baseline noise conditions at the Site have been surveyed. This has demonstrated that the Site is located in the vicinity of existing developments of a similar type to that proposed, and that the existing noise climate is typically a mix for commercial and transportation type noise sources, albeit that baseline noise levels are lower during the night.

6.3.4 During the construction phase of the Proposed Development, some noise impact is likely at times, although this will be variable. It is anticipated that, without appropriate mitigation, construction noise may give rise to a short-term adverse noise effect of moderate significance during periods where particularly noisy activity is taking place at the closest points to nearby noise-sensitive properties. For the majority of the time, however, it is anticipated that any temporary adverse effect will be of minor or negligible significance. Construction vibration is generally anticipated to give rise to a negligible impact.

6.3.5 During operation, additional road traffic on the surrounding network attributable to the Proposed Development is expected to give rise to an adverse effect of slight significance at any noise sensitive receptors exposed to existing noise from the surrounding highway network.

6.3.6 In terms of noise generating activity on the Proposed Development site during operation, it is anticipated that noise emissions from any fixed plant may be readily controlled to ensure adverse effects of no more than slight significance. Noise from mobile noise sources such as HGVs and fork-lift trucks may, during periods of operation capacity during the night-time, give rise to adverse impacts of up to moderate or major significance, without incorporation of any additional mitigation measures.

6.3.7 Potential impacts will mainly be controlled by way of mitigation measures. Construction noise and vibration will be controlled by way of best practicable means, to be set out in the Detailed Construction Environmental Management Plan (CEMP).

6.3.8 Operational noise on the Site will be controlled in the first instance by way of efficient design and layout, both in terms of fixed plant and mobile noise sources. Additional noise control may be achieved by way of appropriate measures and apparatus applied to fixed plant as necessary, physical acoustic barriers to key sections of the Site perimeter and implementation of effective noise management procedures.

6.3.9 Suitable additional mitigation measures, where required, may be readily controlled by use of standard planning conditions.

6.3.10 In terms of residual effects, with suitable additional mitigation measures in place, for the majority of the time it is anticipated that any adverse construction noise and vibration effect

will be of minor or negligible significance and not significant.

6.3.11 During the operational phase, with suitable additional mitigation measures in place, noise impacts associated with the Proposed Development will be of slight to moderate adverse significance and not significant.

6.3.12 In terms of cumulative impacts, none are anticipated in terms of construction noise and vibration. During the operational phase, some small cumulative impacts may occur however it is anticipated that the cumulative effect will remain one of no more than slight to moderate adverse significance and not significant.

6.4 Landscape and Visual

6.4.1 This assessment has been carried out in accordance with relevant professional guidance for assessing impacts on landscape and visual impacts and undertaken by Blade with technical staff having suitable competency and experience to carry out the relevant work.

6.4.2 The Landscape and Visual assessment considers the likely effects of the Proposed Development on the landscape character, designated landscapes and visual receptors, such as people in the public domain, travelling along roadways, cycling and walking along Public Rights of Way, and how this scheme might affect the visual amenity of residential receptors.

6.4.3 The methodology for this assessment was agreed with the Local Planning Authority, and the selection of representative viewpoints for assessment consulted and agreed with the Local Planning Authority's externally appointed Landscape Consultant.

6.4.4 The Site is not located in any national or local landscape designations and is not considered (through this assessment) to be a Valued Landscape. The Site is sandwiched within a woodland tree canopy along its boundaries and set within a landscape that has a well-wooded and tree'd characteristic. This existing landscape fabric, combined within the undulating landform typical of the host landscape area leads to constrained views of the Site, although there are some higher and open locations nearby with wider views. The Site is situated near to Ellistown and Ibstock, and there are villages and a limited network of local roads throughout the assessment area.

Landscape Assessment

6.4.5 In terms of National landscape character, the Site is located wholly within the National Character Area (NCA) 71: 'Leicestershire and South Derbyshire Coalfield'.

6.4.6 Locally, the Hinckley and Bosworth Borough Landscape Character Assessment (LCA) (September 2017) finds the Site to be situated within the LCA B: Charnwood Fringe.

6.4.7 The Site forms a single field parcel and portion of a woodland block adjacent to the Bagworth Urban Character Area within the wider Landscape Character Area.

6.4.8 Typically, the LCA B: Charnwood Fringe is noted for a number of key features, including:

- *"Gently undulating landform with small plateaus on higher ground and rising to the adjacent Charnwood Forest area to the east.*
- *Contrast between areas which are visually open and enclosed depending on the elevation of the landscape and the presence of woodlands and vegetation.*
- *Part of the National Forest and Charnwood Forest with areas of new woodland plantations associated with former industrial areas.*

- *Predominantly rural landscape with arable and rough set-aside, influenced by industrial/urban features such as masts, poles and pylons."*

6.4.9 In a local context, the openness and visibility within the LCA is described as being varied with "changing topography and presence of vegetation, with the landscape more enclosed in the lower lying areas and where hedgerows and woodlands successively combine to create a well-vegetated appearance, whilst there are longer distance panoramas possible from the higher levels". This is reflective of the receiving environment of the Site for the Proposed Development.

6.4.10 A detailed landscape assessment was undertaken for the Site, and through consideration of the local environment within which the Proposed Development is to be executed within. The topography and woodland within which the Site is sandwiched restricts local views and prevents inter-visibility between nearby villages and wider landscape.

6.4.11 The Site ('direct effects') would benefit from the proposed mitigation measures including the retention of the existing strong landscape framework to the west, north, and east of the Site, combined with the enhancement of the southern boundary with new woodland planting as well as new hedgerow, tree a neutral grassland planting to the other Site boundaries which would have begun to mature by Year 15 would increase the containment of the Site and aid in the proposed scheme's assimilation into its landscape context.

6.4.12 In relation to the effects of the Proposed Development on the wider landscape character resources ('indirect effects'); the maturation of mitigation planting including the new characteristic woodland planting will further enclose the Site to the south and aid in filtering views of the Proposed Development by Year 15. Whilst the effects nearest to the Site would be adverse, it is judged that the residual effect would diminish rapidly with distance from the Site.

Visual Assessment

6.4.13 A visual assessment was carried out based on a series of viewpoints, selected to illustrate the varying visibility across the Site and from potential viewpoints. To aid the accuracy of this assessment, a number Wire Line Analysis plans were prepared, as well as accurate Visual Representations. The locations of these viewpoints were agreed through consultation with the Local Planning Authority's externally appointed Landscape Consultant. This concluded that views from the existing residential areas are largely restricted by woodland and/or topography, with the exception of properties to the south nearest the Site, and those within the nearby village of Bagworth.

6.4.14 Views from public highways and rights of way were also considered, and whilst the Site's interior is not readily seen, it is likely that the upper sections of the new warehouse building would be glimpsed and seen in part against intervening woodland tree canopies. The landform internally to the Site also affords inherent screening for aspect of the scheme being proposed. Other views would be filtered by intervening woodland, tree belts, hedgerows and hedge line trees, although there are some distant views over agricultural land.

6.4.15 A range of views of the Proposed Development would occur from the existing roads, footpaths and bridleways situated within or immediately adjacent to the Site. There would be significant adverse visual effects during initial construction works from limited locations of the B585 Wood Road and Station Road (where the development being built out would be seen), as well as from those Public Rights of Way to the south and within the nearest settlement of Bagworth (where direct views are possible). However, the majority of views from these

locations would ultimately experience minor beneficial impacts due to the proposed enhancement of the landscape, and where there would be the retention of the mature trees and woodland belt which enclose the Site.

6.5 Biodiversity

6.5.1 This Chapter addresses the ecological impacts of the Proposed Development and has been prepared using data provided by Harris Lamb Property Consultancy (HLPC) with the assessment and supplementary data gathered by Envance with suitable competence and experience to carry out the relevant work.

6.5.2 The Site is dominated by an arable field partly surrounded by a plantation woodland which was largely planted sometime around the year 2000. Arable fields, on which the majority of the Proposed Development has been targeted, have a low species diversity and are common across the landscape and considered to be of importance to nature conservation at a Site level only. Native hedgerows were present along the majority of the field boundaries and have been retained as far as possible. Native hedgerows qualify as a habitat of principal importance under Section 41 of the NERC Act (2006) and are an important habitat network at a local level.

6.5.3 The plantation woodland is considered to be replaceable as, reviewing historic mapping, the woodland appears to have been largely created within the last 25 years. However, it provides an important function for habitat connectivity and is considered to be of significance to nature conservation as a whole at a Site level. A small proportion of the woodland has been identified as a Priority Habitat (deciduous woodland) but appears on historic maps to be no more than 40 years old. However, it provides an important function for habitat connectivity and is considered to be of significance to nature conservation as a whole at a local level. The neutral grassland and scrub habitats within the woodland appears to have been managed to allow access through the woodland and maintain the habitats at a low level under the existing pylons. This habitat also appears to have been created in the last 25 years and is considered to be of significance to nature conservation at a Site level.

6.5.4 No internationally designated sites for nature conservation were recorded within 10 km of the Site. No nationally designated sites for nature conservation were recorded within 2 km of the Site. Bagworth Clay Pit Wood Pond candidate LWS is located c. 55 m east of the Site boundary and is within a National Forest plantation woodland. It is a pond is considered to be of no more than local significance to nature conservation.

6.5.5 Water environmental DNA (eDNA) analysis in 2024 of ponds within 250 m of the Site did not detect the presence of great crested newt with the exception of P1 adjacent to the Site. Whilst this pond returned a positive result for great crested newt upon completion of standard presence/absence surveys for great crested newt conducted in 2025 no great crested newts were found. The low number of positive replicates reported by the lab for the positive eDNA test result and the absence of great crested newts using traditional survey methods mean the great crested newts are not considered a receptor with respect to the Proposed Development. Smooth newts were recorded, and an amphibian underpass is proposed under the new access road to facilitate continued connectivity between P1 and wider ponds in the landscape.

6.5.6 Reptile survey identified a small population of grass snake largely associated with the arable field edges adjacent to woodland and it is likely that they use this area for basking. A Reptile Method Statement will be required during the construction period and new habitats will be created within the Site to support the continued use for the local reptile population.

6.5.7 A breeding bird survey was undertaken and recorded a low diversity and abundance of lowland farmland breeding birds that are typical of the habitats present. The habitats to be created on Site together with artificial nesting provision to be included within the new buildings will retain habitat value to a range of bird species post-development. Bespoke mitigation off Site will be required for skylark to be secured under planning condition.

6.5.8 Trees to be felled were considered to have no more than negligible to low bat roost potential. A suite of bat activity surveys were undertaken in 2024 and low numbers of common bat species with a national distribution were recorded using the Site for foraging and commuting. A lighting scheme has been devised to minimise light spill onto retained habitats and new habitats will continue to provide foraging and commuting habitat for bat species in the local area.

6.5.9 Habitats within the Site were considered suitable to support hedgehog and brown hare albeit no confirmed presence was recorded. A small, recently introduced stand of Japanese knotweed, an invasive species was recorded within the plantation woodland east of the Site and will require a suitable method statement to eradicate this non-native species from the Site and minimise the risk of reinfection both at the construction and operation phases.

6.5.10 No likely significant effects greater than a Local Level are anticipated to arise from the Proposed Development. Potential effects without mitigation during construction includes; impacts arising from uncontrolled pollution events, loss of habitats during construction, risk of direct mortality, injury or disturbance to protected species identified on Site or with a risk of becoming established on Site during the construction period. Mitigation will be delivered either inherent in the design or as 'additional mitigation' as follows:

- Delivery of on Site and off Site habitat creation to meet the legal obligation of a minimum 10 % Biodiversity Net Gain in respect of habitats and hedgerows and controlled via the Biodiversity Gain Condition.
- Construction of an amphibian underpass.
- A Detailed Construction and Environmental Management Plan (CEMP), Drainage Strategy detailing pollution prevention measures necessary to mitigate against pollution effects during the construction and operation of the Proposed Development; details of fencing to prevent accidental incursions into sensitive areas, appropriate lighting; appropriate timings of works to avoid impacts to protected species, pre-construction checks by an appointed Ecological Clerk of Works.
- Works during construction to minimise risks to protected species that are highly mobile and works undertaken under species-specific method statements where needed.
- A Habitat Management and Maintenance Plan to detail how new habitats will be create and managed for 30 years to deliver 10 % or more BNG in respect of hedgerows on Site and an appropriate Biodiversity Gain Site to ensure delivery of a minimum 10 % BNG in respect of habitats off Site. Early discussions with the LPA have identified a potentially suitable site within the local authority area for delivery of Site BNG.

6.5.11 The above mitigation can be controlled via conditions attached to planning consent. Based on the survey work undertaken to date the Proposed Development and embedded and additional mitigation (if secured though appropriate planning conditions) will not result in a significant impact either alone or in combination with known schemes within the area.

6.5.12 The Air Quality assessment identified a potential impact arising from traffic related air quality at one point adjacent to the M1 motorway approximately 12 km from the Site where the M1 motorway passes Oakley Woodland Site of Special Scientific Interest (SSSI). As such the ES includes an intra-project cumulative impact assessment.

6.5.13 Oakley Vale SSSI is designated at a national level for its ancient woodland habitat. Drawing on the identified guiding documents for assessing air pollution of similar woodlands, the extent of predicted air quality impacts is not considered likely to meet the significant change threshold (>10 %) to woodland composition/structure.

6.5.14 Taking into consideration that the reported threat to Oakley Wood SSSI is not currently related to air quality impacts and the limited extent of the SSSI which will be potentially exposed the pollutant when taking into consideration the existing M1 highway vegetation screen planting, the predicted change in air quality at Oakley Wood SSSI is considered not to be significant.

6.6 Water Environment

6.6.1 The Water Environment chapter was written TierUK and by member of the British Hydrological Society and a Member of the Chartered Institute of Water and Environmental Management (CIWEM) and suitable competency and experience to carry out the relevant work.

6.6.2 This Chapter of the ES considers the likely significant effects of the Proposed Development on the Water Environment including the following:

- flood risk;
- surface water quality (watercourses [rivers and canals]; reservoirs, lakes and ponds; and wetlands);
- flood risk management; and
- land drainage.

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

6.6.4 The assessment covers the construction and operational phases of the Proposed Development and identifies aspects that have the potential to affect the existing baseline situation.

6.6.5 A Flood Risk Assessment (FRA) is provided in the ES (Appendix 12.1; Volume 3). The FRA uses data supplied by the Environment Agency to assess the flood risk to the Site and the impact of the Proposed Development on flood risk.

6.6.6 The Site is not at risk of flooding from a major source (e.g. fluvial and/or tidal). The Site has a 'low probability' of fluvial/tidal flooding as the Site is located within Flood Zone 1 with less than a 1 in 1000 annual probability of river/tidal flooding in any year (<0.1 %). A number of secondary flooding sources have been identified which may pose a low risk to the Site. These are:

- Surface Water (pluvial) Flooding; and

- Sewer Flooding.

6.6.7 The risk of flooding from all sources is considered to be low or not significant. The flooding sources will only inundate the Site to a relatively low water depth and water velocity, will only last a short period of time, in very extreme cases and will not have an impact on the whole of the Site.

6.6.8 The Proposed Development is classified as 'less vulnerable,' 'less vulnerable' uses are appropriate within Flood Zone 1 after the completion of a satisfactory FRA. The flood risk at the Site, will be further managed and mitigated by using a number of risk management techniques, and mitigation strategies to manage and reduce the overall flood risk at the Site.

6.6.9 In conclusion, the flood risk to the Site can be considered to be limited; the Site is situated in Flood Zone 1, with a low or very low annual probability of flooding and from all sources. The Site is unlikely to flood except in very extreme conditions.

6.6.10 A Drainage Strategy is proposed as part of the Proposed Development, details of which are contained in Volume 3 of the ES (Appendix 12.2).

6.6.11 The Drainage Strategy ensures that a sustainable drainage solution can be achieved, which reduces the peak discharge rate to manage and reduce the flood risk posed by the surface water runoff from the Site as well as providing water quality benefits.

6.6.12 The Drainage Strategy proposes to restrict the discharge from the Site will be restricted to Greenfield runoff rates. The size of this attenuation storage has been calculated such that the Proposed Development has the capacity to accommodate the 100 year rainfall event including an increase in rainfall intensity that is predicted to occur as a result of climate change.

6.6.13 A range of pollution prevention and mitigation measures have been described that would adequately manage the flood risk and water quality/quantity/supply during construction. The assessment concludes that the mitigation measures described would reduce the magnitude of impacts to a negligible level and would prevent significant adverse effects arising.

6.6.14 During construction it is concluded that the proposed mitigation measures will ensure that the Proposed Development will have only minor impacts, with no significant adverse long-term effects on the Water Environment predicted. A series of comprehensive mitigation measures have been integrated into the design of the Site to ensure that impacts on the Water Environment are minimised. In addition, measures will be implemented during the construction phase to ensure that potential pollution incidents or extreme events are minimised and the proposed mitigation will result no significant residual effect.

6.6.15 In terms of operational impacts, a series of mitigation measures are incorporated into the design to avoid potential adverse effects on flood risk and water quality/quantity/supply. The assessment concludes that the mitigation measures described would reduce the magnitude of impacts to a negligible level and would prevent significant adverse effects arising.

6.6.16 The findings of this assessment have demonstrated that the Proposed Development would not result in any significant residual adverse impacts on the Water Environment.

6.7 Ground Conditions

6.7.1 This assessment has been carried out in accordance with relevant professional guidance for assessing impacts on ground conditions and undertaken by TierUK Ltd with technical staff having suitable competency and experience to carry out the relevant work.

6.7.2 The ES chapter identifies the existing soil and geological conditions and development

constraints and evaluates the potential for contamination and assesses the potential effects on ground conditions during both the construction and operational phases of the Proposed Development.

6.7.3 To inform the EIA a Ground Investigation report was prepared by Tier Environmental Ltd and it is provided in Volume 3 of the ES (Appendix 13.1 and 13.2). This report included Groundsure Enviro Insight and Geo Insight reports which presented data from the Local Authority, Environment Agency, British Geological Survey and the Coal Authority.

6.7.4 The Site is broadly covered by topsoil. Localised Made Ground was recorded in the east of the Site and the south, to depths of up to 1.00 m bgl. Further Made Ground was recorded in the east of the Site to c. 0.75 m bgl.

6.7.5 Natural soils of weathered Edwalton Member bedrock were recorded in all locations as generally either a stiff Clay or very weak Siltstone. Localised softer clays were encountered on the western edge of the footprint of the Proposed Development.

6.7.6 Basic radon protection measures are not currently required for the Proposed Development on this Site.

6.7.7 The Site is anticipated to change in the future baseline. The soil profile will be impacted by a cut/fill, groundwater levels are in confluence with regional trends, and topography will be subject to proposed final levels. Future baseline is therefore considered to be relatively consistent with current baseline aside from re-levelling and background environmental change.

6.7.8 Following a human health risk assessment in the Ground Investigation Report (Appendix 13.1), no measured soil concentrations of potential contaminants of concern were reported in excess of Generic Assessment Criteria (GACs) protective of human health appropriate to the proposed commercial land use. On this basis, it is not considered that the Site represents a potential risk to end-users. Of the 12 No. samples submitted for asbestos screening, 2 No. were returned positive for asbestos in TP10 at 0.10 m and WS10 at 0.50 m for chrysotile fibre bundles at 0.003 % w/w and <0.001 % w/w respectively.

6.7.9 The nearest surface water feature is an unnamed stream c. 19 m south-east of the Site which forms part of a wider local drainage network, with no flow to nearby significant rivers within 250 m. The Oadby Member is Secondary Undifferentiated Aquifer, and the Edwalton Member bedrock is a Secondary B Aquifer. The risk assessment confirmed that the Site does not present a potential risk to controlled waters.

6.7.10 Slope stability/retaining structures are proposed to maximise the development area and to minimise the risk of slope instability.

6.7.11 Following results of a controlled waters risk assessment, measured groundwater concentrations of cadmium, copper, nickel, zinc, benzo(a)pyrene and fluoranthene have been reported in excess of the Water Quality Standards (WQS) protective of the controlled waters environment. The recorded concentrations are not considered to present a potential risk to the controlled waters environment and no specific mitigation measures are considered necessary.

6.7.12 Based on the gas monitoring visits, the Site was classified as Characteristic Situation 1 – Very Low Risk scenario which ground gas protection measures are not required.

6.7.13 Soils/aggregates may need to be imported for the installation of vibro stone columns (a possible proposed foundation method), a construction/working platform, beneath areas of hardstanding and as backfill to drainage/utilities.

6.7.14 Preliminary Site clearance and development preparatory works associated with the construction phase could create the potential for adverse impacts to construction workers due to oral, inhalation or dermal contact with harmful potential contaminants of concern present within Made Ground.

6.7.15 Specific mitigation measures to address potential adverse impacts to construction personnel from potentially contaminated soil and ground gas risks during the Site works may include appropriate Personal Protective Equipment (PPE), implementation of site rules such as washing hands before eating, clear signage of any identified contaminated land, and adequate site security.

6.7.16 These and other necessary best practice measures relating to management of ground conditions and related factors will be included within the Detailed Construction Environmental Management Plan (CEMP).

6.7.17 All impacts on ground conditions would take place during the construction of the Proposed Development and, therefore, there would be no significant effects during operation.

6.7.18 Any potentially hazardous substances which may be used within the final development should be operated, stored and used in accordance with necessary Environmental Permits and/or regulatory guidance.

6.7.19 The findings of this assessment have demonstrated that the Proposed Development would not result in any significant residual adverse impacts on ground conditions either alone or in-combination.

6.8 Historic Environment

6.8.1 This assessment has been carried out in accordance with relevant professional guidance for assessing impacts on the historic environment Cura Terrae with data provided by Orion with technical staff having suitable competency and experience to carry out the relevant work.

6.8.2 There is no single accepted or standard guidance for the assessment of the likely effects of development on the historic environment resource. Although developed for use on trunk road schemes, the Design Manual for Roads and Bridges sets out a detailed methodology for considering the historic environment which, to date, represents the most comprehensive published guidance. This chapter utilises this methodology as a basis for its assessment.

6.8.3 There are no designated heritage assets located within the Site. Within 1 km of the Site there is one Grade II Listed Building comprising Pickering Grange Farmhouse (NHLE: 1074369) of medium sensitivity.

6.8.4 The Site has the potential to contain archaeological remains dating to the prehistoric, Roman, and medieval periods. Any such remains, if present, would be most likely to be stray finds or individual features of low sensitivity.

6.8.5 The construction phase of the Proposed Development would result in the total removal of any archaeological remains present within the footprint of the groundworks required. It is considered that this would be a high impact on remains of low sensitivity resulting in a moderate adverse effect which is significant in EIA terms without mitigation. It is proposed that mitigation measures, comprising an agreed programme of archaeological work, would reduce the level of effect to minor adverse which is not significant and could be secured via planning condition(s).

6.8.6 The construction phase would include the addition of plant movement and noise within the Site. It is anticipated that the addition of plant movement and noise within the wider

agricultural setting of Pickering Grange Farm (NHLE: 1074369), an asset of medium sensitivity, would result in a negligible adverse impact to the appreciation of the asset resulting in a negligible adverse significance of effect which is not significant.

6.8.7 During the operational phase, the Proposed Development would introduce a warehouse with associated parking, access and landscaping into the wider landscape of Pickering Grange Farm (NHLE: 1074369). The Proposed Development would result in the loss of an agricultural field within the wider setting of Pickering Grange Farm but the rural character of the building and the contribution that this makes to an appreciation of the heritage significance of the building would remain largely unchanged. The introduction of the Proposed Development would, therefore, result in a negligible adverse impact on an asset of medium sensitivity and result in a negligible adverse significance of effect which is not significant.

6.8.8 This assessment has concluded that there would therefore be no cumulative impact from the Proposed Development on the historic environment.

6.9 Socio-economics

6.9.1 This assessment has been carried out in accordance with identified sources for assessing impacts on socio-economics and undertaken by Envance with technical staff having suitable competency and experience to carry out the relevant work.

6.9.2 The assessment has been prepared by Envance, drawing on experience in socio-economic impact assessment and using published data from the Office for National Statistics (ONS), Census 2021, and local planning and economic documents. The approach considers both construction and operational phases, with effects assessed against criteria for receptor sensitivity and magnitude of change.

6.9.3 The Proposed Development lies within Hinckley and Bosworth Borough, an area with moderate levels of deprivation and a growing population, particularly among older age groups. Employment is dominated by manufacturing and healthcare, with job growth below regional and national averages over the past decade. Skills and qualification levels are broadly in line with regional norms.

6.9.4 The Proposed Development is expected to generate the equivalent of 456 temporary jobs during the construction phase, 169 of which are expected to be on Site and the remainder of which will be within the wider construction supply chain including materials, logistics, and support services. The construction phase is also expected to generate approximately £45.5 million in Gross Value Added (GVA). These are assessed as moderate to major beneficial effects at the LPA scale.

6.9.5 During the construction phase there is the potential for moderate adverse effects on neighbouring amenity, this will not be significant and will be temporary and will be minimised through the CEMP to ensure best practice is followed.

6.9.6 Once operational, the Proposed Development is anticipated to support approximately 534 gross full-time equivalent (FTE) jobs, with 413 net additional jobs after accounting for adjustment factors. Annual economic output is estimated at £25.1 million GVA. These are considered moderate beneficial effects at the LPA scale and significant in EIA terms.

6.9.7 When considered alongside other committed planning developments in the local area, the cumulative socio-economic effects are assessed as major beneficial due to additional job creation and household expenditure.

6.9.8 No significant adverse socio-economic effects have been identified, and no additional

mitigation is proposed. Residual effects during both construction and operation are expected to remain positive and beneficial.

6.9.9 The Proposed Development is expected to have significant beneficial socio-economic effects at the LPA scale during both construction and operation phases.

7. Conclusions

7.1.1 This document has provided a Non-Technical Summary (NTS) of the Environmental Statement (ES) which has been submitted as part of a planning application by the Applicant Barberry Bardon Limited who are proposing to construct a new national distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping to house the growing Pall-Ex (U.K.) Ltd business operations.

7.1.2 The aim of the ES, of which this NTS summarises, has been to assess the 'likely significant effects' of the Proposed Development in accordance with EIA Regulations. Detailed assessments with respect to pertinent environmental topics have therefore been undertaken in accordance with definitive standards and legislation where available. The ES (and this summary) forms part of the planning application documentation submitted to Hinckley and Bosworth Borough Council and will inform their decision-making process.

7.1.3 As summarised in this NTS, the design process has been informed by the detailed environmental assessments so to ensure that key design measures are integral to the scheme (and its construction), so to limit any significant adverse effects as far as practicable.

7.1.4 The ES concludes that the likelihood of key significant residual environmental effects arising from the Proposed Development are:

- Significant beneficial socio-economic effects will occur during the construction and operational stage, including the retention and creation of jobs.
- Moderate adverse effect on severance and increase in fear and intimidation on the users of the local road network.
- Moderate adverse effects on visual amenity experienced by road users passing along Station Road and Wood Road near the Site.
- Moderate adverse effects on scattered dwellings along Station Road as a worst case.

7.1.5 In addition, there a number of non-significant beneficial (positive) effects reported in relation to ground conditions and biodiversity particularly over the long-term.

7.1.6 In conclusion, the ES demonstrates that the design of the Proposed Development and its construction has considered the potential environmental effects and where necessary mitigation measures form an integral part of the Proposed Development to ensure that any identified impacts from the Proposed Development are minimised as far as possible.