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Fisher German LLP
The Estates Office
Norman Court
Ashby de la Zouch
Leicestershire
LE65 2UZ

Development Management
Hinckley and Bosworth Borough Council
Rugby Road
Hinckley
LE10 0FR



Dear Sir/Madam

REQUEST FOR SCREENING OPINION - PROPOSED RESIDENTIAL DEVELOPMENT ON LAND NORTH OF STATION ROAD, MARKET BOSWORTH

I write on behalf of my client, Richborough, Clive Vero, Geoffrey Malcolm Vero, Kathleen Ann Sheppard and Leslie Alan James (the Applicant), to formally request a screening opinion in respect of a proposed development at Land North of Station Road, Market Bosworth for 130 dwellings.

The purpose of this letter is to consider the need for an Environmental Impact Assessment (EIA) in accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ("the EIA Regulations") for the Proposed Development.

The proposed development is not considered to fall within Schedule 1 of the Regulations.

The proposed development only falls within Schedule 2 of the EIA Regulations, classified as an 'Urban Development Project' (10(b)(iii)) due to the red line application are exceeding the 5 ha threshold. Whilst the red line area measures 7.964 ha, over half of the site is proposed to be public open space and landscaping, with just 3.57 ha of the site given over to residential developable area, well below the 5 ha threshold (illustrated on the enclosed Development Framework Plan).

Furthermore, the indicative thresholds set out in the NPPG state that EIA is unlikely to be required unless the development would have significant urbanising effects in a previously non urbanised area (e.g. a new development of more than 1,000 dwellings). As noted, this proposal seeks up to 130 dwellings only, and falls well below this indicative criteria. Key issues to consider are listed as physical scale of such developments, potential increase in traffic, emissions and noise.

Table 2 within this letter provides an EIA Screening Matrix, based on PPG criteria, responding to each of the criteria in relation to the development proposals.

The Assessment Area

The site located to the west of Market Bosworth, north of Station Road and comprises agricultural fields located on the northwestern edge of the town. The southern boundary of the site is defined by Station Road with existing residential and employment uses lie to the south of Station Road. The western part of the site is defined by the railway line with residential development beyond. Kyns Golf Course and Country Club lies to the north of the site; this land has recently received planning permission for a new club house, holiday chalets and extensive



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carparking and more recently for a 50x room golf and leisure accommodation facility. The implementation of this scheme will create built form to the north of the site.

Vehicular access to the site is currently achieved via an existing access from Station Road which is shared by the neighbouring golf club to the north of the site. The access is to be improved as part of the golf club development proposals (ref: 19/01437/FUL or more recently 24/00019/FUL) and will also form the vehicular and active travel access to the residential proposal. This will be retained and upgraded to a 6m carriageway with two x2m footways to serve the development. The Local Highway Authority have previously agreed the access arrangements proposed.

A second access to the west of the site gives access from Station Road to a property to the north known as The Stables. This access may also provide pedestrian and cycle access to this residential development. There will also be linked public footpaths in the southern area of the site offering connectivity to the new proposed park and the dwellings.

The centre of Market Bosworth lies approximately 1km to the east of the site, which is within a short walking distance (13-minute walking distance). The access proposals also include plans to improve pedestrian connectivity to the centre of Market Bosworth by widening the footway to 2.0m along the frontage of the site. Services and facilities within the town centre are within walking distance of the site (approximately 800m east down Station Road). St Peter's CE Primary Academy is approximately 400m from the centre of the site. Station Road Industrial Estate is immediately south of the site, providing employment opportunities within walking distance. Hourly bus services operate between Market Bosworth and Leicester providing regular access to wider employment and retail opportunities.

Planning History

The site has been subject to a number of planning applications including a full application in 2014 for 64 dwellings (14/00674/FUL) on the eastern parcel of land to which this request relates. Officers recommended approval of the site, however it was refused in February 2014.

A further application for 63 dwellings was submitted in September 2020 (20/01021/OUT), and despite an Officers recommendation for approval, the application was refused in June 2021 and later dismissed at appeal in February 2022 (Ref: APP/K2420/W/21/3279808).

An application for residential development for up to 105 dwellings (21/00970/OUT) was submitted on the western parcel of the site and withdrawn in March 2022.

It should be noted that land immediately north of the site has been granted planning permission (approved June 2020) for the erection of a multi-purpose golf clubhouse (D2), formation of new car parking areas and access roads and the erection of 6 holiday homes (C1) and associated ancillary works and landscaping (Ref: 19/01437/FUL) and more recently for a 50 x room golf and leisure accommodation facility (24/00019/FUL). The site will therefore be more enclosed than when the site was previously assessed to be acceptable in the previous application however it remains our view that, even if the development at Kyns Golf Club is not delivered, we believe the site is acceptable.

Proposed Development

The proposed development is for up to 130 new high-quality homes of a varying type, size and tenure including affordable housing (40%). Sustainable drainage systems, green infrastructure, open space, play areas and landscaping are also proposed as part of the project.

The planning history of the site has been fully considered when formulating the updated proposals for the site, with the Inspectors comments made as part of the 2022 Appeal Decision used to guide the current scheme, with significant changes undertaken. Specifically in relation to the extent to which the proposed layout will affect the Key Views and Vistas identified within the Market Bosworth Neighbourhood Plan ('View 1' and 'Vista 11'). The additional area of land now included as part of the red line boundary has enabled built development to be contained to the less sensitive northwestern extents of the Site, where much of the scheme will be screened and contained by the surrounding existing vegetation. The important components of 'View 1' and 'Vista 11' identified in the Market Bosworth Neighbourhood Plan would be retained and ultimately enhanced through opening up this part of the site for public access. The site is otherwise not constrained and should be viewed as preferable to alternative options elsewhere in Market Bosworth.

Similarly, development is set back from Station Road retaining views across to the upper slopes and wooded area to the east. The open space provided alongside Station Road will retain the parkland character with open views across areas of grassland and specimen trees. This will also create elevated views across the wider landscape to the north from the hillside to the east of the site. The publicly open space includes the provision of play areas, a community orchard and kitchen, footpaths and opportunities for biodiversity enhancements as part of marginal planting in attenuation features and wildflower meadows and grasslands.

Application Documentation

Full details of the benefits and impacts of the proposed development, together with proposed mitigation measures will be included within the planning application documentation. The outline planning application will be supported by a comprehensive suite of supporting documents and technical assessments as follows:

- Site Location Plan
- Land Use Parameter Plan
- Illustrative Masterplan
- Topographic Survey
- Planning Statement
- Design and Access Statement
- Heritage Statement
- Geophysical Survey
- Phase 1 Ground Investigation
- Flood Risk Assessment & Drainage Strategy
- Noise Assessment
- Air Quality Assessment
- Transport Assessment and Travel Plan
- Landscape and Visual Impact Assessment
- Landscape Strategy Plan
- Ecological Impact Assessment
- Biodiversity Impact Assessment Calculations
- Arboricultural Impact Assessment
- Utilities Statement
- Statement of Community Involvement

Assessment of Schedule 3 Criteria

This assessment considers the characteristics of the development, the environmental sensitivity of the geographical areas likely to be affected by the development and the potential for significant impacts.

Consideration of Cumulative Effects

Schedule 4 of the EIA Regulations requires consideration of a proposed development cumulatively with other existing and / or approved development. Guidance on the consideration of cumulative effects in the EIA screening process is set out in the PPG, which echoes the requirements of the EIA Regulations: *“each application (or request for a screening opinion) should be considered on its own merits. There are occasions where other existing or approved development may be relevant in determining 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.”*

Table 1, below, sets out schemes identified within 2km of the site using Hinckley & Bosworth’s planning databases, which should be considered cumulatively in the EIA Screening process.

Table 1: Planning Applications

Application	Description	Distance	Status
19/01437/FUL	Erection of a multi-purpose golf clubhouse (D2), formation of new car parking areas and access roads and the erection of 6 Golf holiday homes (C1) and all associated ancillary works and landscaping. Kyngs Golf And Country Club Station Road Market Bosworth Nuneaton Leicestershire CV13 ONP	0m - Adjacent site to the north	Permitted
24/00019/FUL	The proposed erection of a 50x room Golf and leisure accommodation facility with associated works (part revised scheme to that approved under 19/01437/FUL). Kyngs Golf And Country Club Station Road Market Bosworth Nuneaton Leicestershire CV13 ONP	0m - Adjacent site to the north	Permitted
23/00646/FUL	Proposed industrial building (B2) with offices and associated car parking, cycle facilities and landscaping. JJ Churchill Ltd Station Road Market Bosworth Nuneaton Leicestershire CV13 OPF	Planning application boundary immediately opposite. New buildings proposed 0.2km to the south of the site.	Permitted
21/00379/FUL	Residential development of 73 dwellings with associated access and public open space (Resubmission of 20/00131/FUL). Sedgemere Station Road Market Bosworth Nuneaton Leicestershire CV13 OPG	0.41Km to Southwest	Permitted
22/00821/FUL	Erection of four semi-detached dwellings with associated access, parking and landscaping. Land At Orchard House Weston Drive Market Bosworth Leicestershire	0.6km Southeast	Permitted

Screening Assessment

Table 2 sets out a review of all of the criteria and requirements and specifically addresses the proposed development at the site.

Table 2: Planning Practice Guidance EIA Screening Matrix for Land North of Station Road, Market Bosworth

A) Screening Criteria Question	B) Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C) Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
	Briefly explain reasons and, if applicable and/or 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	There will be no material physical changes to the topography of the site or surrounding area.	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?	Yes	The construction and operational phases of the proposed development would require the use of natural resources in terms of land, soil, water, materials and energy.	No	There is no part of the proposed development that will require any uncommon or disproportionate use of natural resources or resources of a particularly rare nature. Any potential effects during the construction phase would be mitigated using best practice measures set out within a CEMP and implemented prior to commencement of works on the site. The CEMP will include measures to

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				minimise the consumption of natural resources, particularly those non-renewable, where possible.
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?	Yes	The site comprises agricultural land, with the Agricultural Land Classification of 3. This land has moderate limitations that affect the choice of crops to be grown, timing and type of cultivation, harvesting or yield. The yield of more demanding crops grown on this land is generally lower or more variable than on Grade 1 and 2. There are no fisheries, tourism or minerals resources that could be affected by the proposed development.	No	
Waste				
Will the project produce solid wastes during construction or operation or decommissioning?	Yes	As a greenfield site there would be little hard waste to dispose of from site clearance. Construction works that will take place will inevitably produce some waste. However, through modern construction processes, any materials will be used efficiently on site and any reusable waste will be reused or recycled on site, wherever possible. Once operational the production of waste associated with the development will be purely residential in nature. Waste and recycling separation and collection will be implemented and are unlikely to result in large amounts of waste that would result in a significant effect on the	No	Construction waste will be reused and recycled on or off-site where possible. Any construction waste would be managed in accordance with the CEMP and all applicable legislation and disposed of in line with best practice.

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		environment and the site is not located in an identified nutrient neutrality catchment area.		
Pollution and Nuisances				
Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	The construction phase of development could generate dust issues for residents surrounding the site. Dust generation would be managed in accordance with standard best practice measures which would be enforced through a CEMP. Nevertheless, dust generation is not anticipated to generate significant adverse effects. The proposed development is not associated with hazardous substances or toxic emissions to air.	No	These are temporary impacts which are not considered significant in environmental impact terms as adoption and adherence to robust construction management plans can provide mitigation. Therefore, it is considered the potential impacts can be mitigated and that the impacts are not significant enough to warrant a full EIA. As a result, it is considered that the potential pollution and nuisance impacts will be short term and minor and only of local significance.
Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes	Construction phases of development could generate noise and vibration issues for residents surrounding the site. The potential exists for light and energy releases resulting from the operational phases associated with the proposed development. No electromagnetic radiation will be caused or released.	No	These are temporary impacts which are not considered significant in environmental impact terms as adoption and adherence to robust construction management plans can provide mitigation. Therefore, it is considered the potential impacts could be mitigated and that the impacts are not significant enough to warrant a full EIA.
Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters,	No	The site lies within Flood Zone 1 (Less than 1 in 1000 year probability of flooding) as shown on the Environment Agency's Flood Map for Planning.	N/A	

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groundwater, coastal waters or the sea?		There is an ordinary watercourse located on the western boundary of the site. (Ashby de la Zouch Canal) but would have no impact on the development. A Drainage Strategy will also be submitted with the application, identifying the surface water and foul drainage strategies for the development proposed. Surface water run-off - into the existing watercourse downstream shall not exceed existing conditions. The drainage strategy includes for a sustainable urban drainage systems. Foul drainage - all new properties will be drained to the existing Severn Trent sewer network. Surface water run-off will be managed on site during the construction phase. It is anticipated the proposed development will not lead to contamination of land or water.		
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 already subject to pollution or environmental damage around the site.	N/A	

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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 Having regard to substances or technologies used, the risks are considered to be low on the basis that the proposed development is not unusual or reliant on new technology. The area of the site to be built upon is not within a flood risk zone and the Flood Risk Assessment (FRA) which supports the application confirms that the proposed development will not be at risk from flooding and will not increase the chances of flooding elsewhere. The site is largely greenfield land for which the proposed surface water drainage will incorporate sustainable drainage systems to limit the generated runoff to its current runoff rate; hence there will be no increased flood risk to third parties as a result of the development and impacts of climate change are considered acceptable.	N/A
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 The residential area of Market Bosworth is located to the south, east and west of the site however the proposed development will not generate significant adverse effects in relation to air pollution or water contamination. In relation to air pollution, during construction, potential adverse effects are likely however these will be minimised through the effective implementation of the CEMP.	No There are no significant effects on human health in relation to water contamination or air quality.

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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?	No A small watercourse runs through the centre of the site which outfalls to an existing culvert. There is a small shallow pond on site. In accordance with planning policy, the new development shall ensure that surface water run-off into the existing watercourse downstream of the alterations shall not exceed existing conditions. As such, the drainage strategy includes for a sustainable urban drainage system, including drainage basins to the south of the development (in the lowest part of the site). Surface water run-off will be managed on-site during the construction and operational phases. An FRA and Drainage Strategy will be submitted with the planning application.	N/A
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-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	No The site is not subject to any statutory environmental designations. The nearest statutorily designated site is the Ashby Canal SSSI which is 1.3km north west of the site. No direct or indirect impacts on statutory sites as a result of the proposed development are anticipated. The Preliminary Ecological Assessment and Biodiversity Net Gain Assessment will be submitted with the planning application.	No The layout shown within the Development Framework Plan has been informed by the recommendations of the Preliminary Ecological Assessment and Protected Species Surveys. Ecologically led landscaping is incorporated into the design. This will include habitat creation measures, retention of Category A Trees etc. The proposed

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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))).			development is not considered to generate any significant adverse ecological effects.
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 Ecological Assessment identified habitats at the site. Notwithstanding this, additional surveys have been undertaken to confirm the presence and likely absence. Further studies demonstrated on site identifying a medium population of great crested newts with a pond on site and within 500m of the access. A medium class population was recorded on site which will require a European Protected Species License to mitigate and enhance the site. New Zealand pygmy weed was recorded in the pond on site (P1). This species is listed on Schedule 9 of the Wildlife and Countryside Act (1981) and as such it is an offense to cause it to spread. A strategy should be implemented to eradicate the plant from within the pond on site and to prevent its spread further off site. This should also take into consideration great crested newt in the pond.	No No significant effects on habitats or protected species are considered likely as a result of the proposed development. The Ecological Impact Assessment and Biodiversity Net Gain Assessment will be submitted with the planning application which will identify suitable mitigation measures to support the planning application.

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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? Where designated indicate level of designation (international, national, regional or local).	No	The Landscape and Visual Impact Assessment (LVIA) confirms that the site does not lie within a landscape that is recognised at either a national or local level for its landscape value or quality.	No	Development proposals reflect the nearby landscape context, as detailed in the landscape and visual impact assessment (LIVA) and masterplan. The design approach of green infrastructure within the proposed development will integrate it within its landscape context. This has been detailed in the LIVA along with mitigation and enhancement measures that will be designed into the scheme such as retention of trees/hedgerows and the increase of GI asserts including a new park, sustainable drainage features and public access via pedestrian routes to open spaces.	
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?)	No	The LVIA determined that users of the Leicestershire Round long-distance footpath will experience Minor Adverse residual effects during construction although will reduce to Negligible once completed, due to the distance, intervening vegetation and landform and the existing and consented developed backdrop. For the future receptor of users of Kyngs Golf and Country Club, a Minor Adverse residual effect is considered, with mitigation incorporated including a landscape buffer, traditional estate railings of an open, parkland character with properties fronting the space beyond private drives.	No	The proposals retain views across the site from Station Road and also provides publicly accessible green spaces with elevated vantages across the wider countryside. The retention of boundary trees and hedgerows, new tree planting and green infrastructure within the Site and opening up improved visual links with the landscape provide effective mitigation. The proposed development has therefore been assessed on balance as making a site-wide, localised Minor Adverse effect upon the landscape character of the Site.	

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	For transient users of Station Road, the assessment has determined that there will be Minor Adverse residual effects associated with the development. Station Road is experienced sequentially from the west on the approach to Market Bosworth, where development such as the sports club, the marina, the post-2000 development and the residential and commercial developments are experienced before views of the Site become possible. 'View 1' as identified within the Neighbourhood Plan is located on the Railway bridge along Station Road (corresponding assessment viewpoint 9), where views of the upper slopes within the Site are visible. The mitigation incorporated into the scheme allows for the retention of these views as part of a development set back from Station Road. Enhancements will be made in the form of the parkland-character traditional estate railings along the frontage, with carefully located new planting and the tree-lined avenue along the Site's main route. For residents to the south (Godsons Hill and Station Road), the assessment has determined that there will be Moderate Adverse residual effects overall associated with the development. The development will be clearly visible within short-distance views, although the consented Kyngs Golf and Country Club development will introduce built form to the backdrop of views once constructed. The scale of change will be notable but not uncharacteristic. 'Vista	At a wider scale, the development will give rise to Negligible landscape effects due to the containment of the Site and proposed houses in the landscape and relationship with the existing and consented development surrounding the Site. The proposals will not introduce incongruous features into the area. The visual assessment highlights the relatively limited extent of views in which the development will be visible. The surrounding undulating topography, existing woodland blocks and existing built form, in addition to the consented Kyngs Golf and Country Club scheme to the north, places the site in a peri-urban context. For users of local roads and public rights of way, the visual effects have been assessed as Minor Adverse, reflecting the situation of the Site in relation to existing development, its contained nature and retention of the rising land to the east of the Site as undeveloped open space. Overall, the planning history of the Site has been taken account of, with the Inspectors comments made as part of the Appeal Decision used to guide and inform the current proposals. The scheme has undergone significant changes since the previous iteration which was the subject of the Planning

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		11' (corresponding assessment viewpoint 14) within the Neighbourhood Plan will be retained with careful development set back, whilst avoiding development on the upper slopes in the eastern part of the Site. Instead, this higher area is retained and enhanced as a new area of public open space, maintaining the countryside views to the north beyond Kyngs Golf and Country Club. Overall, the views along Station Road (particularly noting the Neighbourhood Plan 'View 1' and 'Vista 11') will not fundamentally change in character. The Site will be seen as part of the wider edge of the settlement, while also retaining the visual connection to the existing pasture fields on Site, and to the open countryside beyond The LVIA demonstrates that through the design of the scheme, the proposals include measures that are effective in helping to assimilate the development into its surroundings having regard to the layout, scale and height of properties and the retention and enhancement of existing hedgerows, trees and woodland.		Appeal. Specifically in relation to the extent to which the proposed layout will affect the Key Views and Vistas identified within the Market Bosworth Neighbourhood Plan ('View 1' and 'Vista 11'). The additional area of land now included as part of the red line boundary has enabled built development to be contained to the less visible northwestern extents of the Site, where much of the scheme will be screened and contained by the surrounding existing vegetation. The important components of 'View 1' and 'Vista 11' would be retained and will be largely unaffected.
Cultural Heritage/Archaeology				
Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated /	No	There are no designated heritage assets within the proposed development site. There are no designated and non-designated heritage assets assessed as sensitive to the proposed development outside the site. There are no	N/A	

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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).	records on the Leicestershire & Rutland HER relating to activity within the site. Past geophysical surveys within the site and previous archaeological trial works adjacent to the north and north-east of the site did not produce evidence to suggest the probable presence of archaeological assets. A landing strip was visible as a mown feature within the central western of the site and, understood through the Conservation Officer's comments from 2020 to have been used during WWII. Recent site visits confirmed the landing strip is no longer maintained above ground and therefore cannot be experienced in the landscape. It is not recorded on the HER. There is one Scheduled Monument within the search area; <i>Roman foundations of East of Barton Road</i> (NHLE reference 1005476) located c.900m north-east of the site. The site is not intervisible with the monument and does not form part of its setting. There are 57 Listed Buildings (two Grade II* and fifty-five Grade II), two Conservation Areas (Market Bosworth Town Centre Conservation Area and the Ashby Canal Conservation Area) within the 1km search area. The closest designated heritage asset to the site is the Grade II Listed Building of Aylesbrook Cottage (NHLE reference 1177706), located c.450m east of the site.		

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		The Church of St Peter, the Market Bosworth Conservation Area and the Ashby Canal have the potential to be sensitive to the proposed development. However, it has been established that there will be no harm to the significance of these built heritage assets from the proposed development of the study site. The site does not form part of the setting of either the Market Bosworth or the Ashby Canal Conservation Areas. With regard to the Church of St Peter, the study site forms a neutral element of its setting whereby it forms part of the peripheries of views towards the church from the west. As such, the negligible visual change from the proposed development within these views will not result in any harm to its significance. The site is not inter-visible with the majority of the designated built heritage assets identified within the search area by virtue of the intervening built form, vegetation and changes in topography. The site therefore does not form part of their settings.		
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	The closest PRow is located northeast to the site, approximately 600m away (Footpath S70 From Footpath S69, at Market Bosworth to Carlton Road, west of King's Bridge). This footpath will not be affected by the project apart from the visual effects already mentioned.	No	During the construction phase, standard, best practice measures will be adopted to prevent any significant effects, to prevent congestion and impacts on the network system surrounding the site. These measures will be enforced through a

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	A comprehensive Transport Assessment (TA) report has been prepared to review the transport implications of the proposed development. Station Road is a single carriageway running west to east direction into Market Bosworth from the surrounding areas. Site access will be achieved off Station Road and the proposed development will include a number of pedestrian and cycle access points. Station Road is subject to a 30mph speed limit. The access proposals seek to improve pedestrian connectivity to the centre of Market Bosworth by widening the footway to 2.0m along the frontage of the site along Station Road. Analysis set out in the TA across the specified junctions on the highway network shows that the impact of traffic generated by the proposed development will be minimal or negligible, with the existing site access currently in use and predicted to operate well within capacity. The existing vehicular access to the land also provides access to the Kyngs Golf Club. The access is to be improved as part of the golf club development proposals and will also form the vehicular and active travel access to the residential proposal.	CEMP and CTMP, which will be secured via a planning condition. HGV movements in the construction phase are anticipated to be low in frequency and volume. No significant effects on transport routes are anticipated. A Transport Statement will be included as part of the planning application.

A) Screening Criteria Question	B) Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C) Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
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?	No	The site has been visited several times during peak hours under 'typical' traffic conditions. Traffic was noted to be free-flowing past the site, even in peak hour conditions with no noticeable delays at the roundabout to the west. A limited level of on-street parking was observed in the morning peak hour on the route towards Market Bosworth, most likely associated with St Peter's C E Primary Academy, but the parking did not cause significant delay to two-way traffic movement. Within the centre of Market Bosworth, no particular congestion issues were noted, including at the Station Road/Back Lane/Main Street/Market Place and Main Street/Park Street junctions. Assessments carried out in the report demonstrates that the traffic generated from the proposed development would not have a material impact on queues or delays on the local highway network.	No	During construction, standard, best practice measures will be adopted to prevent any significant effects, to prevent congestion and impacts on the network system surrounding the site. These measures will be enforced through a CEMP and CTMP, which will be secured via condition. This will mitigate any potential adverse impacts on the local highway network, as well as any potential associated impacts on air quality and noise. For example, construction associated vehicles will only be allowed to access the site during certain times of the day and measures (i.e. wheel washing) implemented to reduce dust and dirt on to the highway. Given the nature of the proposed development, it is unlikely that transport routes around the site will be impacted significantly during the operational phase of the proposed development.
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,	Yes	The site is a greenfield site which is currently used as agricultural land. The potential effects on agricultural land include the permanent loss of existing agricultural land.	No	The construction phase of the proposed development will result in construction traffic movements and potentially noise and air quality emissions. However, these effects will be managed

A) Screening Criteria Question	B) Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C) Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
industry / commerce, farm/agricultural holdings, forestry, tourism, mining, quarrying, facilities relating to health, education, places of worship, leisure /sports / recreation.		There are no land uses or community facilities in the surrounding area which will be significantly impacted by the proposed development.		by best practice measures, including the CEMP, and will not be significant.
Are there any plans for future land uses on or around the location which could be affected by the project?	No	The land north of the site at at Kyngs Golf and Country Club has been granted planning permission for a scheme relating to the erection of a multi-purpose golf clubhouse, and holiday homes (Ref: 19/01437/FUL) and more recently for a 50 room golf and leisure accommodation facility (24/00019/FUL). This will not be affected by the project. Access will be maintained to this development through construction of the development on land north of Station Road.	N/A	
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		N/A	

A) Screening Criteria Question	B) Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C) Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
Cumulative Effects		
Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	Yes An assessment has been undertaken to identify other developments that have the potential for cumulative impacts with the proposed development. These are set out in Table 1. In relation to traffic impacts the TA has concluded that the assessment work undertaken demonstrates that, in NPPF terms, the development will not have a material impact on the operation of the local highway network and will not have an unacceptable impact on highway safety. Furthermore, the Council undertook a Regulation 18 consultation in July-September 2024 on the emerging local plan which included proposed site allocations, covering a plan period to 2039. The proposed allocations have been reviewed however it has been concluded that due to their size, they would not result in cumulative significant effects..	No
Transboundary effects		
Is the project likely to lead to transboundary effects? ¹	No	N/A

¹ 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.

Mitigation

The proposed development has been designed to minimise potentially negative effects and maximise positive effects. Additional mitigation will include adherence to best practice measures during the construction phase, such as a Construction Environmental Management Plan (CEMP) which can be controlled by a suitably worded condition on any permission granted.

Conclusion

In accordance with the EIA Regulations, this screening request has taken account of the proposed development, its nature, location, design, and the sensitivity of the existing environment. The site area and quantum of development, whilst exceeding the 5 ha site size threshold in relation to the red line area, does not exceed this threshold in terms of the developable area, at just 3.57 ha. Furthermore, it does not exceed the guidance contained within the NPPG in respect of the quantum of development (e.g. the development would not have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings)).

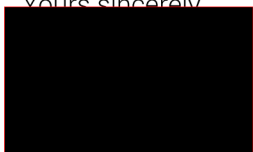
This screening letter has undertaken an assessment of the proposed development in accordance with the criteria set out within Schedule 3 of the EIA Regulations. This assessment has been informed by a number of preliminary technical reports and assessments completed by specialist consultants. Where reports and assessments have identified that mitigation will be required as a result of the proposed development, all necessary mitigation is of a standard type and can be secured either through the use of suitably worded planning conditions or by way of a S106 agreement.

In summary, likely environmental effects associated with the proposed development, taking account of any identified mitigation, are not expected to be significant. This includes any potential cumulative impacts with nearby sites.

We do not consider that the proposed development constitutes EIA development, however, within the meaning of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 we invite Hinckley & Bosworth Borough Council to determine whether development of the scale and in the location proposed would require the provision of an environmental impact assessment where the potential impacts of the proposal are considered unlikely to be significant.

Should any further information be required, please do not hesitate to contact the writer at the above address.

Yours sincerely,



Angela Brooks BA (Hons) Dip TP MRTPI
For and on behalf of Fisher German LLP



Enc. Site Location Plan
Development Framework Plan