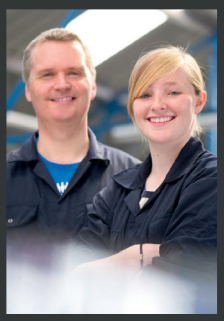
MERCIA PARK EXPANSION

Environmental Statement

Volume 4
Non-Technical Summary



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Client
IM Properties Development Limited

February 2025

1. Introduction

What is an Environmental Statement and Non-Technical Summary?

1.1 This document, the Non-Technical Summary (NTS), is part of the Environmental Statement (ES) that has been prepared and submitted in support of the planning application for an employment development (industrial and logistics) including landscaping, access and associated infrastructure works (the 'Proposed Scheme'). The planning application has been submitted on behalf of IM Properties Development Limited, who are the 'Applicant'.

1.2 Details of the Proposed Scheme are provided in **Section 2**.

1.3 The ES, comprising of **Volumes 1 – 4**[1], submitted in support of the planning application has the status of a 'material consideration' during the determination of the planning application by North West Leicestershire District Council (NWLDC), who are the determining authority[2] of the planning application. The ES is the output of the Environmental Impact Assessment (EIA) process undertaken in accordance with the 'EIA Regulations'[3].

1.4 The purpose of EIA and the ES is to assess and report the 'likely significant effects' of the Proposed Scheme on the environment, so that they can be taken into account by NWLDC when deciding whether to grant permission for the planning application.

1.5 In line with the EIA Regulations, the ES should include a non-technical summary of the information presented within the ES. As defined in the Planning Practice Guidance (PPG)[4], the non-technical summary should be written in '*plain English*', so as to ensure that the findings reported in **Volume 1: Primary Report and Supporting Graphics** (and where applicable **Volume 2: Technical Appendices to the Primary Report**) and **Volume 3: Environmental Management Plan (EMP)** can be easily understood by non-experts (i.e., the general public).

1.6 The EIA Regulations have various requirements of what needs to be reported in the ES (and thus summarised in the NTS), which are set out in **Appendix 1** alongside where that information can be located in this document to ensure clarity that regulatory requirements have been met.

[1] **Volume 1: Primary Report and Supporting Graphics**; **Volume 2: Technical Appendices to the Primary Report**; **Volume 3: Environmental Management Plan**; and **Volume 4: Non-Technical Summary**.
[2] This is the local planning authority who the Application is submitted to. They decide whether or not to grant planning permission.
[3] The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (SI 2017/571).
[4] PPG, Paragraph 035, Reference ID: 4-035-20170728

What does the NTS include?

1.7 As mentioned above, the NTS provides the summary of the EIA process and outputs of assessments, specifically covering the following key aspects:

- An overview of the Proposed Scheme and what it includes (**Section 2**);
- An outline of the 'EIA Process' and the approach taken for this Proposed Scheme (**Section 3**);
- The existing relevant baseline conditions of the Site and surrounding area (**Section 4**), as EIA is focused on the 'changes' caused by the Proposed Scheme;
- A summary of the outputs of the technical assessments undertaken to determine the 'effects' of the Proposed Scheme and if they are significant (**Section 5**); and
- Synopsis of the evaluation of 'cumulative effects' of the Proposed Scheme and with other projects (**Section 6**).

What Happens Next?

1.8 The ES has been submitted to NWLDC in support of the planning application and is now with NWLDC for determination, which follows the general process outlined within **Extract 1**. The process of determination of the planning application (once validated) is 16 weeks. NWLDC can request an extension to this period, if agreed in writing with the Applicant.

1.9 The ES (**Volumes 1 – 4**) has been submitted in digital format and is available on the NWLDC planning portal website (**Box 1**).

1.10 Electronic copies of the ES can be requested from Turley at a fee of £15 (digital file) using the contact details within **Box 1**.

Box 1. Contact Details

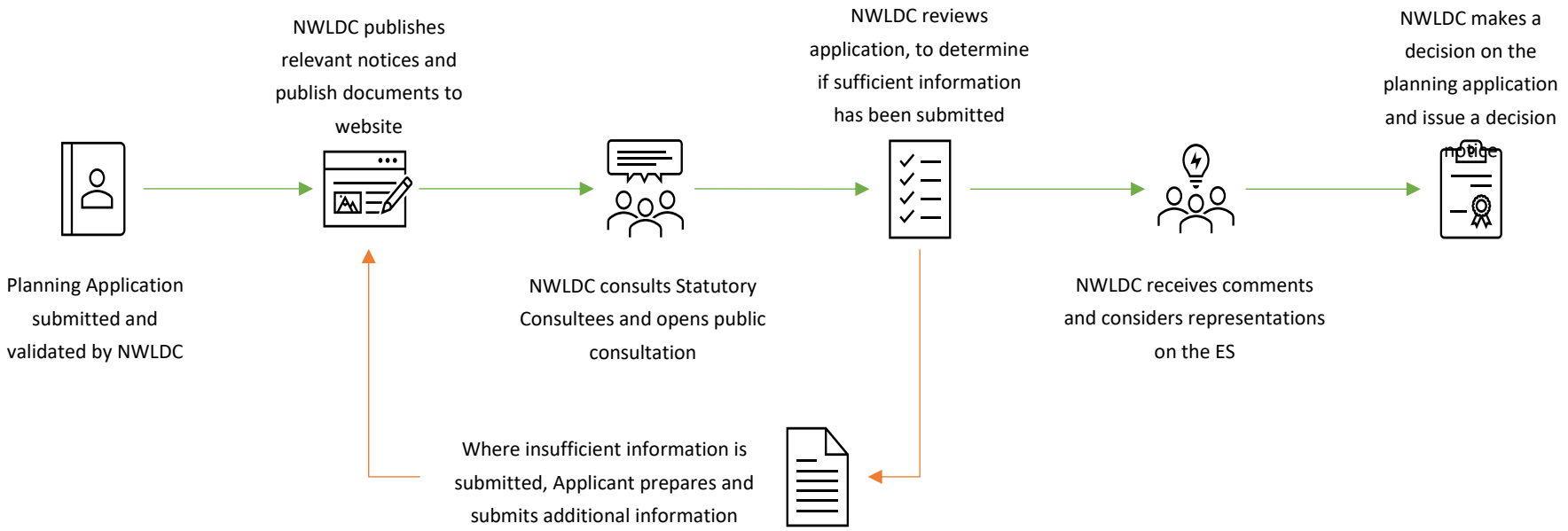
North West Leicestershire District Council
PO Box 11051
Coalville
Leicestershire
LE67 0FW

Tel: 01530 454665
Email: development.control@nwleicestershire.gov.uk
Planning Portal Website: https://plans.nwleics.gov.uk/public-access

Turley (EIA Team)
9 Colmore Road
Birmingham
B3 2BJ

Tel: 0121 233 0902

1.11 During the determination of the planning application, members of the public have an opportunity to comment on the planning application via the NWLDC planning portal website (**Box 1**).



Extract 1. Overview of the determination of planning application process

2. The Proposed Scheme

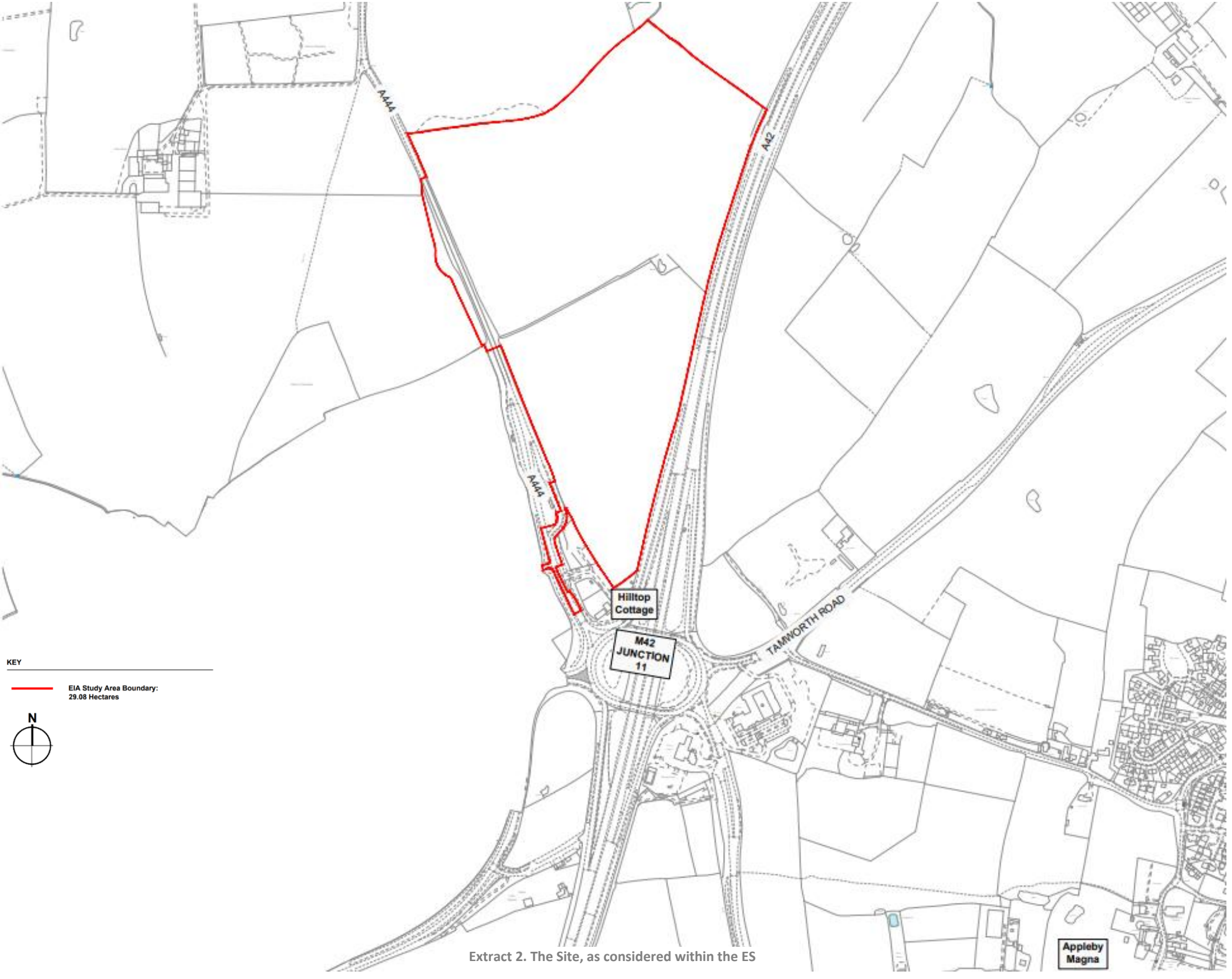
2.1 The Applicant is seeking planning permission for a new employment development (industrial and logistics).

2.2 The Site of the Proposed Scheme, for the purpose of the ES, is shown on **Extract 2**, and is formed of a parcel of agricultural land of approximately 29.08 hectares (ha), located north of Junction 11 of the A/M42 to the east of the A444 and Mercia Park (a strategic employment site comprising several units (3.5m sq ft) which are in use for logistics (B8 use class))[5] and west of the A42.

2.3 As noted in **Extract 2**, the Site also includes an extent of the highway along the A444 and a narrow strip of field boundary to the west of the A444 to account for a new access roundabout and three active travel crossings that will cross the A444, two in the north as part of the new A444 roundabout and one further south at the existing A444 lay-by, connecting to Mercia Park.

2.4 The planning application submitted is termed a 'hybrid' planning application, where some elements of the Proposed Scheme are seeking permission in 'detail' and others in 'outline'. The 'outline' elements will be subject to reserved matters application(s) to confirm the details. Given the nature of the planning application the ES has assessed 'maximum parameters' with respect to the development plots (where built form will be concentrated). This approach to the environmental assessment is discussed further in **Section 3**.

[5] NWLDC Planning Application Reference: 18/01443/FULM.



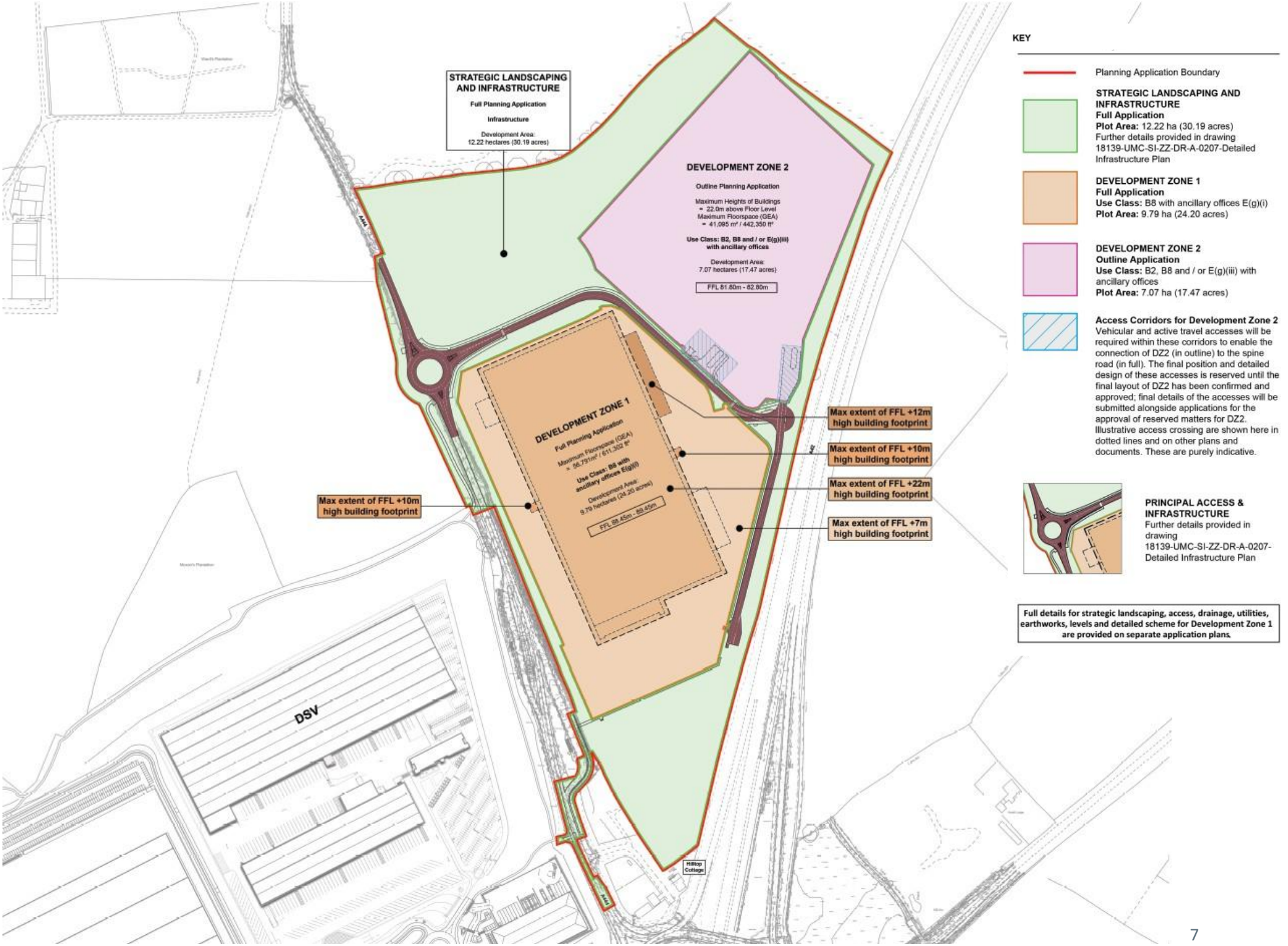
Extract 2. The Site, as considered within the ES

2.6 The ‘parameters’ assessed within the ES are shown in **Extract 3** and set the framework for the Proposed Scheme considered across all technical assessments within the ES. As is shown from **Extract 3**, it is proposed that the Proposed Scheme will comprise two ‘development zones’[6] where built form will be contained. The areas of the Site outside of the development zones will be for retained features and strategic landscaping and infrastructure. Elements of the strategic landscaping have been submitted in detail and this has been considered as part of the assessments within the ES.

2.7 Alongside the development zones and strategic landscaping, the Proposed Scheme will deliver a new access roundabout from the A444 which will provide the Site’s primary vehicular access, and three active travel crossings that will cross the A444 in the west of the Site.

2.8 Greater detail on the Proposed Scheme is provided below, including the ‘maximum parameters’ as assessed within the ES.

[6] The specific number of units within each development plot is to be determined as part of the reserved matters application(s).



Extract 3. Proposed Maximum Parameters for Development Zones 1 and 2

Site Layout

2.9 The Proposed Scheme is made up of two Development Zones (Development Zones 1 and 2) which are 9.79ha (Development Zone 1) and 7.07ha (Development Zone 2) in area. The Development Zones are arranged around the proposed internal access road extending from a new 3-arm roundabout on the A444.

2.10 Development Zone 1 is located in the western extent of the Site and Development Zone 2 is located in the eastern extent of the Site.

2.11 A Strategic Landscaping and Infrastructure Zone, comprising 12.22ha in area, is made up of the areas outside of the Development Zones and will be utilised for retained features and strategic landscaping and infrastructure to comprise structural planting, tree planting, SuDS features, recreational routes and biodiversity retention, enhancement and creation.

Proposed Land Use and Quantum

2.12 Land use, a term used within planning applications, describes what categories of 'uses' are being proposed. Land uses are categorised by the Town and Country Planning (Use Classes) Order 1987 (as amended).

2.13 The 'maximum parameters' with respect to land uses and corresponding quantum proposed for each is set out below per development zone .

Development Zone	Zone Area[a] (ha)	Land Use Class	Maximum Quantum Floorspace (Gross External Area (GEA))
Zone 1 in the western extent of the Site	9.79	B8 with ancillary offices E(g)(i)	56,791 m^2
Zone 2 in the eastern extent of the Site	7.07	B2, B8 and/or E(g)(iii) with ancillary offices E(g)(i)	41,095 m^2

[a] *this is the anticipated total area of development zone which will be inclusive of built form as well as associated infrastructure such as parking/loading bays etc.*

Proposed Building Heights

2.14 The maximum height of proposed built form is shown on **Extract 3**. As shown on **Extract 3**, the parameters for Development Zone 1 have been refined to minimise visual impacts and therefore the proposed maximum building heights are not uniform across Development Zone 1. Overall, the anticipated approximate finished floor levels, informed by existing Site levels and assumed earthworks required to provide a level development plateau are set out below.

Development Zone	Finished Floor Level (m AOD) [a]	Maximum Building Heights (m)	Maximum Building Heights (m AOD)
Zone 1	88.45 – 89.45	7	95.45 - 96.45
		10	98.45 - 99.45
		12	100.45 - 101.45
		22	110.45 - 111.45
Zone 2	81.80 – 82.80	22	103.8 - 104.8

Access

2.15 Vehicular access to the Site will be at the north western border through the formation of a new access. The primary access to the Site will comprise a new 3-arm roundabout off the A444, which will also require the partial realignment of the A444 on the revised approaches to the roundabout.

2.16 Within the Strategic Landscaping and Infrastructure Zone (located around and between Development Zones 1 and 2 within the Site, as shown in **Extract 3**), the new roundabout will connect to an internal access road which will run west to east between Development Zones 1 and 2 and then a further branch will connect from the internal access road and run southwards, to the east of Development Zone 1.

2.17 The primary internal access road will provide vehicular, pedestrian and cycle access to Development Zones 1 and 2 and other key infrastructure (i.e. primary substation and foul water pumping station).

2.18 Both car and HGV parking will be provided within Development Zones 1 and 2 in line with the requirements of local parking standards. Parking will include the provision of electric vehicle charging.

2.19 For pedestrians and cyclists, the internal access road will include a 3 metre segregated shared footpath and cycleway, providing connectivity from the A444. An internal network of footpaths will be provided to ensure permeability through the Site

2.20 The provision for a bus stop lay-by has been allowed for within the design of the internal access spine road, should one be required.

Drainage Strategy

2.21 The key principles that have been used to inform the assumptions with regard to the drainage strategy to be implemented as part of the Proposed Scheme are outlined below:

- The increased impermeable area will require attenuation of the flows from the Site to manage the surface water drainage. Attenuation within Development Zones will likely include below ground cellular crate storage. The proposed attenuation outside of the Development Zones comprises a series of attenuation ponds located along the northern boundary of the Site. All attenuation storage will be provided for storm events up to and including the 1 in 100 year storm event plus climate change (40% allowance) to manage the attenuated flows;

- Surface water discharge from the Site will be to the existing land drainage network located adjacent to the northern Site boundary (with approval for a permit from the Lead Local Flood Authority and Environment Agency sought). Discharge rates are to be controlled in line with relevant guidance and standards;

- Appropriate surface water treatment is inherent within the drainage design through the incorporation of SuDS features and pollution prevention measures (e.g. full retention interceptors) prior to discharge. Surface water collection features (i.e. gullies and linear drains etc.), where required, will be provided and all surface water flows are proposed to be routed through the permeable paving, swales, and basins prior to discharge off-site;

- As such, the system of ponds provided as part of the drainage strategy for the Proposed Scheme will be designed to include pollution mitigation in line with the relevant Pollution Indices; and

- The foul water drainage strategy for the Proposed Scheme comprises discharge via pump into a pumping station located within Mercia Park. From here the foul flows will be pumped to the Severn Trent, Tamworth, Wastewater Treatment Works outside of the River Mease catchment.

Landscape Strategy

2.22 All elements of the strategic landscaping strategy are underpinned by the following principles:

- **Retention and Enhancement of Existing Features**: Preservation and enhancement of boundary hedgerows and mature trees to maintain the existing landscape character and provide natural screening.

- **Additional Woodland Strips and Hedgerow Planting**: Planting characteristic woodland strips and hedgerows, particularly along the A42 and A444, to strengthen screening and soften views of the development.

- **Earthworks and Strategic Mounding**: Use of Site earthworks to create screening mounds at key locations. These mounds are integrated into the strategic landscape design to enhance visual buffering and aid in the overall landscape integration of the development.

- **Planting and Vegetation Management:** To achieve immediate and long-term screening benefits, the landscape strategy includes:

  – **Evergreen and Fast-Growing Species**: Planting at 1m centres, ensuring a rapid establishment of visual buffers; and

  – **Reinstatement of Roadside Planting**: Replacement planting along roadside areas following construction to restore and enhance visual screening.

- **Long-Term Management Plan:** A 20-Year Landscape Management Plan has been established as a critical primary mitigation measure.

Biodiversity Strategy

2.23 The Proposed Scheme has been designed based on ecologically-focused design principles, with an emphasis on retention and enhancement of existing habitats and diverse habitat creation, enhancing the structural and species diversity within the Site. Landscaping along the northern boundary will provide a robust ecological buffer comprising multifunctional green and blue infrastructure.

2.24 The new habitat provision (c.10 ha) will include a mosaic of neutral grassland, scrub, woodland, open water and scattered trees within the northern and southern parts of the Site, as well as grassland and shrub areas managed for amenity purposes. 2.97 km of new species-rich native hedgerow will also be planted.

Operational Strategies

2.25 Several additional operational strategies will be implemented as part of the Proposed Scheme, in relation to energy, climate resilience, lighting strategy, operational waste strategy, as well as crime prevention principles. These strategies have all been prepared in line with relevant best practice or technical guidance / legislation / regulation.

Construction of the Proposed Scheme

2.26 Construction works could start as early as 2026. The Proposed Scheme will be constructed in stages, with initial construction works focused on the delivery of the new A444 roundabout, below ground works (i.e. earthworks, development plateaus) across the whole Site and Development Zone 1, which are anticipated to be completed by 2028.

2.27 Construction works could start on Development Zone 2 (above ground works) in 2028. Construction activities will take place across an approximately 5-year period[7].

2.28 The construction stage will include various works, including but not limited to; creation of accesses (permanent and temporary); implementation of construction compound and facilities; site clearance; earthworks and profiling of the ground; erection of structures and implementation of landscaping.

2.29 A commitment has been made to adopt a series of environmental management best practices to avoid, offset and reduce environmental effects associated with the construction stage. These measures have been provided within a framework Construction Environmental Management Plan (CEMP) that has been submitted to NWLDC with the Application for approval[8]. These measures are derived from best practice measures or technical specific guidance / recommendations. As such, these

[7] It should be noted that this does not necessarily mean a continuous 5-year period of construction, rather that within that 5-year period construction works could occur.

[8] The CEMP will be maintained and updated (as required) in advance of construction activities occurring and throughout the construction process by the appointed contractor.

measures are 'tried and tested' to effectively mitigate construction related environmental effects.

2.30 The measures committed to within the framework CEMP include:

- General health and safety practice, site security and crime prevention measures;
- The management of construction related traffic;
- Dust suppression / management and control of non-road mobile machinery emission in line with defined standards. In addition, a communication strategy with local community will be set out in relation to dust and air quality;
- Management of noise in line with Control of Pollution Act 1974 and other best practice measures;
- Appropriate siting, use and control of temporary construction lighting;
- Management of construction activities in and around key retained or created ecological habitat in line with correct British Standards and best practice measures;
- Adoption of waste management strategies and practices in line with the waste hierarchy principles; and
- The management of soils and materials, including adoption of measures to control potential pollution events occurring.

Reasonable Alternatives

2.31 The EIA Regulations require "*a description of the reasonable alternatives studied by the developer*", including in relation to alternative sites; design; or technology. Alternatives sites were not considered, as the Applicant is not in control of any other sites, and alternative technology was not considered relevant to the Proposed Scheme, as the nature of the uses proposed does not relate directly to specific technologies. As such, the evaluation of alternative design and the 'Do Nothing Scenario' were considered.

2.32 The design of the Proposed Scheme evolved in response to studies, surveys and modelling, which took account of the environmental constraints and opportunities of the Site. The text below provides an overview of how alternative design options have been discounted in order to avoid, reduce or offset the Proposed Scheme's environmental impacts:

- Landscape and Visual: Various options were considered placing the two Development Zones and the Strategic Landscaping and Infrastructure Zone in different locations and orientations across the Site with options for setbacks and bunding, largely in response to comments raised during the pre-application meetings. Overall, the landscape design incorporates features allowing for

natural visual screening for sensitive receptors to the north and south of the Site, whilst softening the edges of the Proposed Scheme. This includes a 50m set back from built development in the south of the Site helping to contain views to the Site from nearby receptors and earthwork mounds in the northern and southern points of the Site which will also enable lower building plateaus that reduce the apparent height of the structures, reducing impacts on surrounding visual receptors.

- Transport and Access: Active travel connectivity to surrounding PRoWs and the existing Mercia Park has shaped the Proposed Scheme's approach to access and movement, including easier pedestrian access and promoting a safe and accessible connection to the existing bus stop at Mercia Park (therefore utilising existing bus links). Feedback from the pre-application meetings and consultation events helped with the incorporation of a number of infrastructure improvements, which also help minimise the impact of additional traffic. This includes a new three-arm roundabout will be constructed on the A444, the widening of the A444 approach near the M42 Junction 11, and a new pedestrian island crossing at the A444 entrance.

- Biodiversity: The Proposed Scheme has been developed to retain the existing high-quality network of existing hedgerows, trees, watercourses and biodiversity where possible to reduce impacts upon habitats on-site and any protected species that use them.

- Climate Change: As a response to feedback during consultation events (which highlighted sustainability as a priority), renewable technologies (including solar panels) will be integrated into the design of the Proposed Scheme and will be in line with relevant guidelines and ratings.

- Noise: The placement of the Development Zones away from the Site boundary (i.e., more centrally and through the strategic arrangement of shared access roads) provides setbacks from sensitive receptors to the north and south of the Site, and the incorporation of planting/mounding at the north and south will also help to mitigate noise impacts on surrounding noise sensitive receptors.

- Flood Risk: Sustainable urban drainage systems (SuDS) have been included in the design in the north to slow future surface runoff in the development area, reducing the risk posed to the Proposed Scheme from surface water.

2.33 With respect to the 'Do Nothing Scenario', it is likely that in the absence of the Proposed Scheme, the Site would not be developed, meaning that the Site would continue to be used for primarily agricultural purposes and the current management regime would continue.

3. The EIA Process and Approach

The EIA Process

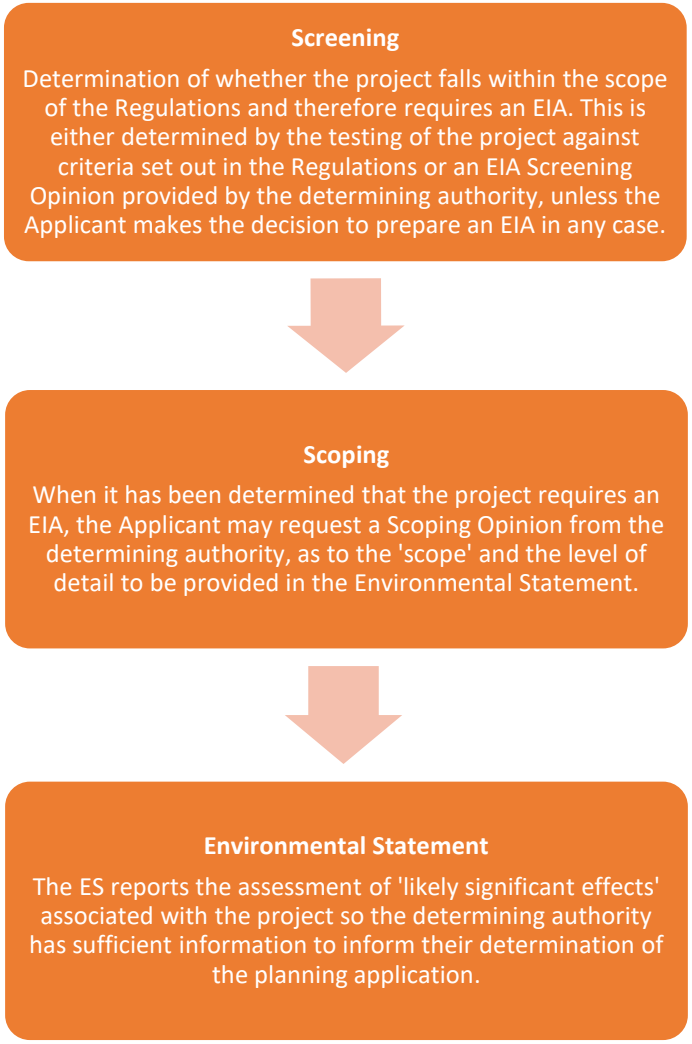
3.1 The aim of EIA is to protect the environment by ensuring that a determining authority (in this case, NWLDC) when deciding whether to grant planning permission for a project, does so in the full knowledge of the likely significant environmental effects of the project and taken them into account in the decision-making process.

3.2 As such, EIA is a tool to assess likely significant environmental effects.

3.3 The EIA process generally comprises a series of steps, which are summarised in **Extract 5**. It should be noted that the first step (Screening) is not mandatory, and the second stage (Scoping) is voluntary. Nonetheless, for this project, all stages of the EIA process were completed.

Approach to EIA

3.4 The EIA Regulations specify that EIA must "*identify, describe and assess the direct and indirect significant effects*" of the Proposed Scheme on a number of 'factors. These factors, generally broken down into specific sensitive receptors, have been considered/assessed within a number of technical topics and appraised at each stage of the EIA process.



Extract 5. Steps in EIA process

EIA Screening

3.5 As indicated in **Extract 5**, the purpose of the EIA Screening process is to establish if the Proposed Scheme for which consent is being sought is considered 'EIA Development' (as defined in the EIA Regulations), principally due to the presence of potential likely significant effects.

3.6 The project team considered the potential for likely significant effects at the outset of the project (during the preparation of an EIA Strategy). For a number of topics, the potential for likely significant effects were unable to be ruled out, and given the characteristics of the Proposed Scheme, it was therefore considered that the Proposed Scheme is 'EIA Development'.

3.7 As such, the EIA Screening process was not considered and completed, and the project moved forward to the EIA Scoping stage.

EIA Scoping

3.8 The EIA Scoping process, informed by a series of baseline studies, undertook a preliminary assessment in order to identify technical topics and/or specific effects which were considered 'not significant'. This process was used to 'scope' the ES, thereby ensuring only those topics and/or effects that where likely to be significant would be subject to further assessment and reported as part of the ES.

3.9 The EIA Scoping process, culminating in an EIA Scoping Report[9] submitted to NWLDC, proposed scoping out the following technical topics because no potential for likely significant effects where anticipated.

- Built Heritage;
- Ground Conditions and Contamination;
- Lighting;
- Major Accidents and/or Disasters;
- Microclimate (Daylight, Sunlight, Overshadowing and Wind); and
- Waste and Resources.

3.10 The Scoping Opinion[10] from NWLDC confirmed the scoping approach set out within the EIA Scoping Report. As such, the ES has reported the assessment of '*likely significant effects*' for the following technical topics:

- Agricultural Land and Soil Resources;

[9] The EIA Scoping Report has been submitted with the ES, as **Volume 2, Appendix 2.1**.

[10] The EIA Scoping Opinion has been submitted within the ES, as **Volume 2, Appendix 2.2**.

- Air Quality;
- Archaeology;
- Biodiversity;
- Climate Change and Greenhouse Gases;
- Flood Risk and Hydrology;
- Landscape and Visual;
- Noise and Vibration;
- Socio-Economics and Human Health; and
- Transport and Access.

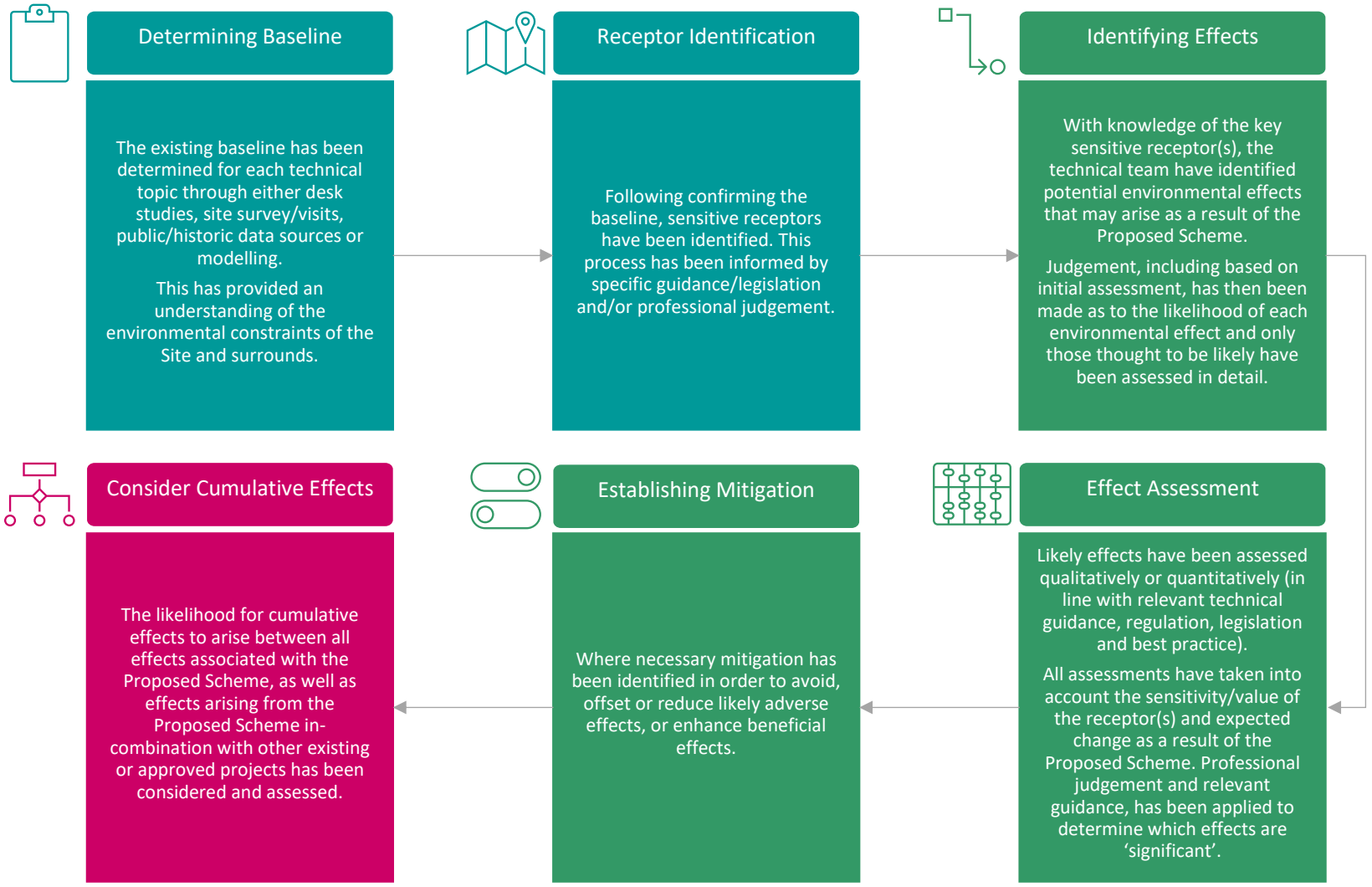
3.11 The precise approach to the assessment of likely significant effects varies somewhat between the various technical topics, reflecting relevant industry and technical guidance/regulations. The adopted methodology for each technical topic was confirmed through the EIA Scoping process. The methodologies adopted are clearly outlined for each technical topic within Volume 1 of the ES.

3.12 Nonetheless an overarching approach, required by the EIA Regulations that covers all technical topics is set out in **Extract 6**. The steps within **Extract 6** are colour coded, with the subsequent sections of this NTS following a similar colour coding, allowing readers to understand how each step within the assessment approach (**Extract 6**) has been completed as part of the ES.

Environmental Statement

3.13 As set out within **Section 1** the purpose of EIA and the ES is to assess and report the 'likely significant effects' of the Proposed Scheme on the environment. On this basis the summary of the technical assessments presented within this NTS (**Section 4**) concludes with whether an effect is considered 'significant' or 'not significant'.

3.14 Furthermore, where the determination of 'significant' or 'not significant' is linked to the implementation of specific mitigation, this proposed mitigation has been noted as part of the summary within **Section 5**.



Extract 6. Overview of EIA process

4. Determining the Baseline

4.1 As set out within **Extract 6**, in order to determine the environmental effects of the Proposed Scheme it was necessary to establish the existing characteristics of the Site and surrounding area (i.e., the existing baseline conditions).

4.2 As such, a summary of the relevant baseline information for the various technical topics scoped into the assessment are provided below[11].

Context

- The Site is located north of Junction 11 of the A/M42 to the east of the A444 and west of the A42;
- The Site comprises a parcel of agricultural land, which separated into arable fields bounded by a network of hedgerows and trees. A drainage ditch is associated with the hedgerow along the north-western boundary of the Site, which connects to a small watercourse which runs along the north-eastern boundary of the Site;
- The wider surrounding area includes:
  - Agricultural land, St Michael's Church and several residential properties which sit along Rectory Lane to the north;
  - The A42, beyond which lies agricultural land to the east;
  - Largely agricultural land to the south, in addition to the M42, a service station, Atherstone Road (A444), a hotel and isolated farm buildings and residential properties further afield; and
  - The A444 to the west beyond which lies agricultural land and Mercia Park to the south-west.

Agricultural Land and Soil Resources

- The Site includes 16.9 ha of Best and Most Versatile (BMV) land[12] (Grade 2) and 10.9 ha of lower grade agricultural land (Subgrade 3b) and non-agricultural land.
- The Site contains a mixture of permeable loamy, sandy and slowly permeable soils, and is in intensive agricultural use.

[11] Baseline data for topics scoped out have not been set out and was provided in full as part of the EIA Scoping Report (**Appendix 2.1**).
[12] Best and Most Versatile (BMV) agricultural land (i.e. Grades 1, 2 and 3a on MAFF's 1988 Agricultural Land Classification system) is considered to be a finite national resource, and is given special consideration in national policy (as set out in the National Planning Policy Framework (NPPF), Paragraph 187).

Air Quality

- The Site is located in an area where the local air quality is primarily affected by road traffic emissions from the local road network surrounding the Site including the M42 and A42.

- There are no exceedances of the relevant UK Air Quality Objectives for NO_2, PM_{10}, $PM_{2.5}$ at the five nearby automatic monitoring stations (operated by NWLDC) in 2022.

Archaeology

- Trial trenching undertaken over the Site found the remains of a Romano-British date within the Site, which comprise ditches corresponding with the anomalies of an enclosure recorded during the geophysical survey, and were confirmed to exist within the western-most field of the Site.

- An associated trackway located within the narrow strip of land on the western side of the A444, was noted to have a potential relationship with Iron Age remains recovered during an investigation to the south-west of Site, and the Roman farmstead discovered to the south-east of the Site.

- The trial trench evaluation also evidenced disturbance from 18th to 20th century agricultural land management, which comprised ridge and furrow cultivation and the remains of former field boundaries, as well as extensive systems of field drainage.

- Overall, the baseline has found that there is medium to high potential for Iron Age to Romano-British remains, and high potential for remains of a post medieval date (though it is considered that the remains would be of an agricultural nature and therefore of low interest).

Biodiversity

- The A444 Roadside Verge, Bank Grassland Local Wildlife Site, a non-statutory site, overlaps with the Site.

- Ecologically important habitats within the Site include hedgerows, running water, scattered (with some mature) trees, and wet ditches.

- Desk-study and targeted ecological survey works have identified the Site can support foraging and commuting bats, terrestrial mammals (badger, hedgehog, and brown hare), common amphibians, and breeding and wintering birds.

Climate Change and Greenhouse Gases

- The Site currently comprises agricultural land bound by hedgerows and trees. Given the use of the existing Site, the existing baseline operational GHG emissions from the Site are assumed to be zero.

Flood Risk and Hydrology

- An agricultural drainage ditch along the north-western boundary of the Site. Limited drainage infrastructure is located within the Site given its agricultural nature.

- The majority of the Site is also located within an area that is at a 'Very Low' risk of flooding by surface water sources (less than a 0.1% chance of flooding a year) (as identified on the

Environmental Agency's (EA) Long Term Flood Risk Map[13]. There is a marginally elevated risk associated with the lower lying areas and existing ditches within the central and northern parts of the Site.

- The Site is located 1.1km south of the River Mease that is designated as a Water Framework Directive (WFD)[14] waterbody located within the Mease from Gilwiskaw Bk to Hooborough Brook WFD waterbody within the Tame Anker and Mease Management Catchment.

- The River Tame from River Anker is the eventual receptor of the Site's foul flows. Flows returned to the River Tame from River Anker flow downstream and converge with the River Trent at Croxall in Staffordshire.

Landscape and Visual

- At the national level, the Site is identified within the Landscape Character Database as being within the National Character Area (NCA) Profile: 72: Mease/Sence Lowlands.

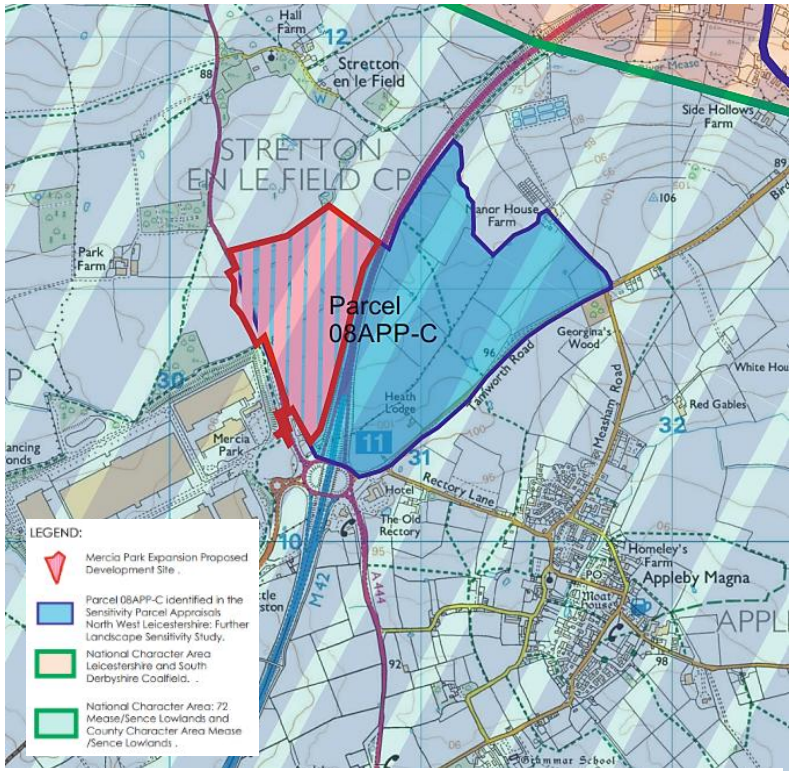
- At a smaller scale or level (i.e. the local landscape character area of the Site), the Site was identified as being within Parcel 08APP-C[15]. This identified Parcel of land includes the Site on its western side and additional land on the eastern side of the A/M42 and is generally rural in character, comprising large-scale arable fields.

The parcel has a few of the key characteristics of NCA 72 Mease/Sence Lowlands, such as a gently rolling agricultural landscape with open views and a rectilinear field pattern composed of low hedgerows. The landscape character areas are shown on **Extract 7** below.

[13] Gov.UK. Check the long term flood risk for an area in England. Available at: https://flood-warning-information.service.gov.uk/long-term-flood-risk/map.

[14] Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.

[15] As identified in a landscape appraisal which was carried out by NWLDC as part of 'NWLDC: Further Landscape Sensitivity Study'.



Extract 7: Landscape Character Areas

- Key visual receptors with existing views towards the Site include the users of the A444 (Viewpoint (VP) 02) and the users of Public Right of Ways (PROW) located within the immediate vicinity and within the surrounding landscape (specifically, PRoW / Bridleway routes Q3/2 (VP 04 and 05), P79/1 and P78/3 (VP09), and Q67/1 and P69/2 (VP12)).

Noise and Vibration

- The noise environment across the Site and in its vicinity is dominated by road traffic noise from the M42/A42 and the A444 (both local and distant).

Socio-Economics and Human Health

- Business Register and Employment Survey (BRES) data indicates that as of 2023 (the most recent year of data), the local impact area supported employment for 17,500 people in the construction sector.

- Industrial employment sectors (defined for the purposes of this analysis as manufacturing and transport & storage) supported circa 82,000 jobs (28% of total employment in the area) in the local impact area as of 2023, which is notably higher than the sectors' 17% contribution to the total workforce across the wider impact area, within which a total of circa 873,000 such jobs are supported.

Transport and Access

- The Site is bound to the south by Junction 11 of the M42, to the east by the A42 and to the west by the A444 Acresford Road, from which the Site is accessed. Junction 11 is a grade-separated roundabout which connects the B5493, Acresford Road, the M42/A42, Tamworth Road and Atherstone Road.

- There are no footways along the A444 near to the Site. The vast majority of pedestrian movements travel along the gyratory of Junction 11 and Tamworth Road (towards Measham).

Natural Evolution of the Site

4.3 The EIA Regulations require the provision of, as far as reasonably possible, an estimation of the future natural evolution of the Site (i.e., future baseline) were the Proposed Scheme not to go ahead (i.e. the 'Do Nothing Scenario').

4.4 For all technical topics, it was determined that influencers of change would occur from human intervention or action, more so than natural processes or activities. On this basis it was determined that the future baseline would likely be the same as the existing baseline if no development was to occur and the Site would remain in agricultural use and subject to ongoing agricultural practices, which could likely include management of boundary features.

5. Effects of the Proposed Scheme

5.1 A summary of the assessment in the ES and the identified 'likely significant effects' reported within **Volume 1: Primary Report and Supporting Figures**, taking each topic in turn, is provided below.

5.2 The summary is reflective of the scope of assessments, as discussed within **Section 2** and therefore technical topics or effects 'scoped out' have not been discussed. Assessments within **Volume 1** have considered effects arising from the construction and operational stages of the Proposed Scheme, however, where the text only considers a single stage this is due to that fact that effects associated with the other stage where also 'scoped out'.

5.3 As with the requirements of the Non-Technical Summary, to be written in plain English, the summaries of assessment presented below are not overly detailed and parties interested in understanding the specifics of an assessment process or output are directed to **Volume 1**.

5.4 The overall outputs of the EIA process are as follows:

- During the construction stage, there are significant adverse residual effects for **Chapter 6: Agricultural Land and Soil Resources**, **Chapter 12 Landscape and Visual**, and **Chapter 13: Noise and Vibration**, and no significant beneficial effects reported;
- During the operational stage, there are significant beneficial residual effects reported for **Chapter 14: Socio-Economics and Human Health**, and significant adverse residual effects reported for **Chapter 12: Landscape and Visual**.

5.5 A summary of the technical topics is provided in the table below, where:

- No significant effects were identified – denoted by ✗;
- Significant adverse effects were identified – denoted by ✓;
- Significant beneficial effects were identified – denoted by ✓; and
- A mixture of significant adverse and beneficial effects were identified – denoted by ✓ (albeit not used on this occasion).

Technical topic	Significant effects?
Agricultural Land and Soil Resources	✓
Air Quality	×
Archaeology	×
Biodiversity	×
Climate Change and Greenhouse Gases	×
Flood Risk and Hydrology	×
Landscape and Visual	✓
Noise and Vibration	✓
Socio-Economics and Human Health	✓
Transport and Access	×

Agricultural Land and Soil Resources

What effects were considered?

5.6 The following effects were considered in **Chapter 6: Agricultural Land and Soil Resources:**

- The loss of agricultural land; and
- The loss of or damage to soil resources.

What receptors were considered?

- Agricultural land (including Best and Most Versatile (BMV) agricultural land); and
- Soils.

What did the assessments identify?

5.7 The Proposed Scheme will result in the loss of 16.9 ha of Grade 2 (BMV) agricultural land and 10.9 ha of lower grade agricultural land (Subgrade 3b) within the Site due to construction activities. This loss is irreversible in terms of the change from the existing baseline condition and cannot be mitigated. Therefore, the loss of agricultural land is considered to be adverse; however, only the loss of the BMV land (i.e. Grade 2) was considered to be significant.

5.8 The proposed landscaping as part of the Proposed Scheme will make use of the quality soil resources on-Site. However, there is also the potential for these soil resources to be lost or damaged during construction such that landscaping proposals could not be achieved without imported material. Mitigation measures such as a detailed Soil Management Plan will ensure that the final landscaping proposals make use of appropriate soil resources and that soil damage is avoided. With these mitigation measures in place, effects arising from the loss of or damage to soil resources are considered to be adverse but not significant.

Air Quality

What effects were considered?

5.9 The following effects were considered in **Chapter 7: Air Quality** (during operation only):

- Exposure to elevated pollutant concentrations (emissions from vehicle exhausts); and
- Exposure to pollutant concentrations in excess of the relevant air quality objectives.

What receptors were considered?

- Existing nearby residential properties (and other sensitive uses such as schools and hotels); and
- Future receptors (including employees and visitors, and users of external areas).

What did the assessments identify?

5.10 Air pollutant concentrations have been modelled at both existing and future Site receptors. The predicted nitrogen dioxide (NO_2) and Particulate Matter (PM_{10} and $PM_{2.5}$) concentrations for the 2027 Opening Year at the receptors show that annual mean concentrations of NO_2, PM_{10} and $PM_{2.5}$ are predicted to remain below the relevant objectives for good air quality, and all impacts are predicted to be negligible and not significant.

Archaeology

What effects were considered?

5.11 The following effects were considered in **Chapter 8: Archaeology:**

- Changes to ground levels within the Site, such as those entailed in cut/fill operations; and/or foundations during construction.

What receptors were considered?

- The receptor(s) being considered comprises below ground archaeological remains and associated palaeoenvironmental remains. This includes:
  - Remains of a Romano-British enclosure, located within the western part of the Site, and a possible associated trackway, identified through geophysical survey, within the narrow strip of land west of the A444; and
  - Post medieval agricultural remains, which includes former field boundaries and ridge and furrow cultivation.

What did the assessments identify?

5.12 Given the level at which archaeological remains would be expected and the nature of the Proposed Scheme (including

landscaping, earthworks (including cut/fill), planting, and surface water attenuation), it is assumed (worst-case) that any remains of archaeological interest would be lost during the construction stage.

5.13 A geophysical survey[16] was conducted across the Site (in 2023) which identified anomalies indicative of ditches in the west of the Site, which may define parts of a rectilinear enclosure complex[17] (dated to the Romano-British period), and a trackway[18] lying to either side of the A444. Therefore, the focus of the archaeological remains is noted to be within the western part of the Site, where proposals include provision for a new primary access roundabout on the A444 and a distribution unit, as well as landscaping. It is unlikely that there is any archaeological potential at other areas such as the A444; if remains are present, they are generally expected to have been disturbed by the existing infrastructure.

5.14 The remains of the possible enclosure and any remains of other remains (generally associated with post medieval agriculture) are expected to be lost during the construction of the Proposed Scheme. However, the agricultural use of land within the Site, including post medieval drainage and arable farming, has caused some damage and truncation to any below ground archaeological remains[19].

5.15 The loss of archaeological remains as a result of the Proposed Scheme could be mitigated through the information gained from further evaluation and or excavation, thus preserving the archaeology through record (i.e. through the publication and dissemination of results), in advance of, and/or during the course of the construction stage.

5.16 Given the above and with the consideration of mitigation measures, effects, whilst adverse, are not considered to be significant.

Biodiversity

What effects were considered?

5.17 The following effects were considered in **Chapter 9: Biodiversity:**

[16] A geophysical survey is a survey method used to investigate the physical properties of the Earth's subsurface which can map buried archaeological features without disturbing the ground, by using techniques such as seismic, magnetic, electrical, and gravitational measurements.

[17] These remains comprise northeast-southwest and east-west orientated ditches, and are likely associated with a trackway.

[18] The trackway lies within the narrow strip of arable land within the Site, that lies west of the A444.

[19] The assessment also takes into consideration that the ongoing agricultural practices within the Site would reduce the heritage significance of the remains and therefore, this deteriorating baseline and the opportunity for the recovery of information through secondary mitigation, is taken into account in the determination of the effects.

- Partial loss of non- statutory designated site during construction;
- Loss of ecologically important habitats during construction;
- Short-term (during construction) and long-term (during operation) loss of supporting habitat;
- Degradation of habitats due to inappropriate management during operation; and
- Killing or injury during habitat management during operation.

What receptors were considered?

- A444 Roadside Verge, Bank Grassland Local Wildlife Site (LWS);
- Hedgerow, mature and semi-mature trees;
- Bats, terrestrial mammals (badger, hedgehog, brown hare), common amphibians, breeding and wintering birds;
- Skylark, and Nesting birds; and
- Retained/newly created habitat.

What did the assessments identify?

5.18 The construction of the Proposed Scheme has the potential to result in minor encroachment/habitat loss of the A444 Roadside Verge, Bank Grassland Candidate Local Wildlife Site (cLWS), to allow for the provision of a new active travel crossing over the A444. Whilst this minor loss/encroachment cannot be avoided or directly mitigated for, it is not anticipated to significantly affect the integrity of the wider LWS. In addition, with the creation of habitat (for which the LWS is designated within the Site) being incorporated into the design of the Proposed Scheme, such effects are considered to be adverse but not significant.

5.19 Whilst the majority of habitats on-Site will be retained, construction activities will likely result in the removal of small sections of hedgerows and 17 mature and semi-mature scattered trees (predominantly located within hedgerows) to accommodate the Proposed Scheme; however, mitigation measures will be incorporated into the Construction Ecological Management Plan (CEcMP) (appended to the framework CEMP) along with the provision of hedgerow creation and enhancement and new native tree and woodland planting which has been incorporated into the design of the Proposed Scheme. Whilst adverse, with these measures incorporated, the effect on the ecologically important habitats during construction is considered to be beneficial and significant.

5.20 In addition to the above, the habitats within the Site have the potential to support a range of protected/notable species, including bats, badgers, other terrestrial mammals such as

hedgehog and brown hare, common amphibians and breeding and wintering birds and construction activities will result initial loss of supporting habitat is therefore likely to result in the temporary displacement of these species groups from the Site. All practicable mitigation in relation to habitat retention and protection during construction has been incorporated into the CEcMP along with the incorporation of newly created habitats, including grassland, scrub, SuDS features and tree planting as part of the Proposed Scheme. With these mitigation measures in place, effects on the protected/notable species identified are considered to be adverse but not significant.

5.21 The operation of the Proposed Scheme will result in the loss of two territories recorded within the arable fields. Given this, whilst adverse, effects related to the long-term loss of supporting habitats for skylarks are considered to be not significant as extensive arable farmland is abundant in the surroundings, and is likely to have the carrying capacity to accommodate a small number of additional territories.

5.22 In addition to the above, the retained and newly created habitats associated with the Proposed Scheme have the potential to be subject to inappropriate management which could lead to minor habitat loss and degradation; however, habitat management and monitoring measures (controlled via the Habitat and Ecological Management and Monitoring Plan) will ensure that this is appropriately managed. This effect is anticipated to be adverse but not significant.

5.23 Similar to the above, the Habitat and Ecological Management and Monitoring Plan will also include appropriate timings for all proposed habitat management activities to ensure that activities (which may result in the killing, injury or disturbance of nesting birds, such as coppicing, hedge cutting or scrub management) are undertaken outside of the bird nesting season. With the implementation of the HEMMP and adherence to recommended timings for habitat management, effects on bird populations are negligible.

Climate Change and Greenhouse Gases

What effects were considered?

5.24 The following effects were considered in **Chapter 10: Climate Change and Greenhouse Gases:**

- The effects of greenhouse gas emissions (GHG) during the construction and operational stages.

What receptors were considered?

- The effects of emissions on the global climatic system.

What did the assessments identify?

5.25 The construction stage of the Proposed Scheme will result in GHG emissions both on- and off-Site, from a range of activities including the manufacture of construction materials and products, the transport of workers, materials and waste on- and

off-site, the consumption of fossil fuels and electricity by Site plant and vehicles, and the treatment of residual construction waste.

5.26 The construction stage of the Proposed Scheme is estimated to result in total emissions of 46,887 tCO_2e, equating to annual construction emissions of circa 9,377 tCO_2e across the 5-year construction period. However, the performance of the Proposed Scheme will be in line with appropriate standards[20] and would, therefore, make an appropriate contribution to the UK net zero targets. Although adverse, effects related to GHG emissions during construction were not considered to be significant.

5.27 The operational stage of the Proposed Scheme will result in GHG emissions from the generation of energy consumed by the proposed buildings associated with use of electricity for heating, cooling, lighting and other uses, in addition to operational activities such mains water consumption, wastewater treatment, and the transport and treatment of waste (however these are likely to be smaller in comparison to emissions from energy consumption). It is estimated that the Proposed Scheme will result in GHG emissions of 293tCO_2e during the assumed first year of operation (2027), and 74 tCO_2e in 2037, and accumulating to 1,680 tCO_2e across the assessed assumed operational stage (2027 – 2037), which exceeds relevant targets[21]. Therefore, the Proposed Scheme is considered to make an appropriate contribution to the UK net zero trajectory.

Therefore, GHG emissions during operation, whilst adverse, are not considered to be significant.

Flood Risk and Hydrology

What effects were considered?

5.28 The following effects were considered in **Chapter 11: Flood Risk and Hydrology** during the operational stage:

- An increase in impermeable area leading to a potential change in flood risk from surface water;
- Changes to water quality; and
- Increased foul flows.

What receptors were considered?

- Future Site users (i,e. employees and visitors), nearby residential properties and users of the surrounding land;
- The River Mease within the Humber River basin district; and
- The River Trent.

[20] Such as the LETI 2020 design target for upfront embodied carbon.

[21] i.e the LETI operational EUI target. Performance exceeding LETI targets is considered to represent good practice

What did the assessments identify?

5.29 Once the Proposed Scheme is complete, it is likely that there will be an increase of impermeable surfaces (due to the proposed buildings, roads and service yards) on the Site, which if uncontrolled and /or significant enough, have the potential to harm nearby properties and users of the surrounding land. This would also lead to an increase in the peak flows of surface water discharged from the Proposed Scheme. To mitigate the risk of flooding, an operational surface water drainage strategy will be implemented, which will include limiting the surface water discharge rates and methods of attenuation (which includes impermeably lined permeable paving, geocellular attenuation, and a mixture of swales and detention basins acting as a wetland along the northern Site boundary or a combination of multiple measures). With these measures in place, effects are considered to be not significant.

5.30 In addition, the operational activities around the Site during the operational stage have the potential to result in accidental spillages and potential contaminants (e.g. sediment and diffuse highway pollution) entering surface water runoff from the Site, resulting in the pollution reaching surface / ground waterbodies. As mentioned above, controlled drainage strategy will be implemented and surface water will be collected[22] via various attenuation features[23]. In addition, the Proposed Scheme will have no need for chemically altering the ground or spraying crops and therefore, through good drainage design, all surface water discharging from the Site will have been treated which will have a more 'beneficial' effect on the quality of the water downstream of the Site when compared to the existing land usage (i.e. as arable land which utilises fertilizers and pesticides to ensure greater crop yields). Whilst beneficial, the effect is not considered to be significant.

5.31 The Proposed Scheme will result in an increase of foul flows during the operational stage due to the proposed buildings on the Site, which if uncontrolled would lead to an increase foul flow into the River Trent water body. However, it was confirmed that the adopted Severn Trent Pumping station, found along the eastern boundary of the adjacent Mercia Park business park[24] that the pumping station has the potential capacity to accept flows from the Proposed Scheme. In addition, the Site's foul drainage strategy will include details of emergency storage provisions and a kiosk control unit fitted with an alarm in the eventuality that the pumping station fails/ or is required to be

[22] This has been designed in line with local and national policy and in agreement with the relevant bodies tasked with the improvement of the WFD water body.

[23] Such as permeable paving (non-infiltration), linear drains and gullies, with the surface water drainage network containing sumps, catchpits and fuel interceptors for silt/and pollutant collection.

[24] Where foul flows are pumped to the Severn Trent Water, Wastewater Treatment Works in Tamworth. The foul flows will be treated / aerated / ameliorated, prior to discharge into the River Tame and River Anker (a tributary of the River Trent Catchment).

inactive during maintenance. Given this, effects in relation to the increased foul flows are considered to be not significant.

Landscape and Visual

What effects were considered?

5.32 The following effects were considered in **Chapter 12: Landscape and Visual:**

- The change in character of open countryside to built form (during the construction and operational stages); and
- Existing open views across arable fields disrupted and foreshortened by built form.

What receptors were considered?

- The local landscape character area of Parcel 08APP-C; and
- The users of the A444 and the PRoWs located within the immediate vicinity and within the surrounding landscape.

What did the assessments identify?

5.33 The Site is situated within the local landscape character area of Parcel 08APP-C which is characterised by gently rolling agricultural land, low hedgerows, and occasional scattered trees. However, during the construction stage, the introduction of extensive earthworks, temporary construction compounds, cranes, and construction vehicle activity will result in a marked departure from the agricultural baseline, temporarily altering the landscape character. The physical presence of machinery and temporary structures will dominate the area and construction lighting during low-light hours and stockpiled materials will add further to the transitional industrial character during this stage. Whilst mitigation measures have been incorporated within the framework CEMP, including advanced tree protection, retained vegetation, and controlled working practices, which aim to minimise the effects during construction, these measures do not fully address the temporary visual and physical disruptions caused by the large-scale construction. Therefore, significant adverse effects are likely.

5.34 The construction stage of the Proposed Scheme will introduce temporary but prominent visual elements (e.g., the presence of cranes, scaffolding, construction compounds, machinery, stockpiles of earth and materials, and construction-related activity) into the Site and its surroundings, altering the experience of receptors with views across the arable landscape and contrasting sharply with the open, rural baseline. These effects are heightened in winter months when vegetation provides less screening. Due to the scale and prominence of the construction activities, for all considered receptors (i.e., road users along the A444 and users of PRoWs and bridleways (Q3/2, P79/1, P78/3, Q67/1 and P69/2)), visual effects during the construction stage are considered to be adverse and significant.

5.35 The operation of the Proposed Scheme introduces large-scale built form and associated infrastructure to approximately half of the Site, resulting in the permanent loss of agricultural land and a

transformation of the area's character. Whilst mitigation measures, including retained and enhanced hedgerows, woodland strips, advanced planting, and screening mounds, will be integrated which will provide some level of integration with the surrounding landscape (thereby softening the transition of arable land to built form and reduce some visual impacts), they do not fully offset the extent of change. Therefore, effects to the local landscape character are considered to be adverse and significant.

5.36 In terms of visual amenity and character, the assessment considers effects during both the earlier (Year 1) and longer-term (Year 15) stages. The baseline view from the A444, characterised by expansive views across arable fields and glimpses of adjacent parkland associated with Stretton Hall, will change substantially with the introduction of large-scale buildings and new road infrastructure, disrupting the openness of the view. In winter and at Year 1, the proposed buildings will be visible through existing roadside vegetation, and the proposed planting will not yet provide significant screening. However, by Year 15, the mitigation planting, including evergreen species and woodland planting, will mature and will notably reduce the visual prominence of the Proposed Scheme. The buildings and infrastructure will be better integrated into the surrounding landscape, and views will be softened throughout the year, even in winter. Given this, for users of the A444, adverse but not significant visual effects will be experienced.

5.37 Similarly, views of the PRoWs at Year 1 of operation, which are characterised by open countryside with gently rolling topography and arable fields framed by low hedgerows, will be notably affected by the introduction of large-scale buildings, particularly in winter months when the proposed planting has not yet established. However, by Year 15, the maturing mitigation planting will reduce the visibility of the Proposed Scheme and improve its integration into the landscape. Whilst the rural character of the views will still be altered, the prominence of the buildings will diminish considerably. As such, adverse visual effects are likely, but these will be significant for Users of PRoW Q3/2 only, and not significant for all other PRoW.

Noise and Vibration

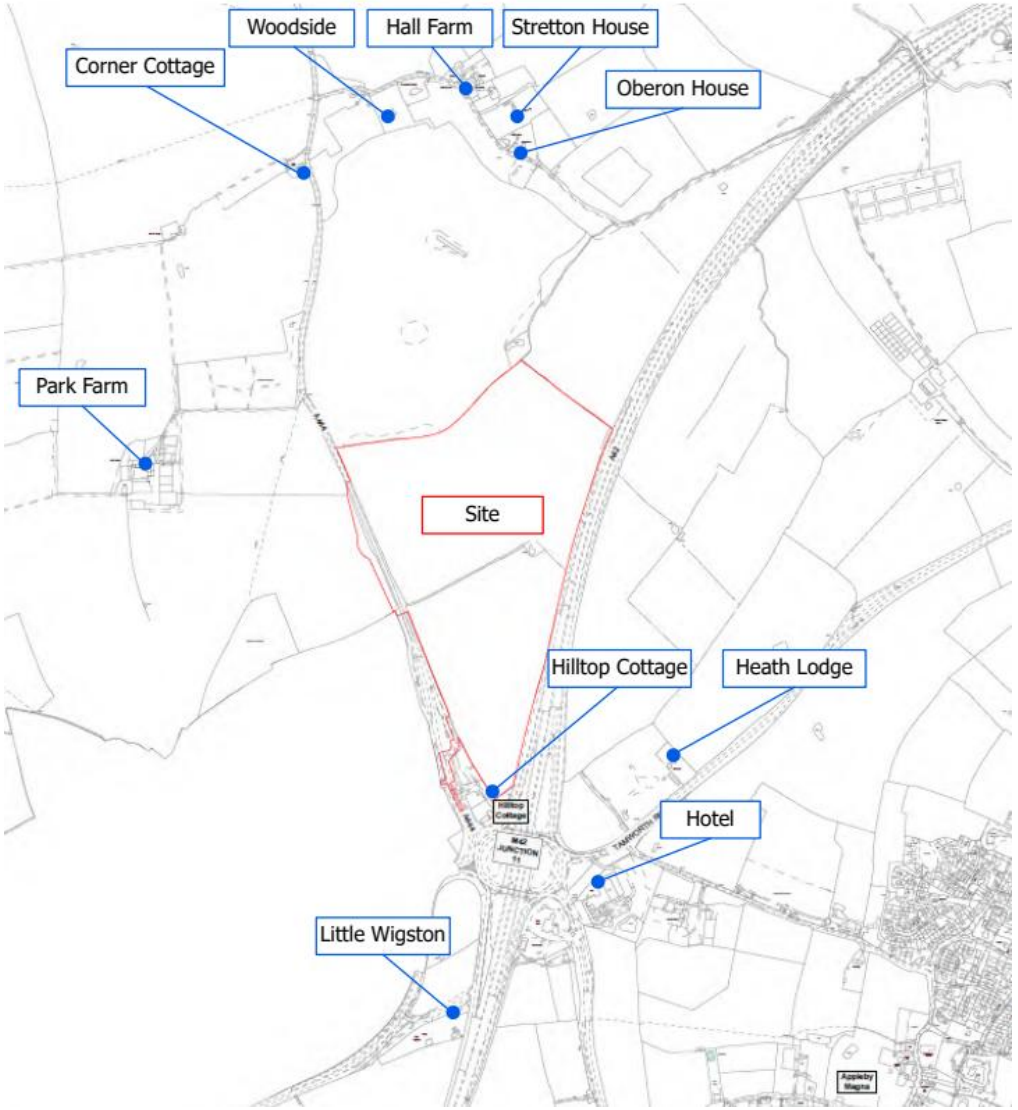
What effects were considered?

5.38 The following effects were considered in **Chapter 13: Noise and Vibration:**

- Noise and vibration effects from construction works and activities;
- Noise from construction traffic;
- Noise from on-Site activities at the Proposed Scheme;
- Noise from road traffic using the Proposed Scheme;
- Noise from the operational building services plant.

What receptors were considered?

- The construction and operational assessments focused on existing residential properties and other sensitive uses (where relevant) in close proximity to the Proposed Scheme. The following receptor locations, in particular, were considered (as shown on **Extract 8**).
  - Hilltop Cottage;
  - Corner Cottage;
  - Woodside;
  - Hall Farm;
  - Stretton House;
  - Oberon House;
  - Heath Lodge;
  - Hotel;
  - Park Farm; and
  - Little Wigston.
- Existing receptors along the local road network used by construction and operational traffic.



Extract 8: Noise Assessment Locations

What did the assessments identify?

5.39 During the construction stage, the threshold level was predicted to be exceeded by 10dB at Hilltop Cottage when Site preparation and landscaping works are undertaken at their closest to this receptor; however; it is noted that this outcome is only likely to occur for a short duration during the overall construction stage, (as the works are only likely to be at their closest to the receptor for a short period). Therefore, in the situation where works are undertaken at their closest to this receptor, effects are adverse and significant, albeit for a short duration. For the majority of Site Preparation and Landscaping works, the identified effects at Hilltop Cottage are considered to be not significant.

5.40 At all other receptors (except at Hilltop Cottage), the adopted noise level criterion (65db) is predicted to be achieved at all times, for all types of work. Therefore, noise levels at other receptors were considered to be not significant.

5.41 Some elements of the construction works may generate perceptible levels of vibration at nearby receptors, for example heavy ground works or vibratory compaction, when they occur close to the Site boundaries near a receptor. Similar to construction noise effects, significant and adverse effects are likely at Hilltop Cottage (as this receptor is the closest residential property located circa 15m from the Site), albeit this will only occur for a short duration if vibratory compaction activities are undertaken at their closest to the receptor. As for construction noise, the identified vibration effects at Hilltop Cottage are considered to be not significant for the majority of the construction works. Similarly, for all other receptors, effects are considered to be not significant as the relevant vibration levels are unlikely to be, even if vibratory compaction is undertaken.

5.42 The potential effect of noise from construction traffic on the off-Site road traffic network has been considered as part of the assessment. The changes in noise levels associated with the construction traffic generated by the Proposed Scheme is predicted to be less than relevant thresholds (1dB[25]) along all along all the road links considered. As such, this effect was not considered to be significant.

5.43 During the operation of the Proposed Scheme, there will be elements that make noise, such as HGVs, forklifts and cars, and elements that screen noise, such as buildings. Operational noise levels have been considered at the receptors (locations shown on **Extract 8**) and it was identified that for a majority of the receptors considered, effects are considered to be not significant. However, should any refrigerated trailers operate at the Proposed Scheme, an adverse and significant effect is possible at Park Farm during the early night-time period. In addition, there are a wide range of B2 uses proposed as part of the Proposed Scheme. With mitigation measures (such as the use of a built-up cladding system for the external building fabric to

[25] A change of 1dB of off-Site road traffic noise is determined to be the smallest change that is considered perceptible.

control internal noise escaping from the buildings, and utilising electric hook-up points for the proposed refrigerated trailers) in place, effect, whilst adverse, are not significant.

5.44 As for construction traffic noise, the potential effect of noise from operational road traffic has been considered. Overall, the calculated changes in daytime and night-time off-Site road traffic noise levels at the receptors are considered to be less than relevant thresholds. Therefore, effects are considered to be adverse but not significant.

5.45 The Proposed Scheme may include plant to control the climate within the buildings and it is possible that significant adverse effects may occur, if appropriate design steps are not taken when designing and procuring the building services plant. To mitigate this, one or more inherent measures will be incorporated into the building services plant design to control noise emissions, such as locating plant in less sensitive positions and the use of acoustic louvres, attenuators or screens, which will help comply with the recommended plant noise limits. With these mitigation measures in place, effects are considered unlikely to be significant.

Socio-Economics and Human Health

What effects were considered?

5.46 The following effects were considered in **Chapter 14: Socio-Economics and Human Health**:

- Employment generation during construction and operational stages.

What receptors were considered?

- Labour force in the local (based on the combined administrative areas of NWLDC, Hinckley & Bosworth Borough Council, Lichfield District Council, North Warwickshire Borough Council, South Derbyshire District Council and Tamworth Borough Council) impact area; and

- Labour force in the wider (covering the entirety of the East Midlands and West Midlands regions and referred to as 'the Midlands') impact area.

What did the assessments identify?

5.47 During the construction stage, a total of 90 net additional full time equivalent jobs (FTE) positions[26] could be generated each year across the wider impact area, inclusive of 35 jobs in the local

[26] Taking into account leakage of jobs being taken outside of the local and wider impact areas; the displacement (i.e. a proportion of jobs being taken by those who, in the absence of the Proposed Scheme, could otherwise be working on alternative construction projects locally); and indirect employment and financial benefits for the construction sector.

impact area. As of 2023, the local impact area's construction sector supported 17,500 jobs, the industry having created an additional c. 300 jobs per annum on average since 2018 and therefore, the additional jobs generated by the Proposed Scheme will therefore make an important contribution towards sustaining employment in the sector going forwards. Overall, although beneficial, this effect was not considered to be significant given the number of jobs created (due to the scale of the Proposed Scheme) and only being temporary.

5.48 During operation, it is estimated[27] that a total of 1,160 direct, indirect and induced net additional FTE jobs could be generated across the wider impact area, inclusive of 435 jobs in the local impact area. In addition, As of 2023, the local impact area's manufacturing and transport & storage sectors supported 82,000 jobs, the industry having created an additional circa 3,400 jobs per annum on average since 2018, and the operational stage jobs generated by the Proposed Scheme will therefore contribute towards sustaining employment growth in these sectors going forwards (likely accounting for the equivalent of c. 23% of one year's worth of recent rates of growth in the sector). Considering the impact of the Proposed Scheme in the context of these baseline trends and the permanent, long-term period over which employment will be generated, significant beneficial effects are likely.

Transport and Access

What effects were considered?

5.49 The following effects were considered in **Chapter 16: Transport and Access** during the operational stage:

- Severance and increase in fear and intimidation;
- Non-motorised amenity and delay; and
- Increases in driver delay and public transport user delay.

What receptors were considered?

- Local community, residents, and pedestrian and cyclist users of the local road network.

What did the assessments identify?

5.50 Two highway links (A444 Acresford Road (south of the Site access) and A444 Atherstone Road) were considered as part of the assessment with respect to the operational stage effects of the Proposed Scheme in relation to transport and access, and has been informed through testing impacts of the Proposed Scheme in the Leicester and Leicestershire Pan Regional Transport Model (PRTM) and VISSIM model.

[27] In line with ONS data and published guidance.

5.51 During the operation of the Proposed Scheme, an increase the average journey time is likely at the two above mentioned links; however, a number of traffic measures, including the implementation of a Travel Plan, will assist with controlling and managing the traffic on the highway. This includes measures such as the use of travel information packs, promotion of car sharing, and travel information boards. With these in place, effects are considered to be not significant.

6. Cumulative Effects

6.1 It is a requirement of the EIA Regulations for the EIA to assess the 'cumulative' effects arising from the Proposed Scheme.

6.2 There is no standard set methodology for the assessment of cumulative effects, but it is common (and in accordance with accepted guidance) for two types of cumulative effects to be considered, namely:

- **Effect Interactions** – which considers different effects within the project itself affecting the same receptors, either within the Site or in the local area; and
- **In-combination effects** – which considers effects from the Proposed Scheme alongside those from other existing or approved projects impacting upon a common receptor.

6.3 For both types of cumulative effects there needs to be a 'common receptor'. By this it is meant that the same receptor is considered in either two or more topics (for effect interactions) or by the Proposed Scheme and another existing or approved project (for in-combination effects). If there is an absence of a common receptor it is considered that a cumulative effect does not occur.

6.4 Identifying, interpreting and communicating cumulative effects can often be technical and complicated, making it difficult to explain the outputs in 'plain English'. However, the process and outputs are out below.

Effect Interactions

Approach

6.5 The evaluation of effect interactions first looks to combine all of the effects assessed within all technical chapters and 'categorise' them into 'receptor groups'. By sorting all effects into receptor groups, the potential for an effect interaction to occur can be identified.

6.6 The receptors groups are based on the list of 'factors' that are specified within the EIA Regulations, that an ES should report the likely significant effects upon[28]. Often the receptors considered within the technical assessments will fall within one of the receptor groups.

6.7 Once collated in tabular form, it is clear where a receptor group is experiencing multiple effects associated with the Proposed Scheme and thus there is then considered the 'potential' for an effect interaction. Following this initial sorting process, the specific effects are examined in greater detail and the specific individual receptors assessed to confirm a common receptor.

[28] Population, human health, biodiversity, land, soil, water, air, climate, material assets, cultural heritage and landscape

Evaluation Results

6.8 The assessment of effect interactions, which considers multiple effects generated by the Proposed Scheme impacting upon the same receptor, identified that effect interactions would be experienced by the 'Population and Human Health' receptor group for the construction and operational stages.

6.9 At the construction stage, it was concluded that the effect interaction would be experienced the same as the 'worst' individual effect (i.e. one that gave rise to the greatest adverse effect) which is reported up to Major Adverse in relation to noise and vibration impacts.

6.10 At the operational stage, the same conclusion was reached as that for the construction stage, where any effect interaction would be experienced the same as the 'worst' individual effect (i.e. one that gave rise to the greatest adverse effect), which is Moderate to Major Adverse (Significant) in relation to visual impacts.

In-combination Effects

Approach

6.11 The first stage for this assessment is to identify other existing or approved projects that should be considered in cumulation with the Proposed Scheme ('Cumulative Projects'). This identification and selection process was completed as part of the EIA Scoping process to ensure agreement with NWLDC on the existing or approved projects to consider. The approved projects identified and agreed with NWLDC to be assessed as part of the cumulative effects assessment are shown on **Extract 9**.

6.12 It should be noted that the existing Mercia Park to the west of the Site is included as a Cumulative Project. At the time of collecting baseline information for some topic areas, this scheme was still awaiting full occupation and as such this scheme has been considered for cumulative operational effects (but not construction effects, given its status i.e. it is built out and consequently there is no overlap with the construction of the Proposed Scheme). In terms of the operational stage, some of the assessments within the ES accounted for this scheme in the baseline assessment (again, given its status), so the assessment within the technical chapter accounted for any effects already, and where there was some overlap in operational stage effects not already accounted for, the deviation would be no greater than what the assessment identified for the Proposed Scheme in isolation.

6.13 The evaluation of in-combination effects is undertaken by each technical topic. The evaluation is informed by technical reports submitted in support of the cumulative projects, or where this is not available professional judgement is applied. The evaluation is as follows:

(a) Do the projects share a common receptor, across either the construction and/or operational stages?

(b) Does the combined effect of each project together give rise to an effect that is greater than that reported for the Proposed Scheme in isolation?

6.14 The evaluation of in-combination effects is normally undertaken qualitatively but some topics use quantitative modelling work that accounts for the other projects.

Evaluation Results

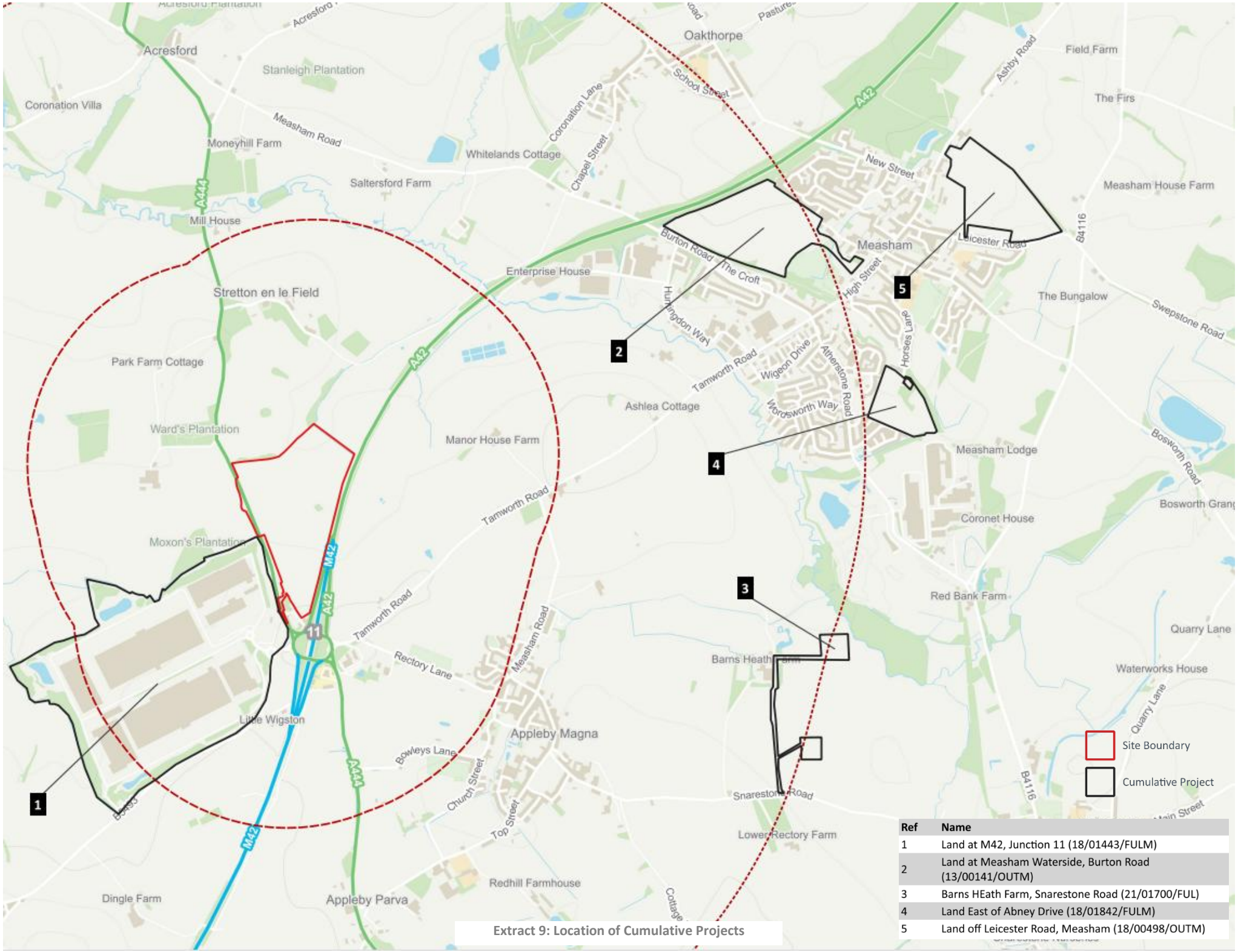
6.1 The assessment of in-combination effects considered 5 Cumulative Projects on a technical topic by topic basis.

6.2 A summary of the evaluation of in-combination effects is provided below, which outlines:

- No in-combination effect was identified – denoted by ×;
- In-combination effects were identified but determined to be no greater level of effect or significance than that reported for the Proposed Scheme in isolation – denoted by =; and
- In-combination effects were identified and determined to be a level of effect or significance greater than the Proposed Scheme in isolation – denoted by >.

6.3 Where a greater in-combination effect is identified and is considered to be Significant, this has been highlighted in **bold.**

Technical Topic	All Relevant Cumulative Projects
Agricultural Land and Soil Resources	**>**
Air Quality	=
Archaeology	=
Biodiversity	=
Climate Change and Greenhouse Gases	>
Flood Risk and Hydrology	=
Landscape and Visual	=
Noise and Vibration	=
Socio-Economics and Human Health	**>**
Transport and Access	=



Ref	Name
1	Land at M42, Junction 11 (18/01443/FULM)
2	Land at Measham Waterside, Burton Road (13/00141/OUTM)
3	Barns HEath Farm, Snarestone Road (21/01700/FUL)
4	Land East of Abney Drive (18/01842/FULM)
5	Land off Leicester Road, Measham (18/00498/OUTM)

Extract 9: Location of Cumulative Projects

Appendix 1: Regulatory Compliance Checklist

Regulation 18, Paragraph 3 (e) of the EIA Regulations requires "*a non-technical summary of the information referred to in sub-paragraphs (a) to (d*)" to be provided. Schedule 4, Paragraph 9 of the EIA Regulations requires "*A non-technical summary of the information provided under paragraphs 1 to 8*" to be provided. For clarity around compliance with the EIA Regulations, the schedule below identifies where the information from paragraphs a to d of Regulation 18a and paragraphs 1 to 8 of Schedule 4 is located in this Non-Technical Summary.

Regulation 18. Environmental Statements	Schedule 4. Information for Inclusion in Environmental Statements	Location of Information in this Non-Technical Summary
(a) a description of the proposed development comprising information on the site, design, size and other relevant features of the development	1. A description of the development, including in particular: (a) a description of the location of the development; (b) a description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases; (c) a description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used; (d) an estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.	Section 2: The Proposed Scheme; and Section 4: Determining the Baseline
(d) a description of the reasonable alternatives studied by the developer, which are relevant to the	2. A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by	Section 2: The Proposed Scheme

Regulation 18. Environmental Statements	Schedule 4. Information for Inclusion in Environmental Statements	Location of Information in this Non-Technical Summary
proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment	the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.	
-	3. A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.	Section 4: Determining the Baseline
-	4. A description of the factors specified in regulation 4(2) likely to be significantly affected by the development: population, human health, biodiversity (for example fauna and flora), land (for example land take), soil (for example organic matter, erosion, compaction, sealing), water (for example hydromorphological changes, quantity and quality), air, climate (for example greenhouse gas emissions, impacts relevant to adaptation), material assets, cultural heritage, including architectural and archaeological aspects, and landscape.	Section 4: Determining the Baseline; and Section 5: Effects of the Proposed Scheme
(b) a description of the likely significant effects of the proposed development on the environment	5. A description of the likely significant effects of the development on the environment resulting from, inter alia: (a) the construction and existence of the development, including, where relevant, demolition works;	Section 5: Effects of the Proposed Scheme Section 6: Cumulative Effects

Regulation 18. Environmental Statements	Schedule 4. Information for Inclusion in Environmental Statements	Location of Information in this Non-Technical Summary
	(b) the use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources; (c) the emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste; (d) the risks to human health, cultural heritage or the environment (for example due to accidents or disasters); (e) the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources; (f) the impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change; (g) the technologies and the substances used. The description of the likely significant effects on the factors specified in regulation 4(2) should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. This description should take into account the environmental protection objectives established at Union or Member State level which are relevant to the project, including in particular those established under Council Directive 92/43/EEC(1) and Directive 2009/147/EC(2).	

Regulation 18. Environmental Statements	Schedule 4. Information for Inclusion in Environmental Statements	Location of Information in this Non-Technical Summary
-	6. A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Section 5: Effects of the Proposed Scheme
(c) a description of any features of the proposed development, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment	7. A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases.	Section 5: Effects of the Proposed Scheme
-	8. A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through risk assessments pursuant to EU legislation such as Directive 2012/18/EU(3) of the European Parliament and of the Council or Council Directive 2009/71/Euratom(4) or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	Section 3: The EIA Process and Approach; and Section 5: Effects of the Proposed Scheme

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