SEGRO

East Midlands Gateway Phase 2, Land South of East Midlands Airport, Derby

EIA Scoping Report

August 2024

DeltaPlanning

Contents

Appendices (provided seperately)

Report produced by:

Delta Planning
Cornwall Buildings, 45 Newhall Street
Birmingham, West Midlands, B3 3QR
Tel: 0121 285 1244
www.deltaplanning.co.uk

August 2024

1. Introduction and Background

1.1. This Environmental Impact Assessment (EIA) Scoping Report has been prepared on behalf of SEGRO Properties Ltd (referred to in this report as 'SEGRO' or the 'applicant'). SEGRO is to apply for a Development Consent Order (DCO) for a second phase of its East Midlands Gateway Logistics Park, which is a nationally significant infrastructure development comprising a rail freight terminal, warehousing and highways improvements authorised by a DCO in 2016[1] and has now been largely built out on land to the north of East Midlands Airport (this existing development is referred to as 'EMG1').

1.2. The proposed application site is identified on the Plan at Appendix 1. As explained further in Section 3 of this report, the application site is described with reference to component parts, with the majority of new build development on 'the main site'. The main site (to be known as EMG2) lies to the south of East Midlands Airport. It falls within the 'East Midlands Airport and Gateway Industrial Cluster' (EMAGIC) designated as part of the East Midlands Freeport, which was created in 2022, and is identified on the Plan at Appendix 2. The remaining part of the application site includes land within EMG1 where capacity upgrades to the existing rail freight terminal and utilities are proposed, together with land required for potential highway improvements. This is explained and described further below in Section 3.

1.3. In January 2024, SEGRO made an application to the Secretary of State under s.35 of the Planning Act 2008 for a direction to recognise the development as being of national significance for which development consent is required. The Secretary of State issued a direction dated 21 February 2024 (the 's.35 Direction') confirming that the proposed scheme by itself is nationally significant because the proposal would:

- be likely to have significant economic impact;
- be important in driving growth in the economy;
- have an impact on an area wider than a single local authority area;
- be of a substantial physical size and scale;
- contribute to delivering the outcomes of the Freeport; and
- benefit from the application being determined through a single, unified consenting process provided by the Planning Act 2008 which would remove the need to apply and the uncertainty of applying for separate powers and consents.

1.4. Prior to securing the s.35 Direction, SEGRO prepared a significant amount of information in anticipation of submitting a planning application on the main site under

[1] The East Midlands Gateway Rail Freight Interchange and Highway Order 2016 (S.I. 2016/17)

the Town and Country Planning Act 1990 to North West Leicestershire District Council (NWLDC) for the development of the main site as a logistics/industrial park. This included the submission of an EIA Scoping request in May 2022 to NWLDC which issued its EIA Scoping Opinion in December 2022, a copy of which is provided at Appendix 3. Based on the agreed EIA scope, the applicant and its consultant team had commenced the necessary assessment work prior to receiving the s.35 Direction. This initial assessment work, supplemented as appropriate, will inform the EIA to support the application for a DCO, which SEGRO is now intending to submit instead of a planning application in order to realise the benefits of this Freeport site as soon as possible.

1.5. This EIA Scoping Report is therefore informed by the previous May 2022 EIA Scoping Report and the local planning authority's December 2022 EIA Scoping Opinion. Reference to the previous scoping process and subsequent consultation and liaison with relevant statutory consultees and stakeholders is included within this Scoping Report where appropriate.

1.6. This Scoping Report provides a description of the site and the characteristics of the proposed development. It defines the likely significant effects of the development on the environment, the studies necessary to assess them and the level of detail required to enable a decision to be made.

2. EIA Scoping

Context

2.1. The purpose of an EIA is to identify the likely significant environmental effects of a development, both during construction and operation, and how those impacts can be mitigated. The process is designed to inform decision-makers and the public of the environmental consequences of implementing a specific proposal.

Scoping

2.2. This EIA Scoping Report is submitted pursuant to Regulation 10(1) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, hereafter referred to as the 'EIA Regulations'. Regulation 10(1) allows a person who proposes to make an application for an order granting development consent to ask the Secretary of State to state in writing their opinion as to the scope and level of detail of the information to be provided in an Environmental Statement (ES). An ES is to be prepared as part of the application in accordance with the EIA Regulations and will contain the findings of the EIA.

2.3. The National Significant Infrastructure Projects, Advice Note 7: Environmental Impact Assessment (PINS, June 2020), states that an effective EIA scoping process allows for an early identification of the likely significant effects and provides an opportunity to agree where aspects and matters can be scoped out from further assessment. It goes on to note that ensuring that an ES is appropriately focused on aspects and matters where a likely significant effect may occur is essential and that PINS is keen to ensure that the scoping process is used effectively and that the EIA process is proportionate.

2.4. In accordance with Regulation 10(3) of the EIA Regulations, the following must be included with an EIA Scoping Request:

a) a plan sufficient to identify the land;

b) a brief description of the nature and purpose of the development, including its location and technical capacity;

c) an explanation of the likely significant effects of the development on the environment; and

d) such other information or representations as the person making the request may wish to provide or make.

2.5. Further guidance on the content and structure of a scoping request is provided by PINS Advice Note 7, Insert 2.

2.6. In compliance with Regulation 10(3)(a), a Site Location Plan has been included as Appendix 1 which identifies the main site and other components of the proposed development. The site is further described at Section 3 of this report.

2.7. Section 4 provides a description of the proposed development including the information required by Regulation 10(3)(b).

2.8. Section 5 outlines the approach to the EIA and topic areas to be covered. This includes consideration of cumulative impacts and reasonable alternatives.

2.9. An explanation of the likely significant effects, as required by Regulation 10(3)(c), is included at Section 6 on a topic-by-topic basis.

3. Site Description

3.1. The site is identified by the red line as shown on the Site Location Plan included as Appendix 1. This boundary line is likely to be refined following further environmental assessment and consultation, ahead of the submission of the DCO application but is unlikely to materially change.

3.2. As referred to in Section 1 above, the application site is described by reference to discrete component parts which are set out under the sub-headings below.

The Main Site

3.3. The main site comprises land immediately south of East Midlands Airport and to the east of the village of Diseworth. It is located immediately west/north-west of Junction 23A of the M1 motorway and approximately 3 km south of Junction 24.

3.4. The main site extends to approximately 105ha and currently comprises undeveloped, predominantly arable, land with hedgerows and trees dividing the various fields. The topography of the site is generally sloping towards the south. The main site overall has a significant fall of approximately 35m from its northern boundary to its southern boundary. An unclassified single track road with an unbound gravel surface, known as Hyam's Lane, dissects the main site from south-west to north-east. It is bound by hedgerows to both sides. A public right of way (footpath L45/1) generally follows the route of Hyam's Lane. There are overhead power cables crossing the western part of the main site in a north to south direction and there is also a drain to the south-east.

3.5. The main site is bound to the north by Ashby Road (A453) with East Midlands Airport beyond. Donington Park motorway services and a small copse of trees is located immediately adjacent to the north-east. Wooded areas and an area of mixed scrub surround the services and border the main site to the east. To the south-east lies the A42 and the M1 junction. To the south the main site is bounded by Long Holden, another unclassified road which stops at the A42 boundary to the east. To the south-west is the village of Diseworth. The historic core of Diseworth is designated as a conservation area and includes many listed buildings.

3.6. The wider area is influenced by existing industrial development including the Airport and associated infrastructure, Pegasus Business Park and the SEGRO Logistics Park comprising the EMG1 development. Some of these areas also designated as part of the East Midlands Freeport EMAGIC site.

Rail Freight Interchange expansion/upgrade

3.7. The proposed application site for development consent includes the existing EMG1 rail freight terminal, intermodal facility, adjoining undeveloped land and associated

road and utilities infrastructure to the north of East Midlands Airport. The application includes proposed capacity upgrades to the existing rail freight terminal and utilities to enable an expansion of the intermodal facilities as part of this second phase of the East Midlands Gateway development.

3.8. A section of the public footpath (L57) route connecting the village of Castle Donington with EMG1 has also been included within the boundary in order to upgrade this public right of way.

Land for Highway Works

3.9. Land potentially required to undertake highway improvement works to accommodate the proposed development has also been incorporated within the proposed application boundary. At this time, it includes land around the A453 Finger Farm roundabout at Junction 23A of the M1, land along the A453 going north, the EMG1 Gyratory and Junction 24 of the M1. The extent of land required for highways improvements will be reviewed and refined as the transport assessment is finalised.

4. Description of Development

4.1. SEGRO proposes to build upon the success of EMG1 by extending it as part of development associated with the East Midlands Freeport. An application for Development Consent will deliver additional logistics and manufacturing facilities including a substantial logistics campus and co-located headquarters functions for Maersk on land south of East Midlands Airport. This second phase of East Midlands Gateway (EMG2) will be integrated with improvements and an expansion to the intermodal rail freight terminal at EMG1.

4.2. The following sub-headings describe the proposed development within the various components of the application site.

The Main Site

4.3. The proposed development within the main site is for a multi-unit logistics/industrial development together with supporting and co-located office functions. In order to respond to occupier demand and the evolving requirements of the logistics industry, it will be essential that flexibility is built into the scheme. Accordingly, the principles of the 'Rochdale Envelope' approach will be followed as set out in the Nationally Significant Infrastructure Projects - Advice Note 9: Rochdale Envelope (PINS, July 2018). Put simply, using the 'Rochdale Envelope' means defining the parameters within which the construction and operation of the proposed development would be undertaken, as opposed to a detailed design.

4.4. A Development Parameters Plan will be submitted with the DCO application to define the key development principles and will form the basis for the assessment of the development of the 'main site'. The detail of the proposed development will be refined through the EIA process and consultation and additional design or mitigation measures will be included (if required) as the scheme evolves.

4.5. The Parameters Plan will include the following key parameters or design principles:

- a maximum of 300,000 sq.m. of employment floorspace (GIA), with an additional 100,000 sq.m. in the form of mezzanines across the site;
- a series of Development Zones to the north and south of Hyam's Lane where new employment buildings are proposed to be located together with supporting infrastructure;
- maximum external building heights for each Development Zone which range from 15 to 24 metres to parapet/ridge. Maximum finished floor levels (FFL) are also specified for each Development Zone;
- vehicular access from the A453;

- landscaping areas and buffers along the site boundaries including new and retained landscape features which will deliver biodiversity enhancements. This includes a significant landscape screen utilising earthworks bunding on the western and southern part of the site. Hyam's Lane is proposed to be retained and provide pedestrian/cycle connectivity through the middle of the site. The landscape areas would include SUDs features;
- provision of a new estate road serving the Development Zones; and
- a bus interchange terminal at the site entrance which replicates and builds upon the successful sustainable travel strategy for the EMG1 site.

4.6. While the application will not seek approval for details of layout or design, an illustrative masterplan will be submitted as part of the application. A draft is enclosed as Appendix 4 to this Scoping Report. It shows how the main site could be developed in accordance with the development parameters to appropriately respond to the requirements of future occupiers and the constraints and features of the main site.

Rail Freight Interchange and EMG1

4.7. It is proposed to make alterations to increase capacity at the existing rail freight interchange located within EMG1 to serve EMG2. It is currently envisaged that such alterations will include:

- Provision of up to 6.4 ha additional warehousing and/or open storage;
- Improvements to the EMG1 rail freight terminal to increase handling capacity including through the provision of higher gantry cranes;
- Expansion of the management suite to cater for the additional demand on management facilities resulting from EMG2;
- Public transport enhancements including provision of EV charging infrastructure for buses and provision of drop-off layby adjacent to transport hub; and
- Upgrade work to Public Footpath L57.

Highway Works

4.8. A significant amount of strategic and detailed transport modelling work has been undertaken to date to understand the impacts of the EMG2 development on the surrounding highway network. The initial results show that, in the absence of any mitigation, the highway network between M1 Junction 24 and M1 Junction 23A/Finger Farm roundabout, in particular, is expected to experience increased traffic movements leading to potential for congestion and queueing at peak hours.

4.9. It is therefore proposed that a mitigation strategy is required, to include physical infrastructure improvements along this section of the network which will create additional capacity to sufficiently accommodate the proposed traffic generation from the site. A number of potential options for improvements work to the wider highway network are being considered and are subject to further discussions with the relevant highways authorities and further modelling and assessment.

4.10. It is currently envisaged that, subject to further assessment, safety audits and agreement with highways authorities, the highway works will comprise:

- provision of site access off the A453;
- potential improvements to the wider highway network;
- provision of a shared footpath/cycleway along the A453 connecting the EMG2 main site with facilities at EMG1.

4.11. Some elements of the highway works will have some flexibility applied in the form of limits of deviation which, to comply with the regulations, will be shown on the Works Plans to be provided as part of the DCO application. These will provide limited scope within the Order Limits to vary the precise extent of the highway works to reflect any detailed consideration of those works at the time of detailed working drawings being approved post DCO consent.

5. EIA Approach and Topic Areas

5.1. This section sets out the overall approach to the EIA for the proposed development outlining the topic areas to be considered as part of the EIA and the overarching methodology to be adopted to the assessment. The approach to the assessment has been informed by the EIA Regulations and current best practice guidance set out in PINS Advice Note 7.

ES Content

5.2. Schedule 4 of the EIA Regulations specifies the information to be included within an ES. This should comprise a description of the:

1. proposed development;
2. reasonable alternatives studied and main reasons for selecting the chosen option taking the environmental effects into account;
3. relevant aspects of the current state of the environment (baseline scenario);
4. factors specified at Regulation 5(2) likely to be significantly affected by the development;
5. likely significant effects of the development on the environment, covering 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;
6. forecasting methods or evidence used to identify and assess the significant effects on the environment;
7. 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; and
8. 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.

Description of the proposed development

5.3. The draft proposed development has been briefly described at Section 4 of this EIA Scoping Report. A full description of the proposed development will be included within the ES and will include a description of the construction phase of the project.

Description of the reasonable alternatives

5.4. The ES will include a description of reasonable alternatives which have been considered by the applicant. The main alternatives that will be considered are:

- 'No development' alternative – it is envisaged that this scenario would result in mainly neutral environmental effects, but would present a missed opportunity in realising the very significant economic benefits associated with the development of the site within the wider East Midlands Freeport;
- Alternative sites – there are very few locations within the wider sub-region, or region, where a development of the proposed size and scale could be delivered. There are clearly none within the EMAGIC Freeport area or with such close association with existing rail-freight facilities at EMG1, which would allow such a comprehensive integration with, and expansion of, EMG1. As a result, it is proposed that the assessment will look at sub-regional employment land studies to provide an overview of the demand for additional industrial and distribution space and current land supply constraints to demonstrate if there are any potential alternatives;
- Alternative development scheme (scheme evolution) – reference will be made to the alternative approaches to the development of this site, linked directly to the design evolution of the proposals which will also be described in a Design & Access Statement to be submitted with the application.

Baseline

5.5. The ES will include a description of the current baseline scenario against which the environmental effects of the development can be measured. This will involve describing the current state and circumstances of the environment and the identified receptors and changes that might be expected to occur as a result of the proposed development. A brief outline of the main baseline conditions is provided in Section 6 of this Scoping Report.

Factors likely to be significantly affected

5.6. As noted at Section 1 of this Scoping Report, the applicant has previously undertaken an EIA Scoping process with NWLDC in relation to a potential planning application for an industrial/logistics development on the site. The Council issued its Scoping Opinion in December 2022 and this is provided as Appendix 3. The applicant subsequently progressed the surveys to establish the baseline position and progressed an assessment of the likely environmental effects of the proposed development of the main site.

Factors to be 'scoped in'

5.7. Having assessed the scope of the ES in the above context, it is considered that the main areas of potential significance for this development requiring consideration through the EIA are:

- Landscape and visual impacts (including the effects of lighting);
- Ecology and biodiversity;
- Traffic and transportation;
- Air quality;
- Noise and vibration;
- Flood risk and drainage;
- Heritage and Archaeology;
- Agriculture and soils;
- Climate change; and
- Socio-economic impacts.

5.8. Further consideration to each of these topic areas is given in Section 6 of this Scoping Report.

Factors to be 'scoped out'

5.9. Consideration has been given to a number of other environmental aspects, but through the previous scoping process and assessment work undertaken to date, it is concluded that the following matters, whilst of relevance to the development, are unlikely to result in significant environmental effects and can therefore be scoped out of the EIA. These are:

- Population and human health impacts (outside of those already covered);
- Ground conditions/contamination;
- Minerals safeguarding;
- Aerodrome safeguarding;
- Material assets; and
- Vulnerability to major accidents or disasters.

5.10. The reasoning behind these factors being 'scoped out' is set out in Table 5.1 below.

Table 5.1: Scoped out factors

'Scoped out' factors	Reasons
Population and human health	The main issues relating to human health are impacts arising from noise and air quality impacts and these matters will already be covered within the Noise and Air Quality chapters of the ES. Issues relating to socio-economic impacts are covered within the Socio-Economic chapter of the ES.
Ground conditions/ contamination	A Ground Investigation has been prepared and is included as Appendix 5 to this EIA Scoping Report. It shows that the site is undeveloped agricultural land with no previous known development. The historic use of the site for agriculture makes the presence of significant concentrations of potential contaminants or hazardous ground gases highly unlikely with no expected risks to sensitive receptors such as site workers. The proposed development is not expected to result in significant indirect effects relating to ground contamination and hazardous ground gases when assessed against human health, the environment and/or the proposed structures.
Minerals safeguarding	An assessment of the potential mineral resources within the site has been undertaken by Fairhurst and the conclusions are enclosed at Appendix 6. It concludes that whilst the site falls within a Minerals Safeguarding Area as per the Leicestershire Minerals and Waste Local Plan, the deposits are of low value and not economically viable for extraction.
Aerodrome safeguarding	The site is not within the flight path of East Midlands Airport, and the Airport benefits from Statutory Aerodrome Safeguarding rules. SEGRO has significant experience and familiarity of developing in close proximity to the airport through

'Scoped out' factors	Reasons
	delivery of EMG1 and will consult with the Airport throughout the development process as required. The airport's interests will be taken into account through the application, and in particular the drainage design and through a Bird Strike Assessment. Similar to EMG1, protections of the airport operator can be included through the DCO. No significant impacts are envisaged.
Material assets	It is known that there are some existing utilities and services crossing the site including overhead power lines and a drain. It is proposed that the power cables will remain in situ and the field drain will be diverted, with the implications of the latter to be covered in the Flood Risk and Drainage chapter of the ES. It is therefore considered that there is nothing of an unusually complex nature in this process that would have any significant environmental effects such that they need to be included separately within the ES.
Vulnerability to major accidents or disasters	The proposed development will introduce a logistics and industrial development into a locality which currently supports similar land uses, notably, East Midlands Airport and its associated uses, Pegasus Business Park and SEGRO's Logistics Park, East Midlands Gateway (EMG1). The development is therefore in keeping with the surrounding area and is unlikely to produce significantly increased risk of accidents or natural disasters outside of the existing local context. In relation to the construction stage, construction practices will adhere to good practice guidance and compliance with building regulations. A Framework Construction Environmental Management Plan (CEMP) will be submitted with the application and adherence to the principle secured through the DCO.

Assessment of Likely Significant Effects

Project Team

5.11. In line with Regulation 14(4)(a) of the EIA Regulations, the EIA will be undertaken by a suitably qualified project team and the qualifications and experience of the team will be set out in the ES. The consultant team appointed by SEGRO comprises:

- Delta Planning – A specialist town planning consultancy with expertise in the overall co-ordination of EIAs and editorial of ESs. Delta Planning will lead the overall EIA process and also author the introductory chapters of the ES and prepare the Non-Technical Summary.
- UMC Architects – A national architectural practice with significant experience in major logistics and manufacturing development.
- FPCR – A national firm with expertise in landscape design, Landscape & Visual Impact Assessment (LVIA), ecology and biodiversity. FPCR will undertake the LVIA and assess the ecology and biodiversity impacts of the development.
- BWB – A national engineering and environmental design consultancy who will lead the infrastructure engineering advice to the project team, and also assess the likely environmental impacts of the development on flood risk/ drainage and transport. BWB will be supported by iTP in regard to the public transport strategy.
- Vanguardia – A leading acoustic and environmental consultancy who will undertake the noise, air quality and lighting assessments.
- RPS – A global property services firm and multidisciplinary consultancy whose Archaeology and Heritage Team will lead the built heritage assessment and archaeological investigations on the site. As a multidisciplinary consultancy RPS have also been tasked with undertaking the climate change assessment.
- LRA – A national firm which specialises in all aspects of soil science, land quality and rural land use. LRA will undertake the assessment with regard to agriculture and soils.
- Savills – A global property services firm who will prepare an Employment Land and Market Assessment and consider the socio-economic impacts of the proposed development.
- Fairhurst – A national engineering consultancy which will provide site investigation and some civil engineering support services to the design team.

Methodology

5.12. As noted above, the ES is to be prepared by a consultant team and co-ordinated by Delta Planning. In recognition of the consultant team approach, the document will be structured on a topic basis with each of the ES assessment chapters presented in a common format. To ensure this approach appropriately considers interrelated effects, the consultant team will be closely involved in the interpretation and review of each of the assessments where required.

5.13. The format of the assessments within each chapter will be to firstly confirm the scope of the assessment and the statutory and planning context within which it has been undertaken, and then set out the baseline conditions for each of the environmental topic areas. Each chapter will then identify the nature, scale and significance of likely impacts, in terms of positive, neutral and negative (or adverse) effects. In relation to negative/adverse effects, the key for EIA is to establish the significance of such impacts and determine what, if any, mitigation measures can be introduced to avoid, reduce or remedy those effects. Taking any identified mitigation measures into account, the EIA will then identify any residual impacts and determine their significance. The related nature of any residual impacts (i.e. the extent to which they are cumulative) will also be considered.

5.14. The impact assessment will, where possible, be carried out to a consistent set of impact assessment magnitudes as defined in the tables below. It is acknowledged that some specific disciplines have their own industry standard approaches and where this is the case it will be explained in the ES where necessary.

5.15. It is nevertheless broadly accepted that the significance of an effect is determined by the relationship between two factors:

- The sensitivity, importance or value of the affected resource or receptor; and
- The actual change taking place to the environment (i.e. the magnitude or severity of an effect).

5.16. The sensitivity, importance or value of the resource or receptor will generally be based on its relative importance using the scale set out at Table 5.2:

Table 5.2: Methodology for Determining Sensitivity

Sensitivity	Example of Receptor
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character, or is of international or national importance.
Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character, or is of high importance.
Low	The receptor/resource is tolerant of change without detriment to its character, or is of low or local importance.

5.17. The magnitude of an effect will generally be described using the terminology set out in Table 5.3:

Table 5.3: Methodology for Assessing Magnitude

Magnitude of Impact	Criteria for Assessing Impact
High	Total loss of (or major/substantial alteration) to key elements of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline condition such that post development character/ composition/attributes of the baseline will be materially changed.
Low	A minor shift away from the baseline conditions. Change arising from the loss/alteration will be discernible/detectable but not material. The underlying character/ composition/attributes of the baseline condition will be similar to the pre-development circumstance/situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.

5.18. The significance of an effect will generally be determined using the matrix in Table 5.4 below. The matrix looks at the interaction between receptor sensitivity and impact magnitude:

Table 5.4: Effect Significance Matrix

Magnitude	Sensitivity		
	High	**Moderate**	**Low**
High	Major Adverse/Beneficial*	Major-Moderate Adverse/Beneficial*	Moderate-Minor Adverse/Beneficial
Moderate	Moderate Adverse/Beneficial*	Moderate-Minor Adverse/Beneficial	Minor Adverse/Beneficial
Low	Moderate-Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor-Negligible
Negligible	Negligible	Negligible	Negligible

*These effects are considered significant for the purposes of the EIA Regulations

5.19. The duration of effects will generally be defined as in Table 5.5:

Table 5.5: Duration of Impacts

Duration	Definition
Short Term	The effects would be of short duration and would not last more than 2-5 years from the commencement of the works.
Medium Term	The effects would take 5-15 years to be mitigated.
Long Term	The effects would be reasonably mitigated over a long period of time (15 years or more).

Cumulative Impacts

5.20. Whilst cumulative effects are not defined in the EIA Regulations, it is generally accepted that two types of effects need to be considered:

- Intra-project effects: combination of individual effects from a development on a particular receptor; and
- Inter-project effects: effects from other developments which individually might be insignificant, but when considered together could create a significant cumulative effect.

Intra-project effects

5.21. Intra-project effects will be considered as part of the technical assessments and will be outlined as part of the individual ES chapters where relevant.

Inter-project effects

5.22. The first consideration that will be given in relation to inter project effects is the implications of the East Midlands Freeport itself. This area covers three complementary locations: East Midlands Airport and Gateway Industrial Cluster

(EMAGIC), the redevelopment of the Ratcliffe-on-Soar Power Station site, and the East Midlands Intermodal Park (EMIP) near Derby.

5.23. The proposed application site falls within the EMAGIC area. The EMAGIC area includes land within SEGRO's Logistics Park East Midlands Gateway (EMG1) north of the Airport which benefits from approval via a Development Consent Order and has now largely been developed. It also includes two development plots within the Airport boundary itself which would benefit from airport related permitted development rights. Given the relative proximity of these sites and the planning status they have these areas will be considered as part of the cumulative impact assessment of the proposals, specifically with regard to the cumulative impacts of traffic and associated noise/air quality issues.

5.24. In respect of the other sites within the Freeport area, namely the Ratcliffe-on-Soar site and EMIP, the principal cumulative impacts would relate to traffic, and therefore these sites are to be included as part of the analysis as part of the Transport Assessment. The traffic modelling will include all planning approvals, commitments and Local Plan allocations within the modelled area together with the draft allocation(s) included within the North West Leicestershire Local Plan Preferred Options document, most notably the proposed new settlement at Isley Woodhouse (Draft Allocation IW1) and housing allocation at Castle Donington (Draft Allocation CD10) amongst numerous other sites.

Structure of the Environmental Statement

5.25. The structure of the ES will be as follows:

- Chapter 1: Introduction
- Chapter 2: Description of Site and Surroundings;
- Chapter 3: The Proposed Development;
- Chapter 4: Planning Policy Context;
- Chapter 5: Landscape and Visual Impact (including Lighting);
- Chapter 6: Ecology and Biodiversity;
- Chapter 7: Traffic and Transportation;
- Chapter 8: Air Quality;
- Chapter 9: Noise and Vibration;
- Chapter 10: Flood Risk, Drainage and Water Quality;
- Chapter 11: Heritage;
- Chapter 12: Agricultural and Soils
- Chapter 13: Climate Change;

- Chapter 14: Socio-Economic Impacts; and
- Chapter 15: Summary and Conclusions.

5.26. The technical appendices for the ES will be included in a separate volume identified as the Environment Assessment Technical Appendices and a separate Non-technical Summary will also be provided.

5.27. The following sections of this EIA Scoping Report will identify the aspects of the environment to be considered in the ES (as per chapter headings above). The data required to assess impact and the scope for any mitigation measures will also be discussed.

6. Landscape and Visual Impacts (including Lighting)

Introduction

6.1. A Landscape and Visual Impact Assessment (LVIA) will be undertaken by FPCR Environmental and Design Ltd (FPCR). It will establish a baseline for the application site then describe and evaluate the effects of the proposed development on the site and surrounding landscape, as well as the changes to views of the site from its surroundings.

6.2. The assessment will consider the various components of the application site as described in Section 3 above.

Scope and Methodology

6.3. The proposed scope of the LVIA is as follows:

- Describe the baseline conditions, the application site and its surroundings covering landscape features, character and value and review the importance within the existing landscape and its sensitivity to change;
- Assess the landscape character of the application site, its surroundings and context in the wider landscape, predict the landscape effects of the proposed development to assess the likely significance of the landscape effects;
- Assess the visual amenity of the application site and its surroundings, predict the visual effects of the proposed development from identified receptors and provide representative viewpoints to assess the significance of the visual effects;
- Review all relevant planning policy and guidance on landscape and visual issues;
- Identify and evaluate the impacts of the development and provide a mitigation strategy; and
- Quantify any residual impacts.

6.4. It is also proposed that external lighting will be addressed through this section and will be informed by a detailed lighting assessment prepared by Vanguardia which will form an appendix to Chapter 5 of the ES.

6.5. The assessment will be determined both by desktop studies and site visits and will be carried out in accordance with the 'Guidelines for Landscape and Visual Impact Assessment' (2013), published jointly by The Landscape Institute and The Institute of Environmental Management and Assessment.

Baseline Conditions

6.6. The preliminary assessment includes a detailed review of the baseline conditions at Section 4 (landscape) and Section 5 (visual) of the report.

6.7. In summary, the main site and its immediate context does not lie within a designated landscape or a landscape recognised to be of any identified value or quality. In terms of relevant published landscape character assessments and studies, these typically characterise the wider landscape context of the site as gently rolling with a mix of large-scale developments, transport and other urbanising activities, and more rural uses and features, including parkland areas. Overall existing visibility of the main site is generally concentrated to the south, south-west and west, with visibility from the north, north-west and north-east notably more restricted.

6.8. Land included within the order limit boundary at EMG1 is characterised by the existing intermodal rail freight interchange, existing logistics facilities and supporting infrastructure at EMG1.

6.9. The LVIA will include land within the application site required for highways works, all of which is currently either within highways ownership, or immediately adjacent to highway infrastructure.

Potential impacts

6.10. A preliminary assessment of the likely landscape and visual issues, changes and effects of the future employment development within the main site has been undertaken. A report detailing the findings of this preliminary assessment was submitted with representations to the North West Leicestershire Local Plan Preferred Options consultation in March 2024. A copy of the report is enclosed as Appendix 7 to this EIA Scoping Report.

6.11. An assessment of the landscape and visual effects of the proposed development including proposals for the main site, rail freight interchange expansion and highway works has commenced with the following landscape and visual effects considered to be potentially significant:

- Commencement of the construction period will have an immediate effect on the character of the landscape within the development site;
- The landscape character and landscape features of the site will change during the construction period due to construction activities on the site including vegetation removal and earthworks;
- Public footpaths might have to be temporary closed or diverted to facilitate construction activities on the site;

- Construction activities are likely to be seen in different locations of the site at different time and result in visual effects;
- Change to the landscape character and features of the site due to new built development, traffic and lighting;
- Potential adverse visual effects on visual receptors, particularly upon views in close proximity to new built development;
- Potential adverse visual effects (including lighting) arising from the installation of taller gantry cranes and expansion of facilities at the rail freight interchange.

Avoidance or mitigation measures

6.12. The development proposals for the main site as detailed in this EIA Scoping Report have evolved through an iterative process with significant input from FPCR to ensure that landscape and visual effects are avoided, minimised and mitigated as appropriate.

6.13. In landscape and visual terms, the following design principles or features have been incorporated as part of the proposed development:

- Establish an extensive and robust landscape framework for the proposed development including a broad landscape area and 'buffer' to Diseworth. This should comprise a cohesive arrangement of strategic landscape and habitat areas and corridors, within which the future buildings and infrastructure would be sited. This will form the landscape and green infrastructure setting to the proposed built development;
- Include earthworks and mounding proposals that contribute positively towards a robust landscape and mitigation strategy. This is likely to include earthworks and mounding proposals within the southern and western parts of the site to support the mitigation of potential landscape and visual effects upon Diseworth. Allied to the earthworks and mounding proposals will be the inclusion of extensive new woodland, trees and other habitat proposals;
- The extensive planting and habitat proposals will draw upon relevant guidelines and strategies and will comprise substantially native and suitable locally occurring species. The new planting and habitats will be devised to maximise landscape, visual amenity and biodiversity benefits and to contribute more broadly to the local landscape;
- Conserve existing hedgerows and trees largely to the perimeter of the site and reinforce this existing planting through new native planting and habitats and long-term management;
- Retain Hyam's Lane through the scheme as a key public access route and PROW. This should also include the conservation of the existing hedgerows

and trees along this route where possible and reinforcement with other new native planting and habitats along this corridor;

- Include new public access and associated amenity and informal recreational areas within the 'outer' landscape areas close to Diseworth in the west and south-west of the site. Include other new publicly accessible routes, within and around the site to improve connectivity and offer more walking and/or cycling routes;
- Establish a high-quality landscape treatment to the main vehicular entrances and routes through the site and to the building frontages and surrounds;
- Maximise biodiversity opportunities and wildlife corridors and connections; including attention to the sustainable drainage proposals to deliver landscape and wildlife benefits; and
- Commit to and deliver a long-term landscape and biodiversity management plan.

6.14. Where likely significant adverse effects are identified and cannot be avoided or mitigated, additional mitigation measures will be considered.

Anticipated residual effects

6.15. In landscape and visual terms, there will inevitably be some notable adverse effects that will arise as a result of the proposed development. Following the mitigation described above, the main residual adverse impacts of the development are considered likely to be:

- Immediate short-term impacts on landscape character and landscape features resulting from the removal of existing landscape features, earthworks and re-profiling of existing topography, temporary plant and storage areas, construction activities and associated lighting;
- Immediate short-term visual impacts arising from the gradual appearance of large built structures during construction and the limited initial mitigating effect of new planting;
- Potential adverse impacts on landscape character and features within the site and its immediate context;
- Potential adverse visual effects on visual receptors to the south, south-west and west and a number of Public Rights of Way, including those passing through the main site or within its more immediate context to the west and south;
- Potential localised landscape and green infrastructure benefits, as a result of the extensive new woodland planting and other mixed habitats, new publicly accessible landscape areas in the west of the site, other improved public

access connections, and through the long-term management of the conserved and new planting and habitats;

- Potential visual effects on visual receptors as a result of the expansion of the rail freight interchange and potential installation of higher rail gantry cranes.

7. Ecology and Biodiversity

Introduction

7.1. An assessment of the potential impacts of the development on ecology and biodiversity will be undertaken by FPCR. This will draw on the result of a Preliminary Ecological Assessment (PEA) for the main site and a full suite of protected species surveys.

7.2. Further assessments will also be undertaken for land required for highways works, and the EMG1 rail freight expansion land.

Scope and Methodology

7.3. The proposed scope of the ecology and biodiversity work is as follows for the application site as a whole:

- Describe the baseline conditions, the site and its surroundings covering ecological features, designations and quality and review the importance within the existing ecological framework and its sensitivity to change;
- Assess the ecological character of the site, its surroundings and context in the wider area, predict the ecological effects of the proposed development and assess the significance of these effects;
- Review all relevant planning policy and guidance on ecology and biodiversity issues;
- Identify and evaluate the impacts of the development and provide a mitigation strategy including a Biodiversity Net Gain Assessment; and
- Quantify any residual impacts.

7.4. A range of habitat and species surveys have been conducted on the main site in 2022. Some specific surveys will be updated this year on the main site and other targeted surveys completed on the wider highways and EMG1 land. This strategy has been discussed and agreed in principle with NWLDC's ecologist during June 2024.

7.5. The following surveys and assessments have been conducted:

- Desktop data search of statutory and non-statutory designations which may impact the site;
- Habitats surveys including an extended Phase 1 Habitat Survey and Biodiversity Net Gain Assessment utilising the statutory biodiversity metric calculation tool;

- Protected species surveys including:
    - Badgers;
    - Bats including activity and roosting surveys;
    - Birds including breeding and wintering surveys;
    - Great Crested Newts including the utilisation of Natural England district level licencing;
    - Invertebrates;
    - Reptiles; and
    - Riparian mammals including Water Vole and Otters surveys.

7.6. If additional data requirements come to light during the above assessment work, additional surveys may be recommended, and any effects assessed.

7.7. The chapter will be prepared with reference to the Chartered Institute of Ecology and Environmental Management's (CIEEM) Ecological Impact Assessment Guidelines (CIEEM, 2018). For reasons of clarity and due to the quantity of baseline ecological information collated during the assessment, the detailed methods, results and a full set of associated drawings and figures will be appended to the ES. The chapter will draw upon and summarise these technical appendices.

Baseline conditions

7.8. A significant amount of survey work was undertaken on the main site in 2022 and work is currently underway to refresh these surveys. The baseline survey work undertaken to date is summarised in the Summary Note prepared by FPCR in support of representations to the North West Leicestershire Local Plan Preferred Options consultation in March 2024. A copy of the note is enclosed as Appendix 8 to this EIA Scoping Report.

7.9. In short, it shows that there are no international or nationally designated sites of nature conservation interest within the search area, that is within 10km and 2km of the main site respectively. There are 23 non-statutory designated sites located within 1km of the main site including an on-site Potential (Historic) LWS, and two candidate LWS adjoining the site boundary.

7.10. The main site comprises arable fields, open grassland, ditches, bare ground, areas of scrub and ponds. Hedgerows form an extensive network across the site and link to adjacent further areas of agricultural land surrounding the main site.

7.11. Field surveys have highlighted the presence of a typical range of mainly agricultural habitats on the main site. All field compartments are intensively managed and support little of ecological interest. Habitats of local interest include:

- mature trees, in varying conditions which have potential to support a range of faunal species;
- species poor hedgerows, which nevertheless comprise a range of native species;
- wetland features (ponds, ditches and an offsite stream), which although heavily affected by agricultural practices provide habitat diversity and connectivity through the landscape.

7.12. Faunal surveys have identified the use of the main site by:

- badgers;
- a range of common and widespread bat species typical of the range of habitat present. A single roost has been identified;
- a range of typical urban edge and farmland bird species that use the site for breeding in small numbers;
- common toad, common frog, great crested newts and smooth newts are known to use habitats in the vicinity of the site;
- hedgehog, brown hares, and polecat have been recorded on, or in proximity to the site;
- no evidence of reptiles, otter or water voles has been identified within the site.

7.13. Away from the main site, the application site comprises a range of previously cleared development land and highways infrastructure. The land associated with EMG1 has been subject to earthworks to facilitate that scheme, and as such is generally of limited ecological value. Any areas of green infrastructure affected by this project will be compensated for within the wider landholding associated with EMG2. The highways land included within the scheme is dominated by hard infrastructure and, as such, has negligible ecological value. The verges and associated vegetation are typical of those found across the local highway network, any losses to these through realignment and improvements are likely to be replaced with comparable habitat and the newly created verges. As such, it is unlikely that any additional significant effects will be incurred from the wider site boundary.

Potential impacts

7.14. Based on the available baseline information and assessment work undertaken to date, the potential impacts are likely to include:

- Direct loss of habitats and associated flora and fauna within the DCO boundary limits, interruption of wildlife corridors, decrease in value to wildlife through reduction in species and/or habitats;
- Indirect effects on retained vegetation within and bordering the site, through increased disturbance and through local changes in soils, drainage and hydrology;
- Potential effects upon protected species through disturbance;
- Operational effects such as pollution incidents from chemical spills, pollution of streams and fragile habitats from runoff and incorrect storage of materials;
- Beneficial effects arising from habitat creation and/or enhancement of landscaping.

Avoidance and mitigation measures

7.15. Delivery of the proposals will be undertaken following standard mitigation measures which will be set out in a Framework Construction and Environmental Management Plan (CEMP) which will be submitted with the application. Adherence to the principles established by the CEMP can be secured through the DCO. The CEMP will seek to negate impacts on retained habitats, with additional specific measures employed to avoid harm to protected species which are known to be present on-site or in the vicinity. These could include, but are not limited to:

- Pollution prevention measures to reduce the risk of accidental pollution, the prevention of siltation of nearby aquatic habitats, potentially affecting water quality, and dust pollution which could affect sensitive flora;
- Minimise the extent and scale of tree and hedgerow loss where practicable while also ensuring deliverable, operationally efficient development site and associated infrastructure;
- Protection of retained trees and hedgerows from damage and soil compaction via the maintenance of fenced Root Protection Areas (RPAs) in accordance with BS 5837:2012;
- Installation of appropriate stand-offs and protection fencing for retained habitats where appropriate;
- Best practice with regards to vegetation removal for nesting birds, and other species (where necessary), e.g. removal of vegetation outside of the bird nesting season and appropriate licensing from Natural England;

- Avoidance of lighting sensitive habitats during construction and a lighting plan post development.

7.16. The development provides opportunities to deliver significant biodiversity benefits, which will be focused in the western section of the main site, and will provide a range of habitats including, scrub, woodland and species rich grassland. These habitats will be of significantly higher value than the arable habitats currently present on the main site.

Anticipated residual impacts

7.17. By virtue of the former intensive management of the main site for agriculture, important ecological receptors are limited and the site is largely unremarkable in nature conservation terms.

7.18. The main potential residual impacts are likely to be:

- Short-term adverse impacts on the ecology of the site as a result of the loss of species poor hedgerows, which are a habitat of principle importance, the loss of field ponds which are a declining habitat in Leicestershire, the loss of ditches and the loss of semi-mature trees;
- Impacts derived from the loss of mature hedgerow trees and associated invertebrate assemblages;
- Temporary impacts of loss of suitable habitat for GCN;
- Short-term disturbance of fauna, including badgers, bats, birds and other terrestrial mammals disrupting commuting and foraging habitats, or displacing them from the site in the short-term;
- Long-term beneficial impacts arising from the provision of new landscaping and habitat creation measures resulting in a minimum of 10% biodiversity net gain (the intention is to deliver as much as possible on-site), including the creation of areas of wetland, grassland, scrub and woodland.

8. Traffic and Transport

Introduction

8.1. This chapter of the ES will be prepared by BWB, supported by iTP on sustainable travel, and will describe the likely significant environmental effects that would be created by the changing transport conditions. It will consider the main modes of travel including the likely development demands on the existing transportation infrastructure for walking, cycling, public transport usage and vehicular traffic.

Scope and Methodology

8.2. A full Transport Assessment (TA) will be undertaken in accordance with national guidance and other relevant background documents will be produced to describe access arrangements and demonstrate that the development complies with relevant standards and can be satisfactorily accommodated within the local and strategic highway network.

8.3. The TA will also deal with the response of the development proposals to sustainable transport policy. The accessibility of the site by sustainable transport modes, including public transport, cycle and by foot will be analysed. Sustainable transport modes will be identified and quantified. The capacity for increasing non-car borne trips, opportunities for pedestrian access including existing, and potential new, rights of way and opportunities for bus access of the site will be actively considered. A Framework Travel Plan will be prepared and submitted with the DCO application.

8.4. The ES will summarise the findings of the TA including the transport baseline position, relevant impacts and mitigation measures and residual impacts and their significance.

8.5. The full scope of the TA is being agreed between BWB and a wider Transport Working Group (TWG) which has been set up to consider the transport implications of developments coming forward in the area. The TWG consists of the representatives from the key statutory highway authorities, Leicestershire County Council and National Highways, and the neighbouring authorities including Derbyshire County Council, Nottinghamshire County Council, Leicester City Council, Nottingham City Council and Derby City Council.

8.6. BWB has been in detailed discussions with the TWG since April 2022 and will continue to engage to reach agreement with regard to the scope of the transport assessment work and required mitigation measures.

8.7. In light of the TA, the ES will assess the impacts recommended by IEMA Guidance for ‘Environmental Assessment of Traffic and Movement’ in combination with guidance contained within DMRB LA 104 and LA 112. These effects include:

severance, driver delay, non-motorised user delay and amenity, fear and intimidation and road user and pedestrian safety. The development would not give rise to hazardous loads and this has therefore been scoped out of the assessment.

Baseline conditions

Main Site

8.8. The main site lies to the south of Ashby Road (A453) with East Midlands Airport beyond. It is located immediately north-west of Junction 23A of the M1 motorway and approximately 3 km south of Junction 24. Access is proposed to be taken from the north off the A453.

8.9. The area surrounding the site benefits from an existing network of Public Rights of Way (PRoW) footpaths and bridleways providing connections from Diseworth, Kegworth and Castle Donington, Hemington and Lockington.

8.10. Hyam's Lane (PRoW L45) bisects the main site along a north-east to south-west alignment. The route connects to the existing L45 footpath heading north towards EMG1 and Kegworth, and to the south-west the village of Diseworth.

8.11. In terms of public transport, there are four existing high frequency bus services which pass the main site; the skylink Express, skylink Nottingham, skylink Derby-Leicester and Airway 9. A fifth bus service, my15, terminates at East Midlands Airport, which is within walking distance of the main site. These services provide bus connectivity between the key settlements of Nottingham, Derby, Ilkeston and Leicester as well as East Midlands Airport, EMG1 and the NET Tram at Clifton Park and Ride. East Midlands Parkway train station is located 5 miles to the north-east with direct trains to Leicester, Loughborough, Derby and Nottingham as well as services outside of the East Midlands to London St Pancras and Sheffield.

8.12. A significant amount of strategic modelling has been completed to date. As agreed with the Transport Working Group, the strategic transport impacts of the proposed development have been tested using the East Midlands Freeport Model (EMFM), derived from a cordon of the wider Pan Regional Transport Model (PRTM), managed by AECOM on behalf of Leicestershire County Council.

8.13. As set out in the Transport Position Statement submitted with the representation to the North West Leicestershire Local Plan Preferred Options consultation in March 2024 (included as Appendix 9 to this EIA Scoping Report), the modelling work undertaken to date has identified potential for congestion during the peak hours around the strategic roads between M1 Junction 24 and M1 Junction 23A/Finger Farm roundabout.

EMG1 SRFI expansion land

8.14. The proposed application site for development consent includes the existing EMG1 rail freight terminal, intermodal facility, adjoining undeveloped land and associated road and utilities infrastructure to the north of East Midlands Airport. The existing facilities are currently access from EMG1 Gyratory on the A453 between M1 Junction 23A and 24.

8.15. EMG1 is served by an established network of footway and cycleway links to the surrounding area and villages of Castle Donington and Kegworth. A bus interchange is located at the site entrance and is served by frequent bus services connection EMG1 to Kegworth, Derby, Nottingham, Loughborough, Long Eaton and Leicester.

Potential impacts

8.16. Based on the available baseline information and assessment work undertaken to date, the potential impacts are likely to include:

- Effects of increased traffic due to construction vehicles on the IEMA assessment criteria, including severance, delay, amenity and safety; and
- Effects of increased, and revised, traffic movements as a result of the proposed development once fully operational on the IEMA assessment criteria, including severance, delay, amenity and safety.

Avoidance and mitigation measures

8.17. The construction phase of the proposed development will generate heavy goods vehicle (HGV) movements to and from the site. The most intense construction period in terms of HGV movements will be the earthworks phase. To minimise HGV movements to/from the site, an earthwork strategy will be developed which will seek to achieve a balanced cut and fill thereby resulting in minimal importing and exporting of materials.

8.18. In addition, a Construction Environmental Management Plan (CEMP) will be prepared and set out measures to minimise construction traffic impact such as construction traffic routing and hours of operation. A Framework CEMP will be submitted with the DCO application.

8.19. Sustainable transport measures will play a key role in minimising traffic generation of the operational development. A Sustainable Transport Strategy and Framework Travel Plan will be submitted with the DCO application. The emerging strategy on sustainable travel is set out in the Sustainable Travel Strategy that was submitted with the representations to the North West Leicestershire Preferred Options consultation and is included as Appendix 10 to this EIA Scoping Report. The strategy follows the success of the existing EMG1 development, which has achieved

a significant modal shift away from private car travel. Key elements of the strategy are:

- Integration of the EMG2 site and its occupiers into the EMG1 Sustainable Transport Working Group;
- Inclusion of a new bus interchange at the entrance to the main site to be served by existing high-frequency bus services;
- An electric shuttle bus connecting the bus interchange with stops along the main estate road to make it quick and easy to reach the employment units;
- Implementation of other Travel Plan measures including an expansion of the existing EMG1 car share platform;
- Improvements to existing pedestrian/cycle routes and provision of safe and convenient pedestrian/cycle routes as part of the development.

8.20. BWB has already completed a significant amount of strategic and detailed transport modelling work to understand the impacts of the development on the surrounding highway network. Highway mitigation will be required and potential options for highway improvements to the wider network are being developed which will be subject to modelling and assessment, safety audits and agreement with highways authorities.

Anticipated residual impacts

8.21. The proposed development is expected to result in potential residual impacts on the surrounding local and strategic highway network as a result of development traffic with potential effects on severance, driver delay, pedestrian amenity and delay, fear and intimidation and accidents and safety. The Transport chapter will quantify these and assess their impacts in detail.

9. Air Quality

Introduction

9.1. An assessment will be undertaken by Vanguardia of the likely significant effects on air quality, construction phase dust, and operational phase road traffic emissions on relevant receptors.

Scope and Methodology

9.2. The assessment will focus on air pollutants that are likely to arise from the construction and occupation of the proposed development. These pollutants are oxides of nitrogen (NO_x), nitrogen dioxide (NO_2), particulate matter in the 10 µm and 2.5 µm size fractions (PM_{10} and $PM_{2.5}$) and dust for human and ecological receptors and nitrogen deposition (N) for ecological receptors.

9.3. The assessment will have regard to air quality impacts of nearby uses (including operations at East Midlands Airport, the EMG1 and Junction 23A Donington Services) and suitability of the site for the development proposed in light of these.

9.4. The Department for Environment, Food and Rural Affairs (DEFRA) background mapping website will be utilised to provide background, NO_x, NO_2, PM_{10}, and $PM_{2.5}$ concentrations.

9.5. To identify any sensitive ecological designated sites, a review of the DEFRA Magic Map website and the UK Air Pollution Information System (APIS) website will be undertaken.

9.6. Air quality at specified receptor locations will be predicted using ADMS-Roads (v5.0.1.3) dispersion modelling software.

9.7. The assessment will be prepared in accordance with the Institute of Air Quality Management (IAQM) (2024) *Guidance on the assessment of dust from demolition and construction* document and Environmental Protection UK (EPUK) & IAQM (2017) *Land-Use Planning & Development Control: Planning for Air Quality* guidance.

9.8. General mitigation measures for managing the effect of traffic generated by the proposed development on local air quality will be outlined in accordance with local and national planning policy and guidance.

Baseline conditions

9.9. There are two Air Quality Management Areas (AQMAs) located in different parts of North West Leicestershire District, both declared for exceedances of the NO_2 annual mean objective; High Street/Bondgate in Castle Donington and Copt Oak Road in Copt Oak.

9.10. The existing baseline concentrations of nitrogen dioxide (NO_2), Particulate Matter 10 µm and 2.5 µm size fractions (PM_{10} and $PM_{2.5}$) in the vicinity of the site have been assessed using the monitoring data in the local authority air quality review assessment reports, and specific site monitoring. The scope for site specific monitoring was agreed by Vanguardia with the Environmental Health Officer at North West Leicestershire District Council (NWLDC) in 2022 and monitoring was subsequently undertaken with additional monitoring currently under way.

Potential Impacts

9.11. Based on the available baseline information and assessment work undertaken to date, the potential impacts are likely to include:

- Potential dust emissions during the construction phase arising from earthworks including ground clearance and excavation, from construction activities such as concrete batching, sandblasting and piling and handling of construction materials and stockpiles, and trackout from construction traffic;
- Potential change in emissions as a result of the operational phase of the development due to changes in traffic movement;
- Potential change in emissions as a result of the operation of the improved/expanded rail freight interchange.

9.12. As set out at Section 3 and 4, the DCO boundary limits include three distinct elements to the development that may differ in their impacts and may therefore have to be considered separately.

Avoidance and mitigation measures

9.13. The main impact during construction will arise from site activities that generate dust which can be controlled by best practice dust management measures, as well as emissions from construction vehicles on the local highway network.

9.14. A number of highway improvements will be required to create additional capacity and thereby alleviate congestion and aid a reduction in vehicle emissions. A comprehensive Sustainable Travel Strategy will also be implemented to encourage the use of sustainable modes of transport to travel to the development and minimise private vehicle car trips.

Anticipated residual impacts

9.15. The main residual impacts are likely to be:

- Short-term temporary impacts on air quality from site operations;
- Long-term increase in vehicles travelling to and from the site resulting in an increase in vehicle emissions.

9.16. The Air Quality chapter will quantify these and assess their impacts in detail.

10. Noise and Vibration

Introduction

10.1. This chapter of the ES will be prepared by Vanguardia and will consider the potential noise and vibration impacts associated with both the construction and operation of the proposed development.

Scope and Methodology

10.2. The proposed development has the potential to generate noise from the following sources, all of which will be considered as part of the assessment:

- Construction of buildings and associated infrastructure and landscaping and the alterations to the intermodal rail freight facility at EMG1;
- Changes in road traffic flows on the road network around the proposed development and junctions affected by the proposed works, associated with both the construction and operational phases;
- Operational activity taking place both within the main site and due to the alterations to the intermodal rail freight facility at EMG1, primarily associated with the use of heavy goods vehicles (HGVs) manoeuvring and loading/unloading, and the stacking and movement of containers; and
- Operation of fixed plant associated with the proposed buildings.

10.3. The noise assessment will include the following:

- An assessment of potential noise impacts from construction processes in accordance with the guidance set out within in BS 5228-1:2009+A1:2014 and ISO 9613-2:1996 using industry recognised noise modelling software. Construction noise levels will be predicted for the day, evening and/or night-time periods as appropriate;
- An assessment of change in road traffic noise as a result of the construction traffic on the road network around the proposed development following the principles of the methodology described in document LA 111, part of the Design Manual for Roads and Bridges (DMRB);
- An assessment of changes in road traffic noise as a result of development-generated traffic as well as the junctions affected by the proposed works, using the methodology set out in the Calculation of Road Traffic Noise (CRTN) and undertaken with the noise modelling software IMMI. The assessment will draw upon, as appropriate, the principles of the approach set out in the Design Manual for Roads and Bridges;

- Operational noise generated by the proposed development, primarily as a result of heavy goods vehicle movements, loading activities within the main site's boundary and relevant activities within the area relating to the alterations at the EMG1 intermodal rail freight facility, will be assessed taking into account both the existing noise climate at the noise-sensitive receptors around the site and the context including the absolute level of sound i.e. following the principles of BS 4142:2014+A1:2019;
- Consideration of noise from the operational phase including fixed plant, such as building services plant; and
- Description of any necessary outline mitigation measures to meet national and local policy requirements.

10.4. Regarding vibration, it is possible that there may be some associated effects during the construction phase from certain activities, but no significant vibration is anticipated from operation of the proposed development. Therefore, consideration of operational effects is to be scoped out of the assessment.

10.5. Of the likely construction activities to be undertaken, only piling and vibratory ground compaction has been identified as having the potential to generate levels of vibration that could adversely affect nearby receptors. Potential levels of vibration will be considered based on the measured data provided in the British Standard BS 5228-2:2009+A1:2014.

10.6. To identify the relevant sensitive receptors for the assessment, a review was undertaken of the area surrounding the proposed development. Most of the noise and vibration sources associated with the development are located within the main site or within the area relating to the alterations at the EMG1 intermodal rail freight facility and therefore the relevant receptors are around the site boundary. The nearest existing noise sensitive receptors are a mix of residential dwellings and hotels. The receptors are located on all sides of the proposed development site. Increases in road traffic noise and junctions affected by the proposed works may impact receptors further from the site, along the roads used by the additional vehicles. These receptors will be identified once detailed traffic information becomes available.

10.7. Consultation was undertaken with North West Leicestershire District Council's environmental health team regarding the proposed methodology for baseline survey and receptor locations in May 2022 in relation to the main site. A plan showing the agreed locations is attached to the EIA Scoping Report as Appendix 11.

Baseline conditions

10.8. To characterise and quantify the existing baseline noise environment in the areas around the main site, noise surveys were undertaken in May 2022 and validation measurements are being undertaken in 2024. If required, further validation monitoring will be undertaken to address additional receptors for the alterations to the intermodal rail freight facility at EMG1 and junctions affects by the proposed works. The approach to the additional monitoring will be discussed and agreed with NWLDC.

10.9. The noise surveys undertaken in 2022 identified that the main existing noise sources affecting the site are road traffic noise on the A453, A42 and M1, aircraft activity associated with the operation of East Midlands Airport, and noise from the service station.

10.10. As there are no existing sources of vibration in close proximity to the main site, it is not proposed to undertake a baseline vibration survey.

10.11. The noise environment at the EMG1 rail freight interchange is characterised by road traffic noise and operational sounds of the rail freight interchange including the loading and unloading of freight from road to rail and associated traffic and train movements.

Potential Impacts

10.12. Based on the available baseline information and assessment work undertaken to date, the potential impacts are likely to include:

- Increase in noise and vibration during construction, particularly during periods of earthworks and construction of site infrastructure;
- Increase in noise caused by construction traffic travelling to and from the site;
- Potential change in road traffic noise as a result of increased traffic generated by the operational development using the local and strategic road network;
- Operational sounds impacting on nearby sensitive receptors. The likely sources of noise are: noise from building services plant (BSP) and HGVs manoeuvring, parking and docking;
- Changes in operational noise at the rail freight interchange and from freight trains as a result of the increased handling capacity.

Avoidance and mitigation measures

10.13. There are typically three opportunities to reduce noise levels: at source, between the source and the receptor, and/or at the receptor.

10.14. With regard to the construction phase of the development, the main means of mitigation will be to reduce noise levels at source, i.e. at the construction site through best practice measures such as:

- Ensuring the use of quiet working methods, the most suitable plant and reasonable hours of working for noisy operations, where reasonably practicable;
- Locating noisy plant and equipment as far away from sensitive receptors as reasonably possible and, where practical, carry out loading and unloading in areas away from sensitive receptors;
- Screening plant to reduce noise which cannot be reduced by increasing the distance between the source and the receiver.

10.15. A Framework CEMP will be submitted with the DCO application and measures to control construction noise can be secured through the DCO consent.

10.16. In respect of the operational phase of the development, the consideration of noise mitigation has formed an integral element in the development of the Parameters Plan. On the main site, a significant landscaping buffer including bunding is proposed which in addition to ecology and landscape/visual mitigation also performs a noise mitigation purpose. Good acoustic design will be employed when considering the detailed design and layout of facilities on the site to ensure, for example, that service yards are located to face away from noise sensitive receptors wherever possible. Plant noise limits will also be proposed where required.

Anticipated residual impacts

10.17. The construction phase of the proposed development has the potential to generate adverse noise and vibration impacts, which would be temporary in nature and would be intermittent depending on the construction activities.

10.18. The main residual impacts of the operational phase of the development are likely to be:

- Potential adverse impact from noise arising from development road traffic and the junctions affected by the proposed highway works; and
- Operational noise effects on sensitive receptors arising from on-site activities at the main site and relating to alterations to the intermodal rail freight facility at EMG1, although these are not expected to be significant given embedded mitigation and implementation of suitable measures to control noise emissions.

10.19. The Noise chapter will quantify these and assess their impacts in detail.

11. Flood Risk and Drainage

Introduction

11.1. The potential impacts of the development in terms of flood risk and drainage will be undertaken by BWB. This will draw on the outcomes of a Flood Risk Assessment (FRA), Sustainable Drainage Statement (SDS), and Ground Conditions Report which will be included as appendices to the ES.

Scope and methodology

11.2. In 2022, extensive consultation was undertaken with Leicestershire County Council (LCC) as the Lead Local Flood Authority (LLFA), the Environment Agency (EA) and Severn Trent Water (STW) in order to agree the scope and methodology of assessing flood risk and drainage issue in relation to the main site. The outcomes of these discussions and assessment work to date are set out in a Summary Note on Flood Risk and Drainage submitted with the representations to the North West Leicestershire Local Plan Preferred Options consultation in March 2024. A copy of the summary note is enclosed as Appendix 12 to this EIA Scoping Report.

11.3. Based on the previous scoping discussions, it is envisaged that this chapter of the ES will assess the potential direct and indirect effects of the development on flood risk and drainage during the construction and operational phase. This will include consideration of:

- Flood risk to the surrounding area, including the nearby villages of Diseworth and Long Whatton;
- Surface water runoff quantity from the main site and alterations to the intermodal rail freight terminal;
- Surface water runoff quality from the site and alterations to the intermodal rail freight terminal;
- Change in the quality of runoff to groundwater receptors; and
- Capacity of the local foul water sewer network for receiving additional flows.

11.4. The above matters will be assessed through a FRA, a Drainage Report and a Ground Conditions Report which will provide details on:

- Flood risk to the main site within the Long Whatton and Diseworth Brook catchment from fluvial, pluvial, and sewer sources using the integrated LLFA hydraulic model;
- Flood risk to the wider highway works in the River Trent and Lockington Brook catchments using EA hydraulic river models;

- Flood risk to the site from other potential sources including groundwater, canals, reservoirs, and large waterbodies using national datasets prepared by the LLFA and EA alongside site-specific ground investigations;
- Identification of any necessary measures to reduce flood risk to the proposed development, and prevent a detrimental impact on flood risk within the wider area;
- The existing surface water drainage regimes on the site, and the proposed strategy to manage surface water runoff from the completed development in terms of quantity and quality, including the use of Sustainable Drainage Systems (SuDS); and
- The strategy to drain foul water flows from the proposed development.

Baseline conditions

Main Site

11.5. The main site is located within Flood Zone 1 according to the EA Flood Map for Planning, which is defined as land at a low probability of flooding from rivers or seas. The Hall Brook flows along a portion of the western boundary before flowing in a south-westerly direction to its confluence with the Diseworth Brook, approximately 500m southwest of the site. A minor watercourse and series of field ditches are present in the south-east corner of the site. These exit the site via a piped outfall (500mm diameter) to a larger pipe system (525mm to a 700mm diameter) which runs alongside the A42 and outfalls to the Diseworth Brook beneath the A42 road bridge.

11.6. A public surface water sewer is also present in the east of the main site. This runs in parallel to the piped watercourse between the Donington Park Services and the Diseworth Brook, outfalling just upstream of the A42 culvert. A public foul water rising main is shown to flow along Hyam's Lane in a north-easterly direction.

11.7. The main site falls across two topographical catchments roughly separated by Hyam's Lane. The northern catchment falls in a westerly direction and towards the Hall Brook, the southern catchment falls in a south-easterly direction and towards the Diseworth Brook.

11.8. The nearby villages of Diseworth and Long Whatton have experienced numerous recent flood events. These events prompted Leicestershire County Council (LCC) to commission the production of the Long Whatton and Diseworth Flood Risk Mitigation and Resilience Study, with an accompanying Integrated Catchment Model.

11.9. LCC provided a copy of the hydraulic model to allow assessment of flood risk at the site. The model was updated to include additional site-specific detail from the

topographical survey of the main site as well as a CCTV survey of the public sewer and piped watercourse in the east of the site.

11.10. The hydraulic modelling has shown that the Hall Brook floodplain is contained to its channel next to the site during all modelled events, confirming that the site is at a low fluvial flood risk. Additionally, the local public sewer network and the EMIA drainage is not predicted to affect the site.

11.11. The modelling has identified that, in the 1 in 100-year storm event and above, there is the potential for surface water overland flow pathways to form over the site. However, these are generally relatively shallow and are a product of runoff from within the site itself, rather than being driven by runoff from upstream third-party land.

Highways works, and EMG1 SRFI expansion land

11.12. The land required for potential alterations to the EMG1 intermodal rail freight terminal and most of the land identified for potential highway improvements also fall within Flood Zone 1.

11.13. However, a length of the westbound A50 slip road to the west of the M1 is located within Flood Zone 2, which is associated with the Lockington Brook. This designated does not appear to reflect the elevated nature of the road, which is situated upon an embankment in this location.

11.14. Also, a length of the southbound A50 slip road, to the east of the M1, is located within Flood Zone 3 of the River Trent. This designation also does not appear to reflect the elevated nature of the road, which is situated upon an embankment in this location.

11.15. Assessments will also be undertaken for these areas as part of the application.

Potential Impacts

11.16. Based on the available baseline information and assessment work undertaken to date, the potential impacts are likely to include:

- Construction activity such as the stripping of topsoil and movement of construction vehicles could lead to additional surface compaction increasing the rate and volume of surface water runoff;
- Water pollution during the construction period from suspended solids, oils and hydrocarbons, concrete and cement products, metals, sewage and other pollutants and hazardous materials generated during the construction process;

- Potential impact on the existing public sewer network in terms of additional foul flows entering the network;
- Potential for silt-laden surface water run-off from hardstanding areas and oil/chemical contamination to enter surface water drainage systems and ultimately receiving watercourse;
- Potential increased in runoff volumes and rates impacting flood risk to the village of Diseworth and Long Whatton.

Avoidance and mitigation measures

11.17. The minor flood risk posed by the shallow surface water runoff on the main site will be addressed through the implementation of a surface water drainage strategy. The drainage strategy will be designed to intercept and store rainwater falling on the development, before discharging it to the local watercourse at the equivalent annual average runoff rate. In a typical rainfall event, this will mimic the existing runoff rate from the site, but in larger storm events this will represent a reduction in runoff, thereby providing a reduction in downstream flood risk. Therefore, there is expected to be no detrimental impacts on flood risk within Diseworth or Long Whatton.

11.18. Additionally, the drainage scheme will be designed to direct all surface water from the development (both during construction and operation) to a minor watercourse located in the south-eastern corner of the main site, this means that all surface water runoff from the development will be discharged downstream of the village of Diseworth. This is expected to offer a minor betterment to the existing flood risk within Diseworth.

11.19. The drainage scheme will be designed to provide treatment to the surface water runoff from the development, which is currently envisaged to comprise a series of cascading swales and basins along the western and southern boundaries as part of the embedded mitigation. Additional treatment facilities, such as on-plot basins, storm fencing and flocculants, will also be provided.

11.20. The wider highway improvement works are expected to largely occur outside or above the design floodplain. However, should a potential loss of floodplain be identified through the design process, then appropriate floodplain compensatory storage will be added to the scheme to ensure that there is no detrimental loss in floodplain.

11.21. It is expected that the highways design for the wider highway works will integrate with the existing highways drainage system, but if it is found necessary new drainage infrastructure will be proposed as part of the design process.

11.22. Similarly, the proposed expansion of the EMG1 intermodal terminal will also be assessed with regard to additional surface water run-off and appropriate drainage capacity or integration with existing infrastructure will form part of the design.

11.23. A Framework Construction and Environmental Management Plan (CEMP) will be produced and submitted with the DCO application. The document will include a Surface Water Management Plan and set out measures to protect the water environment during construction.

Anticipated residual impacts

11.24. Through effective mitigation, including production of a CEMP and good construction processes, the impact on flood risk and drainage during construction will be minimised.

11.25. The main residual impacts of the development are likely to be:

- Short-term impact on the surface water quality and the capacity of the local foul network;
- Long-term beneficial impact to flood risk to the village of Diseworth arising from the redirection of surface water runoff from the main site.

12. Heritage and Archaeology

Introduction

12.1. An assessment will be undertaken by RPS of the potential significant effects of the proposed development on cultural heritage assets. This will include an assessment of the potential built heritage impacts, and an assessment of previously unrecorded archaeological remains within the application site, drawing upon a desk-based assessment and the result of a detailed programme of archaeological evaluation.

Scope and methodology

12.2. A built heritage statement (BHS) will be prepared in accordance with national and local planning policy and the relevant guidance provided by Historic England (most particularly GPA3: The Setting of Heritage Assets – 2nd edition, December 2017).

12.3. An archaeological desk-based assessment (DBA) will be prepared in accordance with national and local planning policy and the Standard and Guidance prepared by the Chartered Institute for Archaeologists (Standard and Guidance for Historic Environment Desk Based Assessment 2014 updated 2020). The DBA will be supported by a programme of archaeological evaluation, consisting of a geophysical survey and trial trenching.

12.4. Based on these reports, which will be appended to the ES, the heritage chapter of the ES will assess the potential significant effects of the proposed development on cultural heritage assets. It will include:

- A review of national, regional and local archives and sources of information;
- A site survey and walkover survey;
- Geophysical survey and trial trenching investigations;
- The identification of any known heritage assets that may be directly or indirectly affected by the development and an assessment of their significance;
- An assessment of the potential for other heritage assets to exist; and
- Recommendations for further post determination evaluation and/or mitigation if appropriate.

Baseline conditions

12.5. An initial built heritage and archaeological assessment has been prepared by RPS for the main site. The archaeological assessment was informed by evaluation fieldwork comprising a geophysical survey undertaken in May 2022 followed by an extensive programme of field-walking, geoarchaeological assessment and trial trenching undertaken between September and November 2022. The findings of the initial assessments are summarised in a Heritage Position Statement, which was submitted with the representations to the North West Leicestershire Local Plan Preferred Options consultation in March 2024. A copy of the Heritage Position Statement is appended to this EIA Scoping Report at Appendix 13.

12.6. It shows that the main site does not contain any designated heritage assets. In terms of the wider landscape, the Scheduled Monuments of The Moated Site with Fish Ponds and Flood Banks at Long Whatton both lie approximately 1.2km to the south-east of the main site.

12.7. The historic core of Diseworth, located circa 100m to the south-west of the main site, is designated as a Conservation Area and includes 22 listed buildings, of which the Church of St. Michael and All Angels is Grade II* Listed, while the remaining designated structures are Grade II Listed. The Grade I Church of St Mary and St Hardulph in Breedon-on-the-Hill, is located 5km to the west of the site.

12.8. In terms of other designated heritage assets, there are no World Heritage Sites, Registered Parks and Gardens, Historic Battlefields, or Historic Wreck Sites within a 2km radius of the main site.

12.9. The archaeological investigations undertaken to date show that the earliest archaeological features recorded on the main site are pits and ditches of Iron Age or Roman date, with such features principally concentrated in two areas: immediately north of Hyam's Lane in the centre of the site; and in proximity to the south of Hyam's Lane at the western edge of the site. Limited features of a similar date were found in the western part of the main site, while the remaining features encountered across the main site were dated to the Post-Medieval or Modern periods and considered of limited interest. The geoarchaeological assessment did not identify any deposits of significance.

12.10. Within the rail freight terminal, previous investigations were undertaken as part of the EMG1 DCO application and, post-consent, all relevant archaeological features of interest have been recorded or preserved in situ. The evidence which underpinned the EMG1 SRFI site, and the works undertaken since, mean there are no heritage constraints or assets within the area now proposed for expansion.

12.11. The baseline conditions for land included for potential improvements to the wider highway network will be assessed as part of the ES, with an expectation that given the nature of most of that land, and its relationship with existing highways infrastructure, there is likely to be little if any archaeology of note. As a result, it is expected this will be a desk-based assessment.

Potential Impacts

12.12. Based on the available baseline information and assessment work undertaken to date, the potential impacts are likely to include:

- During the construction phase, the earthworks and excavations for foundations, landscaping and ancillary works would affect and result in the potential loss of below ground archaeology;
- Proposed development could result in direct and indirect effects on the setting of heritage assets.

Avoidance and mitigation measures

12.13. In respect of archaeology, the initial archaeological assessment has recommended the implementation of a further programme of targeted archaeological investigations on the main site (i.e. in respect of the identified Iron Age and Roman archaeological features). This can be secured through the DCO via conditions.

12.14. Impacts of the proposed development on built heritage are to be addressed through embedded mitigation in the form of the proposed landscaping buffer and extensive bunding, and the retention of Hyam's Lane in its existing form.

Anticipated residual impacts

12.15. The proposed development will result in the physical loss of buried archaeological remains during the construction phase which would be off set through their preservation by record.

12.16. In terms of built heritage, the following main residual impacts are anticipated.

- Alteration to views of the spire of the Church of St. Michael and all Angels with the introduction of large-scale built form into the Church's wider setting;
- Proposed development is expected to diminish some of the rural setting of the Church and reduce the ability to appreciate its architectural interest from the application site and from within the wider rural surrounds;
- The rural approach to the Diseworth Conservation Area will be changed from the north-east and the proposals will also affect views from and to the Conservation Area and in parts of the wider landscape resulting in the alteration of an element of its rural setting.

13. Agriculture and Soils

Introduction

13.1. This chapter of the ES will be prepared by Land Research Associates Ltd (LRA) and will assess the impact of the proposed development on agricultural and soils.

Scope and methodology

13.2. The impact on the following environmental considerations will be assessed:

- Soil resources – all natural soils are a finite resource, but their quality as a resource for re-use varies;
- Agricultural land quality – best and most versatile agricultural land is considered to be a finite national resource and is given special consideration in national policy;
- Agricultural land users – the main site is currently in arable use and the impact on the agricultural business operating on the land need to be considered.

13.3. The assessment of the agricultural land quality will be based on the impact magnitudes for loss of best and most versatile land set out in the Technical Information Note 049 (TIN049), published by Natural England to provide general guidance, and consultation thresholds.

Baseline conditions

13.4. A soil resources and agricultural land quality survey of the main site was undertaken by LRA in December 2022.

13.5. This showed that the main site is underlain by a mixture of coarse loams and fine loams over slowly permeable clay, giving land of grade 1, 2, subgrade 3a and subgrade 3b agricultural quality. The land is predominantly limited by wetness/workability constraints.

13.6. Neither the EMG1 SRFI expansion land, nor the potential improvements to the wider highway network, will have any additional impact on agricultural land.

Soil resources

13.7. The main site has three main soil types: coarse loams; loamy over slowly permeable soils; and heavy slowly permeable soils. The coarse loamy soils comprise sandy loam topsoil and subsoil that overlie clay at depth and are moderately-freely to imperfectly draining. The loamy and heavy slowly permeable soils overlie reddish dense clay at shallower depth and tend to be less well draining (imperfectly to poorly draining).

Agricultural land quality

13.8. The agricultural quality of the land is a combination of grades 1, 2, subgrade 3a and subgrade 3b. The land is predominantly limited by wetness and workability constraints. The better draining land where coarse loams and fine loams have clay at depth gives 35.2 ha of higher quality agricultural land, best and most versatile land (grade 1-subgrade 3a). The heavy soils directly over slowly permeable clays gives 64.2 ha of poorly draining land of subgrade 3b agricultural quality.

Potential Impacts

13.9. Based on the available baseline information and assessment work undertaken to date, the potential impacts are likely to include:

- Potentially loss or damage of soil resources as a result of topsoil stripping and stockpiling during the construction process;
- Permanent loss of best and most versatile agricultural land as a result of the proposed development;

Avoidance and mitigation measures

13.10. There is no mitigation possible to offset or minimise the loss of agricultural land for built development.

13.11. With regard to soil resources, the main mitigation measures will be the implementation of a Soil Management Plan in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

Anticipated residual impacts

13.12. The development will result in the permanent loss of some best and most versatile agricultural land.

14. Climate Change

Introduction

14.1. The climate change assessment will determine the potential effects of the development on climate change (i.e. through the assessment of greenhouse gas emissions), in addition to identifying any risks climate change may pose on the development.

Scope and methodology

14.2. It is acknowledged that the development will give rise to greenhouse gas emissions both during the construction and operation of the development. During the construction phase, greenhouse gas emissions arise from embodied caron in the construction materials used for the development, construction traffic, and the use of energy and fuel during the construction process. Post construction, during the operational phase, greenhouse gas emissions are generated by the operation of the buildings (energy and fuel used) and by development traffic.

14.3. Construction phase emissions will be calculated based on published lifecycle assessment data for materials used in the development's design (where available), and estimates of direct emissions from the use of onsite construction plant and construction traffic. Operational phase emissions will be calculated by scaling operational energy consumption and vehicle movements (informed by an Energy Strategy and traffic modelling, respectively) by applicable emissions factors published by the Department for Energy Security and Net Zero, and the Department for Business, Energy and Industrial Strategy.

14.4. Alongside the assessment of emissions, a risk assessment of the impact of climatic changes on the proposed development will also be undertaken. This will identify any potentially significant risks and relevant mitigation measures. Further, assessment of in-combination climate impacts will be included within individual chapters where relevant, i.e. where climatic changes could modify the proposed development's other environmental impacts.

Baseline conditions

14.5. The main site currently comprises undeveloped arable land with hedgerows and trees dividing the various fields. The current climatic conditions baseline will be established by meteorological records for the area of the development.

14.6. The future baseline GHG emissions for existing land-use without the proposed development are expected to remain similar, with a decrease in agriculture-related emissions over time in line with the UK's national climate change policies. The potential future climatic baseline will be considered using the 'UKCP18' projections

published by the Met Office Hadley Centre (MOHC), which encompass the potential climatic outcomes in the UK from a range of potential global emissions and climate change scenarios.

Potential Impacts

14.7. Any new development will effectively add to the resource/energy consumption and associated emissions originating from construction activity and operation of the proposed development and associated traffic movements, particularly on the main site as the baseline is currently a greenfield site. Potential impacts are likely to include:

- Greenhouse gas emissions generated by construction traffic, the use of energy and resources during the construction process and the embodied carbon in the construction materials used for the development;
- Greenhouse gas emissions from operational energy use and vehicle emissions.

Avoidance and mitigation measures

14.8. To address the potential climate change impacts, the proposed development will incorporate the following mitigation measures:

- Design of buildings that consider energy efficiency, low carbon and renewable energy measures, rooted in the ‘net zero carbon’ policy agenda;
- Implementation of Sustainable Travel Strategy to reduce greenhouse gas emissions resulting from development traffic movements;
- Implementation of a Resource Management Plan to consider the use of recycled materials and lower carbon alternatives.

Anticipated residual impacts

14.9. Following the implementation of the above mitigation measures, the following residual impacts are anticipated:

- Residual greenhouse gas emissions generated by construction traffic, the use of energy and resources during the construction process and the embodied carbon in the construction materials used for the development.
- Although not expected to be significant given the avoidance and mitigation measures described above, the operational phase of the development will result in residual greenhouse gas emissions from operational energy use and vehicle emissions.

14.10. The Climate Change chapter will seek to quantify their impacts where feasible, and assess their impacts commensurate to the ‘outline’ nature of the proposals.

15. Socio-Economic Effects

Introduction

15.1. This chapter of the ES will be prepared by Savills and will consider the socio-economic effects of the proposed development.

Scope and methodology

15.2. The socio-economic effects of the proposed development will be considered in the context of the Freeport designation, and with reference to construction and operational jobs creation, skills and training, and provision of new floorspace for industrial and logistics businesses.

15.3. The assessment will comprise the following components:

- Review of existing planning policy and other relevant strategies focusing on socio-economic issues;
- Assessment of baseline socio-economic conditions in the area;
- Consideration of economic impacts of the proposed development; and
- Assessment of the potential impacts on the socio-economic characteristics of the area.

15.4. The assessment will be informed by a review of information available from the Council website and the evidence base for the Local Plan. It will draw upon information provided by the applicant on the capital costs of the development, job creation and readily available information in relation to the Freeport and its expected benefits.

15.5. The assessment will be aligned with relevant local and national guidance, including the Homes & Communities Agency (HCA, now Homes England) Employment Density Guide (2015, 3rd Edition) and the Additionality Guide (2014, 4th Edition). In line with the guidance, the assessment will consider the net additional impact of the proposed development relative to a reference case, the site in its existing use, and will take into account leakage, displacement and multiplier effects.

15.6. The assessment will examine the baseline conditions in relation to population data, economic activity, employment rates, skills and occupational level, and earnings.

15.7. For the purpose of the assessment, the primary study area is North West Leicestershire (NWL). However, the proposed development is anticipated to result in impacts on socio-economic receptors across a wider geographical area extending beyond NWL. The relevant geographical scope for each socio-economic receptor will therefore be defined with reference to planning policy evidence base and

technical reports prepared as part of the DCO application.

Baseline conditions

15.8. Significant new job opportunities have been generated in North West Leicestershire in recent years, a large proportion of which have been at East Midlands Gateway, providing employment for residents of North West Leicestershire and the adjoining districts and cities. The Office for National Statistics (ONS) data from the Annual Population Survey (APS) estimates that as of December 2023, 80.1% of NWL's working age population (16-64 years old) was employed. This is higher than in the East Midlands (75.5%) and Great Britain (75.8%). According to the ONS's 2023 Business Register & Employment Survey (BRES) the 'transportation and storage' sector was the largest employer in the district, providing employment to 17,000 people, or 23.6% of the workforce (compared to 6.4% in the East Midlands and 5.0% in Great Britain).

15.9. NWL has experienced a fast growth in population, at a rate of 1.3% per annum on average between 2012 and 2021 (latest year in the time series from the ONS), which is around twice as fast as the averages for the region (0.76%) and Great Britain (0.58%). NWL's population is projected to increase significantly and new employment developments are required to balance job and housing growth.

15.10. Raising aspirations, educational attainment and skills are important priorities as North West Leicestershire still has a high proportion of people with few or no qualifications and a large proportion of residents in low skilled occupations, though lower than the regional or national averages.

15.11. In March 2022, the Government announced the designation of Freeport status to the areas around, and linked to, East Midlands Airport. East Midlands Freeport is the only inland Freeport in England and will create a globally connected, world-leading advanced manufacturing and logistics hub at the heart of the UK. The spatial extent of the East Midlands Freeport covers three complementary locations, East Midlands Airport and Gateway Industrial Cluster (EMAGIC), Uniper's Ratcliffe-on-Soar site, and the East Midlands Intermodal Park (EMIP). The majority of the site falls within the EMAGIC area as shown on the map included as Appendix 2.

15.12. The East Midlands Freeport offers unique opportunities for new high-value, low carbon investment. With Net Zero, skills and innovation at its core, the Freeport is forecast to create thousands of new jobs in the region over the next 30 years and deliver £8.4 billion net additional gross added value to the UK economy.

15.13. The project will make a major contribution to delivering the outcomes of the East Midlands Freeport. It will contribute to the objectives of the Midlands Engine and will be a significant component of the Leicestershire International Gateway.

Potential Impacts

15.14. Based on the available baseline information and assessment work undertaken to date, the potential impacts are likely to include:

- Short-term economic benefits arising from the construction of the proposed development including the creation of a significant number of job opportunities directly on site and indirectly in the supply chain through significant investment and wider effects from construction spending;
- Medium to long-term beneficial impacts on the economy as a result of the substantial number of permanent new jobs generated directly on the site and indirectly in the supply chain, including a wide range of job opportunities requiring both skilled and non-skilled labour;
- Medium to long-term beneficial impacts on businesses in the industrial and logistics sector looking for floorspace in the area;
- Short, medium and long-term increase in regional and national economic activity and productivity as a result of the construction and operation of the proposed development;
- Medium to long-term beneficial impacts in terms of skills and training of the local labour force.

Avoidance and mitigation measures

15.15. Where relevant, the socio-economic chapter will provide avoidance and mitigation measures to address any adverse significant effects, or will recommend enhancement actions to maximise benefits.

15.16. At this stage, no significant adverse effects on socio-economic receptors are anticipated and no mitigation is therefore proposed.

Anticipated residual impacts

15.17. The residual impacts of the development are unchanged from the potential impacts.

16. Conclusions

16.1. This Scoping Report is submitted pursuant to and in satisfaction of the requirements of Regulation 10(1) and (3) of the EIA Regulations. It has described the proposed development site and characteristics of the proposed EMG2 development based on the Applicant's existing knowledge of the site and the environment. It has also been prepared by reference to the earlier EIA Scoping Request to NWLDC and the EIA Scoping Opinion issued in December 2022. It has defined the likely significant effects of the development on the environment, the studies necessary to assess them, and the level of detail required to enable a decision to be made.

16.2. The proposed development site within the DCO boundary limits comprises three elements: the main site to the south of East Midlands Airport immediately north-west of Junction 23 of the M1 motorway where a new logistics and manufacturing hub is proposed, land at the existing EMG1 intermodal rail freight terminal which is proposed to be potentially expanded and improved, and land required for potential public footpath and highway improvements.

16.3. Having assessed the scope of the EIA, it is considered that the main areas of potential significance requiring full consideration within the ES for this development are as follows:

- Landscape and visual impacts (including the effects of lighting);
- Ecology and biodiversity;
- Traffic and transportation;
- Air quality;
- Noise and vibration;
- Flood risk and drainage;
- Heritage;
- Agriculture and soils;
- Climate change; and
- Socio-economic impacts.

16.4. There are a number of further areas which are of relevance but are not proposed to be assessed in detail as part of the ES and are suggested as matters that can be 'scoped out' for the reasons given in this report. This applies to the following matters:

- Population and human health impacts (outside of those already covered);
- Ground conditions/contamination;
- Minerals safeguarding;

- Aerodrome safeguarding;
- Material assets; and
- Vulnerability to major accidents or disasters.

16.5. The Secretary of State is respectfully invited to provide their opinion pursuant to Regulation 10(6) of the EIA Regulations as to the scope and level of detail to be included within the ES and whether they consider there are any other aspects that need to be covered. In particular, confirmation of the inter-projects to be included in the cumulative impact assessment is also requested as per Section 5 of this report, paragraphs 5.22-5.24 inclusive.