



Isley Woodhouse

Non-Technical Summary to the
Environmental Statement



Document Management.

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1. Introduction

This Non-Technical Summary (“NTS”) summarises the findings of the Environmental Statement (“ES”) which addresses any likely significant environmental effects as a result of the Proposed Development on land south of East Midlands Airport, Isley Woodhouse (the “Application Site” or “Site”). The location of the Site is shown on Figure 1 below.

- 1.1. The ES, and this NTS, have been prepared on behalf of the Applicants, Harworth Group and Caesarea Development Holdings in support of an outline planning application with all matters except access reserved for a new settlement of up to 4,250 new houses, including employment space with ancillary offices, a local centre and two neighbourhood centres, a new secondary school and two new primary schools, residential institutions, hotels, demolition of existing structures, with associated infrastructure, including strategic highway improvements, drainage, ground modelling, landscaping, open space, sports facilities with changing and parking facilities, and access (including the realignment of the A453) (‘the Proposed Development’).
- 1.2. The Application Site is situated within the administrative area of the North West Leicestershire District Council (NWLDC). The ES (and this summary) forms part of the planning application documentation submitted to NWLDC and will inform their decision-making process.
- 1.3. The ES presents the findings of the Environmental Impact Assessment (EIA). The aim of an EIA and the resultant ES is to assess ‘likely significant effects’, in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (‘the EIA Regulations’).
- 1.4. This NTS provides a summary of the ES and the findings of the EIA in more accessible, non-technical language. Full details of the assessments can be found within the main ES document (Volume 1) and the associated appendices (Volume 2).

Availability and Comments on the Planning Application

- 1.5. The full findings of the EIA are presented in a comprehensive set of documents that can be viewed online on North West Leicestershire District Council (NWLDC), at their offices (please contact NWLDC for details). Additional copies of the Non-Technical Summary (“NTS”) (no charge), ES Volume 1 (£100 plus postage) and the Technical Appendices (£150 plus postage) are available from Pegasus Group, Central House, Queen Street, Lichfield, WS13 6QD. The complete ES can also be obtained in CD or Pen drive format for £10 from the same address.
- 1.6. Comments on the planning application should be sent to NWLDC.

2. Purpose of the Environmental Statement

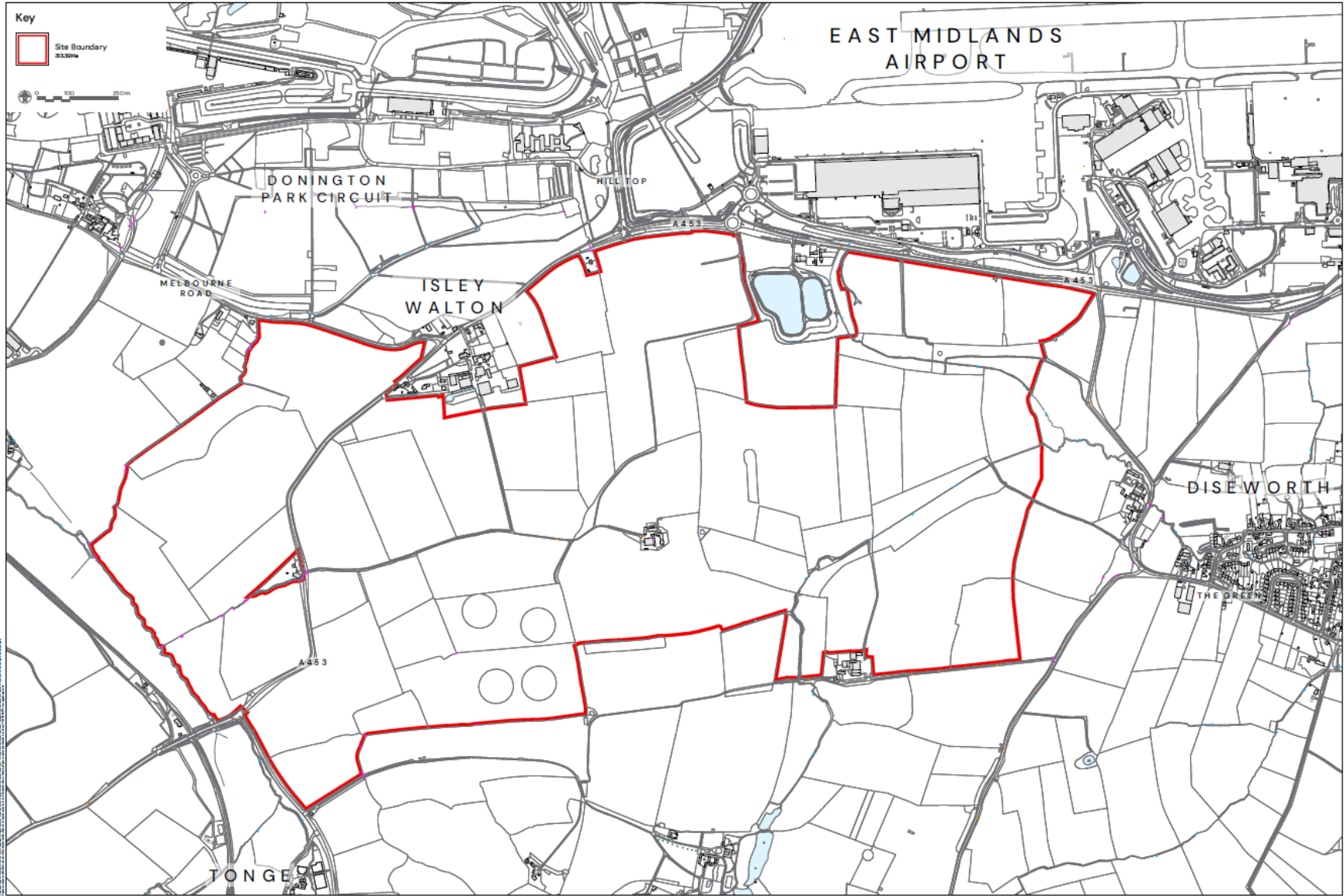
- 2.1. The EIA process is an interdisciplinary and multistep procedure to ensure that environmental considerations are included in decisions regarding projects that may impact the environment.
- 2.2. The ES comprises a series of studies which have been commissioned to address the environmental issues which are considered pertinent to the construction and operational phases of the Proposed Development. The NTS is provided to enable wider public dissemination of the environmental effects of the project (beneficial or adverse).

3. The EIA Scoping Process

- 3.1. In order to determine the content of the ES, the EIA Regulations make provision for, but do not statutorily require, an applicant to request that the local planning authority (LPA) provide a written opinion as to the information to be provided (i.e. 'scoped') within the ES- in EIA terms, this is referred to as a Scoping Opinion.
- 3.2. A formal request for a Scoping Opinion was submitted on behalf of the Applicant to NWLDC on 14th December 2023. The request described the Site context, the nature and purpose of the Proposed Development, and identified the proposed scope and structure of the EIA for NWLDC's consideration. NWLDC issued its Scoping Opinion on 19/04/2024. NWLDC contacted a number of consultees as part of the Scoping exercise.
- 3.3. Accordingly, the ES has addressed those environmental issues agreed in the scoping process which are considered pertinent and that could potentially result in "likely significant effects" as required by the EIA Regulations.
- 3.4. This has resulted in the ES having separate 'technical' chapters addressing the following topics:
- Socioeconomics and Health
 - Landscape and Visual
 - Ecology and Nature Conservation
 - Geology, Soils and Ground Conditions
 - Agricultural Land
 - Flood Risk and Drainage
 - Noise and Vibration
 - Air Quality
 - Lighting
 - Cultural Heritage
 - Transport and Access
 - Climate Change
- 3.5. All of these chapters, and the ES as a whole, have been prepared by specialists in their respective fields so to ensure the completeness and quality of the ES in accordance with the EIA Regulations. Each one of these disciplines is discussed in turn within this NTS, summarising the work undertaken and the key findings. Further in-depth information is presented in the full ES.
- 3.6. The ES has been coordinated and managed by Pegasus Group. Pegasus Group is one of the founding members of the Institute of Environmental Management and Assessment (IEMA) Quality Mark, which is a mark of excellence in EIA co-ordination and management.



Figure 1 Site Location Plan



4. Assessment Approach

- 4.1. The purpose of an EIA is to identify, describe and assess the likely significant effects of a Proposed Development on the environment. This could be effects caused by impacts from the Proposed Development (e.g. increase in traffic) or existing conditions that could impact a Proposed Development (e.g. existing air quality issues that could harm new users of a scheme).
- 4.2. 'Impact' can be described as the action taken, and the 'effect' is the following result of the action. Whilst each environmental discipline has slightly different ways of determining 'significance of effect', generally it can be gained by taking the 'sensitivity' of the resource/receptor and balancing that against the 'magnitude' (resource/receptor being the 'item' in question for example a residential house or representative viewpoint).

Magnitude	Sensitivity			
	High	Medium	Low	Negligible
High	Major	Major	Moderate	Negligible
Medium	Major	Moderate	Minor to Moderate	Negligible
Low	Moderate	Minor to Moderate	Minor	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

- 4.3. 'Significance' is then gained from balancing these elements. The table below shows an example of how this can be achieved. Significance is often measured as major, moderate, minor and neutral/negligible, with only certain levels of significance being considered 'significant' in EIA terms (generally major).
- 4.4. 'Mitigation' is something that is put in place to avoid, minimise or manage negative environmental effects, many of which are purposely incorporated into the design of the proposals and are referred to as 'mitigation by design' or 'integral/embedded mitigation'. 'Additional mitigation' measures may also be proposed. 'Residual Impacts/Effects' are those that remain after any mitigation has been incorporated. Of particular relevance to the proposals is the length of any effects i.e. temporary or permanent; short-term or long-term.
- 4.5. The ES also responds to the requirement in the Regulations to assess the 'Cumulative'/'In Combination' effects of the Proposed Development. Within EIA, cumulative effects are generally considered to arise from 'Inter-project Cumulative Effects' (the combined effects of development schemes which may, on an individual basis be insignificant but, cumulatively, have significant effects); and 'Intra-project Cumulative Effects' (the combined effect of individual effects on a single receptor where it is deemed potentially significant).
- 4.6. Given the nature and intended longevity of the Proposed Development, decommissioning has not been considered as part of the EIA, as agreed through the scoping process. Accordingly, the EIA has focused on the potential likely significant effects of the Proposed Development during the construction (including demolition) and operational phases only.
- 4.7. The full ES, of which is summarised in this NTS, describes the current environmental conditions (known as the baseline); provides a description of the Proposed Development; and provides data to identify and assess any potential environmental effects which are likely to be of significance. Environmental effects have been evaluated with reference to definitive standards and legislation where available. Where it has not been possible to quantify effects, qualitative

assessments have been carried out, based on available knowledge and professional judgement. The iterative design process has sought to avoid significant environmental effects where possible by the inclusion of ‘mitigation by design’ or ‘embedded mitigation measures’. Where this has not been possible, additional mitigation measures have been suggested so to reduce likely effects as far as possible. Residual effects are then concluded.

5. The Application Site and Context

- 5.1. The Site covers approximately 313.39 hectares (ha) of farmland situated to the south of East Midlands Airport (EMA) and Donington Park motorsport circuit, and generally between the settlements of Diseworth to the east and Tonge to the west. The Site is included as a draft allocation in North West Leicestershire District Council's emerging new Local Plan within Policy IW1¹, for approximately 4,500 dwellings and other uses.
- 5.2. East Midlands Distribution Centre, which includes the Marks and Spencer distribution centre, is located c.3.2 km to the north of the Site, with East Midlands Gateway, a logistics hub and rail freight interchange, located c.2.8 km to the north east. The existing East Midlands Parkway train station is located approximately 8 km to the northeast, providing direct connections to London St Pancras in the south and Sheffield in the north. Alongside this is the Ratcliffe on Soar power station site that is being decommissioned and will be available for employment redevelopment in 2025. The A453 is a single carriageway road to the north of the Site, connecting to the M1 Junction 23A to the east via Finger Farm Roundabout. Figure 2 below the Site context.



Figure 2 Site Context

¹ Draft North West Leicestershire Local Plan 2020–2040

- 5.3. The Site is broadly defined by Walton Hill/Melbourne Road (A453) to the north, field boundaries to the south, Ramsley Brook to the west and field boundaries to the east. The Site comprises arable fields of a varied scale, with some pastoral farming fields along the tributaries of Diseworth Brook. There are four circular woodland areas known as The Dumps Plantations in the south-east and a number of hedgerows and hedgerow trees across the Site area.
- 5.4. The Site includes three farms – Manor Farm, High Barn Farm and Woodhouse Farm. The buildings at High Barn Farm fall within the footprint of the Site, while only agricultural land associated with Manor Farm and Woodhouse Farm are located within the application boundary. There is a low voltage overhead electricity line crossing the central part of the Site from north to south.
- 5.5. The Sites topography is undulating with the western portion forming the lowest portion, moving eastwards the landform rises to a central high point, continuing further east the terrain drops again to a second low point. The southeastern corner of the site also provides another high point, adding to the Site’s varied relief.

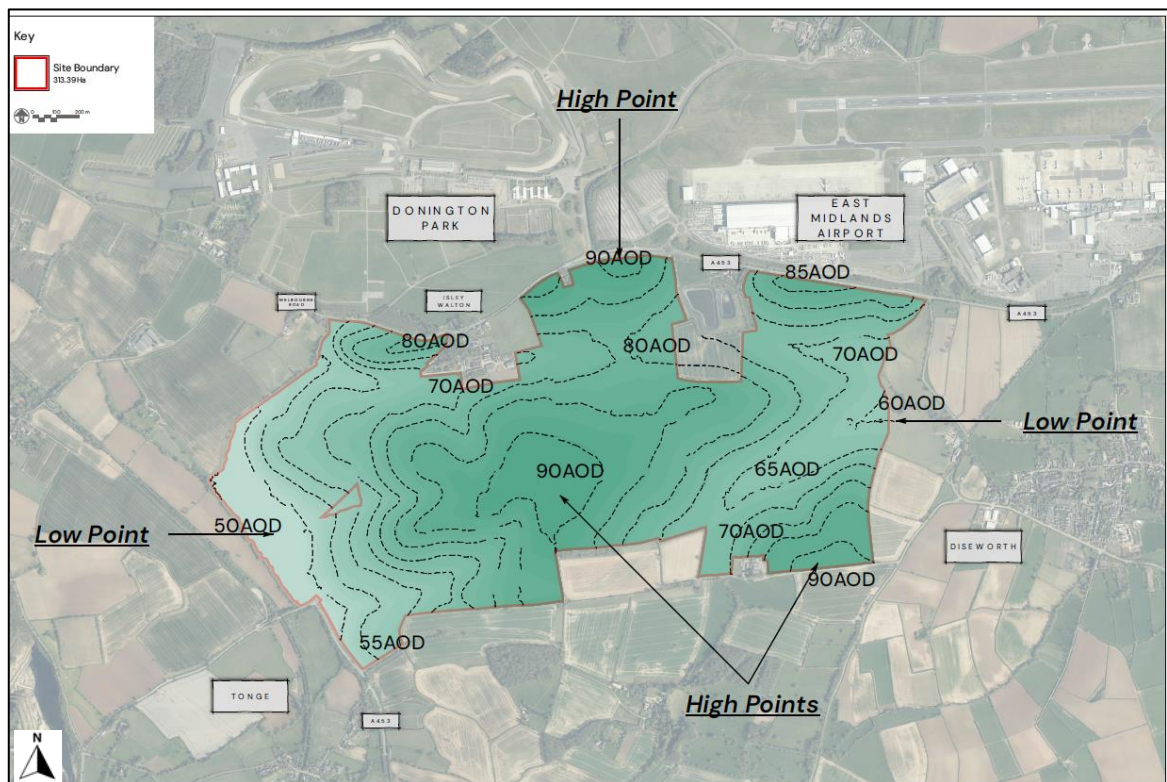


Figure 3: Topography of the Site

- 5.6. Eight public rights of way (PROW) cross the Site, including Footpaths L89a/1, L89/1, L89/2, L89/3, L96/7, L98a/1, L98/3 and L98/2. The Cross Britain Way runs along a short section of the southeastern boundary. Sustrans Route 15, connecting Belton to EMA, also runs close to the southeast boundary. Additionally, Sustrans Route 6 follows a former disused railway line to the west, known as the Cloud Trail. The Site remains private farmland, with public access restricted to the PROWs. PROW located within the Site and the surrounding area are shown in Figure 4 below.

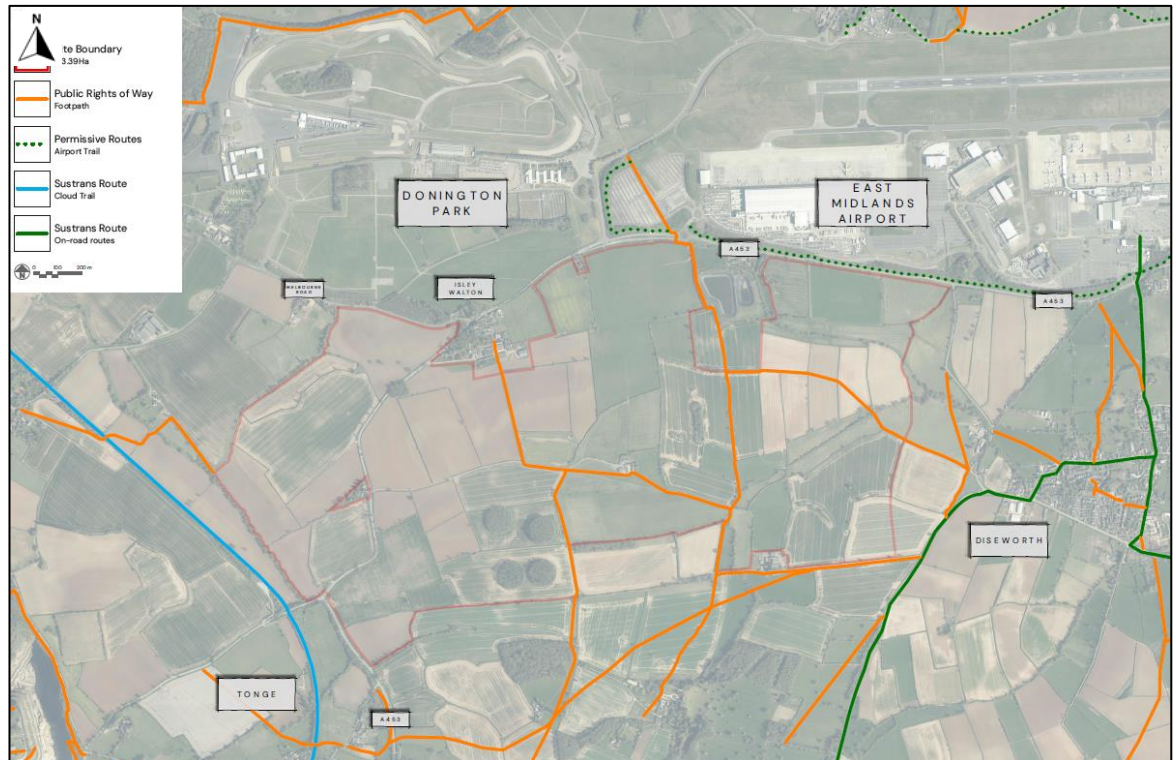


Figure 4 Public Rights of Way in Site Context

- 5.7. There are no statutory ecological designations within or immediately adjacent to the Site. The nearest ecological sites are the Donington Park Site of Special Scientific Interest (SSSI), 1.5 km northwest, and the Breedon Hill SSSI, 1.3 km west. The River Mease Special Area of Conservation (SAC) is c.11.2 km to the southwest, and Smooth Coppice, an Ancient Woodland, is located c.200m south of the Site.
- 5.8. The Site itself does not contain any historical statutory designations. The Site lies between the Conservation Areas of Wilson, Tonge, and Diseworth, with Tongue being the closest to the Site located approximately 480m southwest. There are five Scheduled Monuments located within 5km of the Site boundary, the closest of these is Breedon Hill located c. 1.4km south west. There are also 36 Grade II listed buildings and two Grade II* listed buildings within 1km of the Site. The closest Grade II listed building is the Church of All Saints located c. 26m north and the closest Grade II* is Langley Priory and attached railings located c. 483m south. The below figure shows the locations of listed buildings and conservations areas in the context of the Site.

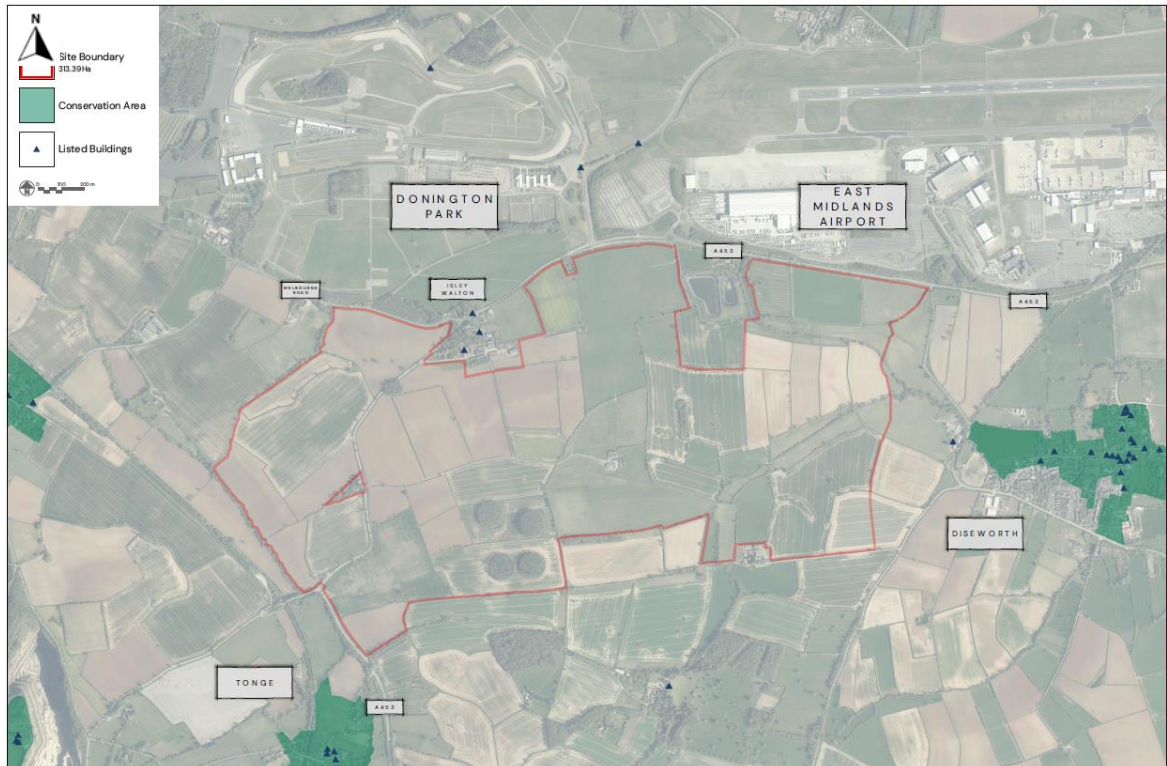


Figure 5 Conservation Areas and Listed Buildings in Site Context

- 5.9. The Site is located largely in Flood Zone 1 which has a low risk of fluvial flooding. The western boundary of the Site is located partly in Flood Zones 2 and 3 where the Ramsley Brook flows adjacent to the Site. Existing topographic levels rise steeply away from the Ramsley Brook to the east where the Proposed Development is to be located.
- 5.10. Upon review of the Environment Agency's Risk of Surface Water Flooding dataset, the Site is deemed to be predominantly at very low risk of flooding from surface water sources, although there are overland flow routes present within the Site. These have been assessed through a bespoke hydraulic modelling exercise. There are no records of historical flood events at the Site based on Environment Agency and Local Authority data.
- 5.11. The Site is not located within an Air Quality Management Area (AQMA). The closest AQMA to the Site is the Nottingham City Council AQMA, located c. 11.5km south west of the Site.

6. Proposed Development

6.1. The Application seeks outline planning permission for the following description of development, with all matters, except access reserved:

“a new settlement of up to 4,250 new houses, including employment space with ancillary offices, a local centre and two neighbourhood centres, a new secondary school and two new primary schools, residential institutions, hotels, demolition of existing structures, with associated infrastructure, including strategic highway improvements, drainage, ground modelling, landscaping, open space, sports facilities with changing and parking facilities, and access (including the realignment of the A453).”

6.2. For an outline planning application where EIA is required, the description of the Proposed Development must be sufficient to enable the requirements of the EIA Regulations to be fulfilled, and in particular, to enable the potential significant effects of the Proposed Development to be identified. It would not be feasible to make a detailed application at this stage for the whole Site; therefore, to ensure that the Proposed Development evolves with the benefit of further approvals (i.e., reserved matters) ‘Development Parameters’ have been established and assessed within this ES. The Development Parameters detail all the limits necessary to define and fix those aspects of a development capable of having significant environmental effects. This will enable planning conditions to be drawn up and agreed to control the implementation of the Proposed Development.

6.3. The Parameter Plan shown at Figure 6 is defined by:

- Built form areas, including residential dwellings and indicative locations for employment, primary and secondary schools, the local centre and neighbourhood centres;
- Indicative road infrastructure and vehicular access points into the Site;
- Maximum building heights across the Site;
- Illustrative alignment of pedestrian and cycle connections; and
- Landscape elements, including retained vegetation, landscape buffer planting, areas of open space/green corridors, and the indicative locations of outdoor sports pitches.

6.4. In addition, an Illustrative Masterplan forms part of the planning application submission (see **Figure 7**). The Illustrative Masterplan demonstrates one way in which the Proposed Development could be developed, based on the stipulated parameters and provides an indication on the likely form and layout, allowing informed assumptions to be made within the EIA.

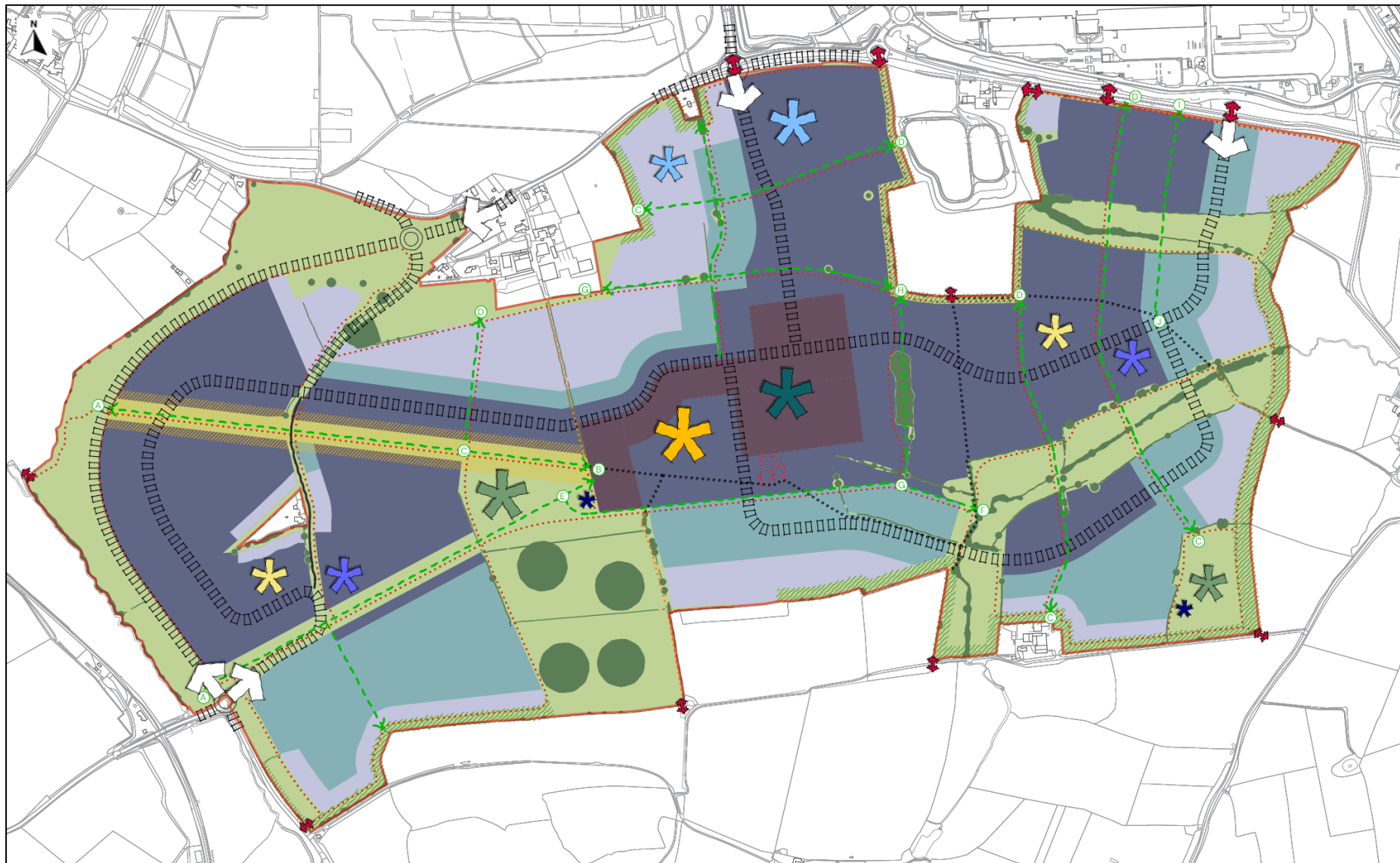
6.5. The Proposed Development would provide a mix of land uses as summarised in the below table and based on the Parameters Plan in **Figure 6**.



Summary of Proposed Development Land Uses and Quantum

Parameter	Land Use	Quantum / Description
Built Form	Residential Dwellings	Up to 4,250 residential dwellings. The majority of buildings will have a maximum height of 9.5 – 13.5m above finished ground levels, with some buildings around the large Local Centre and primary street reaching a maximum height of 17m above finished ground levels. Areas of open space and drainage are also envisaged within the built form areas.
	Education	A new secondary school and two new primary schools (up to 3FE each)
	Large Local Centre	A mix of E/F uses (likely to comprise a convenience store, day nursery, public house, doctors surgery and other units for retail and community use). Buildings to be a maximum height of up to 17m above finished ground levels.
	Smaller Neighbourhood Centres	Two smaller neighbourhood centres, likely to include a mix of E uses (comprising a small convenience store, smaller missed use retail and take-away units and a day nursery). Buildings to be a maximum height of up to 12.5m above finished ground levels.
	Employment	Likely to include a mix of E, B1, B2 and B8 employment uses. Buildings likely to be a maximum height of up to 13.5m above finished ground levels.
	Smaller areas of open space and drainage	The built form parameter also assumes smaller areas of greenspace / greenways and drainage within the parcels, which collectively will break up development and provide further open space in addition the strategic green infrastructure discussed below. The exact locations of these will be dependent on the detailed design and therefore cannot be fixed at this time. The parameters plan has however indicated some of the landscape corridors to show commitment to their delivery, however are not included in the 'quantum' of strategic open space noted below. One way in which these corridors (and others) can be delivered is shown on the indicative masterplan (Figure 7).
Road Infrastructure/ Vehicular access to the site	Means of access into the Site will be from the A453, with the A453 proposed to be realigned towards the western site boundary, effectively forming a bypass around the Proposed Development. Vehicular access to the Site is proposed via three new junctions on the A453 to the north and two further accesses off one junction on the A453 to the west. The illustrative alignment of the primary street corridor is shown in Figure 6 .	
Strategic Green infrastructure and public open space	Including open space, landscape and green corridors with informal and formal recreation, sports facilities/pitches (including potential pavilion) (max height 6m) proposed and retained landscaping, sustainable urban drainage system (SuDs), extensive cycling and footpath connections and play space. Further smaller areas of open space/drainage are also included in the built form areas	
Earthworks and Associated infrastructure	<p>Earthworks and ground modelling to establish suitable development platforms (in some discrete areas may result in changes from existing ground level by c 4m, however in most areas will be much less than this).. These have been assumed +/- 0.75m for the purposes of assessment.</p> <p>Associated infrastructure including pedestrian and cycle crossings, service infrastructure, utilities and other drainage works</p>	

Figure 6 Parameters Assessment Plan



KEY

Built Form Parameters

Includes incidental open spaces, drainage areas, internal roads, pedestrian/cycle links.



Built Form
Maximum Height - 9.5m



Built Form
Maximum Height - 11.5m



Built Form
Maximum Height - 13.5m



Built Form
Maximum Height - 17.0m



Employment
Approximate Location



Primary Schools
Approximate Location



Secondary Schools
Approximate Location



Local Centre
Approximate Location



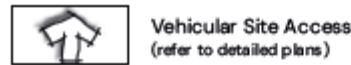
Neighbourhood Centre
Approximate Location



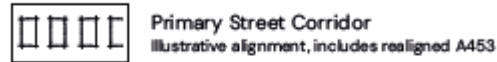
Buildings to be Demolished

Proposed building heights are in relation to the proposed ground levels $\pm 0.75m$ (refer to proposed cut & fill plan).

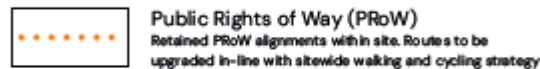
Access & Movement Strategy



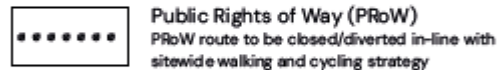
Vehicular Site Access
(refer to detailed plans)



Primary Street Corridor
Illustrative alignment, includes realigned A453



Public Rights of Way (PRoW)
Retained PRoW alignments within site. Routes to be upgraded in-line with sitewide walking and cycling strategy



Public Rights of Way (PRoW)
PRoW route to be closed/diverted in-line with sitewide walking and cycling strategy



Pedestrian & Cycle Routes
Proposed illustrative alignments



Existing A453
Retained within site

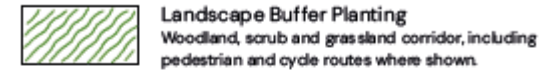


Pedestrian & Cycle Connections

Landscape Parameters



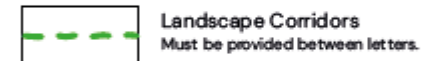
Retained Tree & Hedgerow Planting
Except to allow for Access & Movement Parameter



Landscape Buffer Planting
Woodland, scrub and grassland corridor, including pedestrian and cycle routes where shown.



Open Space/Green Corridors
Except to allow for Access & Movement Parameter, includes:
1. Proposed landscaping
2. Open Space Typologies (allotments etc.)
3. Drainage Areas
4. Pedestrian/Cycle Links
5. Play Spaces
6. Services & Utilities
7. Sport Facilities & Pavilion Buildings
8. Biodiversity Enhancements



Landscape Corridors
Must be provided between letters.

A-B - Minimum 45m wide public open space corridor. Linear alignment.

C-D - Minimum 25m wide public open space corridor.

E-F - Minimum 35m wide public open space corridor. Linear alignment.

G-H - Minimum 50m wide public open space corridor. Protecting existing woodland

I-J - Minimum 15m wide public open space. Linear alignment.



Built Form Flexibility
Area of flexibility to accommodate specified landscape corridor width and built form



Outdoor Sports Pitches
Approximate location



Green Infrastructure Strategy and Open Space

- 6.5.1. Existing landscape character, features and the visual amenity of the Site have been carefully considered by the planning and design process and have been key factors in informing and shaping the Proposed Development and its overall green infrastructure and landscape strategy. This approach has entailed close collaboration between landscape, engineering, ecological consultants and other professionals. The resultant green infrastructure components are an important and integral part of the proposals and have been embedded into its design.
- 6.5.2. The Parameters Plan fixes and defines the location and disposition of the key strategic green infrastructure and landscape areas, however other areas of greenspace and drainage will be included within the 'built form' parcels which collectively will break up development and provide further open space in addition the strategic green infrastructure. The exact locations of these will be dependent on the detailed design of the built form and therefore cannot all be fixed at this time. The Parameters Plan has however indicated some of the landscape corridors and the purpose of these to show commitment to their delivery. The Illustrative Masterplan provides a more realistic understanding of these likely spaces and demonstrates one way in which the green infrastructure strategy could be delivered. This illustrative masterplan provides c. 137ha of open space.
- 6.5.3. The GI Strategy for the Site proposes a series of linked multi-functional spaces that will deliver landscape, amenity and biodiversity benefits as well as perform SuDS functions, responding to flood risk, pollution control and climate change issues. The Strategy includes the retention of conserved mature trees and planting, particularly along the existing watercourses, within The Dumps plantations and around the perimeter of the Site. This conserved existing planting will be appropriately and actively managed for arboricultural and biodiversity benefits. Conserved planting will also be reinforced by significant new woodland, tree and scrub planting; the creation of new broad landscape areas around the development and the provision of new mixed habitats (including some wetland areas/ ponds as part of the sustainable drainage strategy) to satisfy biodiversity objectives, including areas for farmland birds.
- 6.5.4. Some green spaces of the Site will be seeded with locally appropriate grass seed mixes and include permanent grassland swards and managed appropriately to offer favoured habitats for farmland birds. Retained hedgerows will be reinforced and new native tree planting will be implemented around Site boundaries, within hedgerows and along the watercourse corridors to provide a robust landscape structure and extend and link the existing habitat network.
- 6.5.5. Other areas of green space such as community allotments, orchards and informal play spaces have also been considered and included on the Illustrative Masterplan, which offer additional open space facilities. The Proposed Development will provide sports facilities and pitches, with changing and parking facilities. The indicative locations of sports pitches are provided on the Parameters Plan, which have been sized to be able to accommodate a number of different sized playing pitches for soccer, rugby and cricket.
- 6.5.6. Existing rights of way have been sought to be retained and enhanced, however there are proposed diversions, primarily within the greenways to facilitate more legible and logical network connections through the green spaces across the Site. Additional and enhanced routes with new footpaths and cycle links are proposed to provide additional connectivity, which links with the open space provided as part of the green infrastructure strategy.
- 6.5.7. At the reserved matters stage, detailed planting and management plans will be prepared that will set out how the above embedded strategy will be delivered.

7. Summary of Environmental Effects

7.1. The remainder of this NTS summarises the work undertaken for each 'technical' topic, as agreed during the scoping process, under the headings of 'baseline', 'likely significant effects', 'mitigation measures' and 'conclusion'. Further detailed information is presented in the full ES which should be referred to for the comprehensive assessments.

7.2. Socioeconomics and Health

7.2.1. The Socioeconomics chapter of the ES has assessed the socio-economic and health impacts arising from the Proposed Development.

Baseline Conditions

7.2.2. A baseline review of North West Leicestershire and Local Area socio-economic context reveals the following:

- Between 2013 and 2023, North West Leicestershire population has grown faster than regional and national comparators. The increase in population is largely due to growth in people aged 65+ and this trend is projected to continue between 2018 and 2038.
- The Local Area has a higher proportion of its resident working age population with a degree or equivalent qualification compared to North West Leicestershire as well as regional and national comparators and a lower proportion with no qualifications.
- The LSOA in which the Application Site falls, North West Leicestershire 001A, is within the top 40% least deprived LSOAs in England.
- Employment growth in the Local Area was significantly higher than comparator areas between 2015 and 2023, with sectors such as transport & storage and business, financial & professional services dominating employment in the area.
- The proportion of people aged 16–64 in North West Leicestershire claiming benefits is significantly below the rate in the East Midlands and England.
- Between 2012 and 2022 total GVA in North West Leicestershire increased by 67.5% which is significantly higher than the increases seen in the regional and national equivalents.

Likely Significant Effects

7.2.3. In respect of the construction phase, the assessment indicates that the Proposed Development will have the following temporary effects:

- During the construction phase, 548 temporary jobs could be supported per annum on-site and in the wider economy over the build period (estimated to be 23 years).
- Around £35.1million of gross value added per annum is estimated to be generated over the 23-year build period, or £806.2million over the entire build phase (present value).

7.2.4. In EIA terms, these impacts are considered to have a beneficial, but not significant effect.



7.2.5. There is potential for minor to moderate adverse effects in relation to neighbourhood amenity as result of construction activities, but this will not be significant, temporary in nature and minimised as far a possible through the implementation of best practice construction measures.

7.2.6. In respect of the operational phase, the assessment suggests that the Proposed Development will have the following permanent effects:

- An estimated 5,074 economically active and employed residents are estimated to live in the Proposed Development.
- The Proposed Development could generate an additional household expenditure of £112million per annum once the scheme is complete and fully occupied.
- The dwellings could generate an additional £9.3million per annum in Council Tax payments.
- The Proposed Development will support 1,504 gross FTE jobs on site once operational, including 647 net additional FTE jobs in the North West Leicestershire economy.
- Additional GVA associated with the permanent employment supported by the employment floorspace is estimated to be around £76.8million or £0.7billion over a 10-year period (present value).

7.2.7. In EIA terms, these impacts are considered to have a significant beneficial effect.

Mitigation and Enhancement

7.2.8. The Illustrative Masterplan demonstrates how approximately 137ha of public open space, representing 44% of the site area can be delivered (based on the illustrative masterplan and includes the smaller areas of open space within the built form parameter). Depending on whether a GP facility is provided on-site, a financial contribution may be required for healthcare provision. In addition, a Construction Environmental Management Plan (CEMP) is likely to be needed to mitigate against any adverse effects arising from the construction phase.

Conclusion

7.2.9. Overall, the Proposed Development is considered to provide **beneficial effects** during the construction phase in relation to employment and its economic contribution. Once operational, **significant beneficial effects** are expected in relation to wider economic effects.

7.2.10. Negligible effects are expected in respect of education and healthcare operations, acknowledging that there is existing capacity available for primary provision along with the provision of two new primary schools and a new secondary school on-site.

7.2.11. Adverse but not significant effect is predicted in relation to disturbance to neighborhood amenity during the construction phase, but this will be temporary and managed by best practice measures through a CEMP.

7.3. Landscape and Visual

- 7.3.1. A Landscape and Visual Impact Assessment (LVIA) has been carried out for the Proposed Development. The purpose of this LVIA study is to provide an assessment of the likely landscape and visual effects of the Proposed Development.
- 7.3.2. The assessment includes landscape effects which deals with the effects of change and development on landscape as a resource, looking at characteristics of the existing landscape resource. The assessment of visual effects deals with the effects of change and development on the views available to people and their visual amenity.

Baseline Conditions

- 7.3.3. The landscape character of the Site and its context is varied, containing both major development associated with East Midlands Airport, DHL Distribution Centre, Pegasus Business Park and Donington Park Circuit but also more open farmland and areas of woodland. Woodland and tree cover is particularly noticeable in the wider landscape to the south-west around the Grade II listed Langley Priory as well as the structural planting around East Midlands Airport and parkland around Donington Park to the north. The Langley Priory Estate is set within an attractive and distinctive area of parkland to the south of the Site. The undulating nature of the landform with smaller and larger watercourses, the plateau at East Midlands Airport adds to this variation in character and features. The result is a variety of influences, both urbanising and more rural and differences in terms of visual enclosure and amenity.
- 7.3.4. The outcrop of Breedon Hill quarry and Church of St Mary and St Hardulph are a prominent local landmarks. The high eastern face of Breedon Hill contrasts with the wooded slopes and parkland associated with the golf course to the west.
- 7.3.5. The Site and its immediate context includes no designated landscapes or features and no landscapes recognised of being of any particular higher value or sensitivity. Within the Landscape Assessment of the North West Leicestershire District, the Site lies within the Langley Lowlands Landscape Character Area (LCA). The Site is also covered by the North West Leicestershire Sensitivity Study for Mixed Development (2020), which appraises two parcels of land which make up the Site. The landscape sensitivity of both parcels is assessed by this study as Medium and the visual sensitivity as Medium for one parcel and Medium-High for the other parcel.
- 7.3.6. The Site itself predominantly comprises arable farmland bound by mature hedgerows and occasional trees. Fields are typically medium to large and simple in shape with variations in scale and form where boundaries follow contours in steeper areas and along watercourses. Tree cover is limited to occasional blocks of woodland and belts of riparian vegetation along Ramsey Brook to the west and the tributaries of Diseworth Brook to the east. Four circular areas of plantation woodland known as The Dumps are located on higher ground to the south-east. These form a distinctive landscape feature, which are noticeable in local views. At a site wide scale, the features of most interest are the mature trees and hedgerows largely to the Site's perimeter, the undulating landform, the plantation woodlands, existing watercourses and Public Rights of Way.
- 7.3.7. A visual appraisal has been carried out for the Site which has explored the nature of the existing visual amenity of the area and sought to establish the approximate visibility of the Site from surrounding locations and receptors. Photo viewpoints have been selected from a number of locations surrounding the Site which reflect the visibility of the Site and have been used to support the landscape and visual assessment.



Likely Significant Effects

- 7.3.8. During the construction phase the existing farmland will be progressively replaced by construction of built development which will inevitably have a direct effect on the landscape. As a consequence of construction, the landscape character of the Site will progressively change from farmland to predominantly built development set within a robust framework of Green Infrastructure of conserved and new trees, woodland and other habitats.
- 7.3.9. Visual effects arising from the construction of the Proposed Development will vary. Construction activities on Site will be visible at times from all those receptors with views towards the completed and operational development. In general, the clearest views will be experienced by residents and users of those properties, roads and rights of way in closest proximity and with the clearest existing views of the Site.
- 7.3.10. Once operational, inevitably given the size of the scheme there will be significant effects on the landscape, although, the overall level of landscape change and effect is not unusual for a development of this nature at a localized and site wide landscape scale. The inclusion of a substantial amount of landscape and green infrastructure proposals covering a large portion of the Site area will assist in restricting the extent of this localized landscape effect. This will be further mitigated and reduced in the short, medium and longer term once the landscape planting matures and with the incorporation of a management strategy. It is considered that the Proposed Development will likely result in significant visual effects for those receptors located within or close to the Site, including residents in close proximity to the Site and users of PROW L98, 98A, 89 and 89A.
- 7.3.11. In summary, likely significant environmental effects will be restricted to the landscape effect of the Proposed Development upon the Site and its immediate context, during construction and operation and to the visual effect of the Proposed Development upon a relatively limited number of residents and Public Rights of Way users located within and adjacent to the Site. The dedication of a significant proportion of the total Site area to landscape and GI proposals, including robust mitigation measures will be effective in reducing the potential residual landscape and visual effects.

Mitigation and Enhancement

- 7.3.12. Existing landscape character and features and the visual amenity of the Site have been carefully considered by the planning and design process and have been key factors in informing and shaping the Proposed Development and its overall green infrastructure and landscape strategy. The resultant landscape and green infrastructure components of the Proposed Development are an important and integral part of the proposals and have been embedded into its design. Areas of public open space will extend around and through the proposed built development areas and the Illustrative Masterplan demonstrates how this could occupy approximately 44% of the total Site area.
- 7.3.13. The key features of the overall landscape strategy include:
- The design of the proposals includes the retention of areas of higher ground to the northwest and at the centre of the Site as part of a multi-functional Green Infrastructure network. Existing belts of mature tree cover along the tributaries of Diseworth Brook and vegetation within The Dumps plantations have been retained as integral features of new areas of public open space. Green corridors within the western part of the Site are located to allow for framed views west towards Breedon-on-the-Hill from the existing public rights of way. The existing watercourses, public rights of way, hedgerows and trees are



key assets that will be retained wherever feasible and incorporated within the green infrastructure for the Site.

- The green infrastructure strategy for the Site proposes a series of linked multi-functional spaces that will deliver landscape, amenity and biodiversity benefits as well as perform sustainable urban drainage functions, responding to flood risk, pollution control and climate change issues. Conserved mature trees and planting, particularly along the existing watercourses, within The Dumps plantations and around the perimeter of the Site. This conserved existing planting will be appropriately and actively managed for arboricultural and biodiversity benefits. Conserved planting will be reinforced by significant new woodland, tree and scrub planting; the creation of new broad landscape areas around the development; the provision of new mixed habitats (including some wetland areas/ ponds as part of the sustainable drainage strategy) to satisfy biodiversity objectives.
- The green spaces of the Site will be retained, seeded with locally appropriate grass seed mixes and managed as meadow grassland where appropriate, retained hedgerows will be reinforced and new native tree planting will be implemented around Site boundaries, within hedgerows and along the watercourse corridors to provide a robust landscape structure and extend and link the existing habitat network.
- Existing rights of way will be retained and partially diverted, primarily within greenways, and a network of foot/cycle routes will provide new connections through the green spaces. Formal play provision will be provided and located in accordance with local open space policy. Across the green space areas, views out from the Site to Breedon Hill and wider landscape to the south, east and west will help to reinforce local landscape character.
- At the reserved matters stage, detailed planting and management plans will be prepared that will set out how the above embedded strategy will be delivered

Conclusion

7.3.14. Overall, the Proposed Development will result in some notable landscape and visual effects, yet these will be predominantly confined to the construction phase, a limited number of residential properties and users of public rights of way. The most notable landscape effects will arise from the inevitable direct changes to the landscape character of the Site. Visually the most notable effects will occur for a relatively small number of properties and for users of a limited number of public rights of way within or near the Site boundaries. These are likely to result in some significant landscape and visual effects during the construction phase and upon completion of the Proposed Development.

7.3.15. The Proposed Development includes a characteristic and robust landscape and green infrastructure strategy that has been carefully devised to provide effective mitigation for the potential effects of the Proposed Development and to contribute towards local and wider green infrastructure and biodiversity opportunities. These landscape and green infrastructure proposals will extend to cover a significant proportion of the total Site area. Subsequent care and attention to the design treatment and detail of the proposed buildings and to the design, implementation and subsequent management of the landscape and green infrastructure proposals will be important to ensure that the likely effects of the Proposed Development are further minimised wherever possible and the identified opportunities for landscape and GI enhancement are maximised.



7.4. Ecology and Nature Conservation

7.4.1. The Ecology & Nature Conservation chapter has assessed the potential effects of the Proposed Development upon wildlife habitat and species. This assessment has reviewed the existing baseline ecology of the Site in the context of the Proposed Development and neighbouring resources and considered the potential effects in both the construction and operational phases. The chapter outlines working methods and appropriate mitigation and compensation measures to prevent, reduce, offset and compensate any effects as a result of the proposals.

Baseline Conditions

7.4.2. There are a number of statutory designated wildlife sites including Sites of Special Scientific Interest (SSSI) that are important for wildlife located within the area surrounding the Site, although no such sites lie within the Site boundary. There are also other habitats in the surrounding area that are recognised as being important in North West Leicestershire, including hedgerows, woodland, trees, watercourses and grassland.

7.4.3. The habitats of the Site are dominated by arable farmland and pasture that are largely of low importance for nature conservation. The more important habitats of the Site are the hedgerows, watercourses, woodland and trees. There are veteran trees located within the Site, which are older trees with special features, such as deadwood. Some hedgerows have a high diversity of shrub species and good structure, which increases their importance. The watercourses in and around the Site provide habitat structure and a route for wildlife to move across the local area.

7.4.4. A complement of wildlife surveys have targeted important and notable species. This has confirmed that several mammals make use of the habitats, including badgers, a typical assemblage of bats and otters. Farmland birds and birds typical of the urban fringe also use the habitats in the winter and nesting season. Surveys have concluded that there are no reptiles present and that the habitats are of low interest for invertebrates. Although surveys have not identified any great crested newts, making it unlikely they are present, because some ponds outside the Site could not be accessed this species is assumed to be present as a precaution.

Likely Significant Effects

7.4.5. The assessment has reviewed the potential effects upon designated sites, habitats and species during both the construction and operation periods of the Proposed Development. As a precaution, and to effectively plan mitigation, the initial review looks at impacts without mitigation. Habitat retention and good design, including keeping habitat corridors across the Proposed Development, has served to reduce many of the potential effects of the Proposed Development. Once mitigation is in place (see below) the majority of these impacts will be addressed.

7.4.6. During construction Lockington Marshes SSSI and some other areas of habitat outside the boundary could be indirectly impacted by changes in water quality. The clearance of habitat represents the largest potential impact. Most of the important habitats within the boundary will be retained, including the Veteran trees and woodland. Losses will affect the hedgerows and mature trees, and there will be some very small losses from Diseworth Brook (for road crossings and drainage headwalls) and the removal of two ponds. The activities of construction also may lead to some temporary effect to the habitats retained, for example from changes in dust levels. Some habitat used by protected species will also be lost, including bat roosts and bird habitat. Introducing the necessary site infrastructure, in particular roads, may also fragment some habitat used by the mammals present.



- 7.4.7. With the implementation of mitigation measures listed below the Proposed Development is considered to have a negligible effect (not significant) on identified habitats and designated sites. The Proposed Development is also considered to have a negligible (not significant) effect on all species during the construction phase with the implementation of appropriate mitigation measures.
- 7.4.8. During operation of the Proposed Development the increase in the numbers of people may have a detrimental effect to the habitats and species in the local area. The SSSIs and many of the other notable habitats in the area are either too far away for there to be noticeable changes, but some nearby habitats may be affected, particularly those within the Site. Species may also be affected by the introduction of roads and people, including badgers, hedgehogs and birds.
- 7.4.9. With the implementation of the mitigation measures listed below a negligible – minor effect (not significant) is anticipated on designated sites and habitats. A negligible (not significant) effect is anticipated for species such as badgers, bats, great crested newts and hedgehog, and a minor (not significant) effect is anticipated on birds.

Mitigation and Enhancement

- 7.4.10. Construction will follow best practice to manage environmental change and a Construction Environmental Management Plan will be put in place to ensure these measures are adopted during the construction phase. Measures will include alterations in noise, dust, water quality and lighting. All retained habitats will also be protected, for example through the use of fencing around root protection areas. As the construction will take a number of years ecology surveys will be updated ahead of each phase of construction so that the most up to date information is available.
- 7.4.11. Some sections of the more important hedgerows will be impacted, and to prevent their loss they shall be moved and retained in the green infrastructure. Where habitat clearance is necessary it will be timed to avoid the most sensitive periods, for example the bird nesting season. Where this isn't possible special working methods will be used, including monitoring of wildlife activity, to ensure legal compliance. Where appropriate this will include the use of protected species licences from Natural England. This will also deliver replacement habitat for the affected species, such as badgers and roosting bats.
- 7.4.12. Lost habitats will be replaced and together with the retained habitats, they will be managed as part of the green infrastructure. This will focus on maintaining and improving upon the network of habitats present, particularly the woodland, hedgerows, trees and watercourses. Where required, habitat landscaping, fencing and mammal tunnels will help protect species from accidental harm (for example, from vehicle collisions) and also retain the important habitat connections that help them move around the landscape. Measures have also been embedded within the design of the proposals such as locating the majority of the development in areas of cropland and modified grassland which are of low ecological importance. The creation of areas of enhanced foraging habitat with restricted public access is also proposed to reduce impacts on ground-nesting habitat of farmland birds.
- 7.4.13. The Proposed Development shall also deliver the mandatory requirement for Biodiversity Net Gain and provide other enhancements for locally important wildlife, such as birds and bats such as the provision of bat boxes and bird nesting boxes.



Conclusion

- 7.4.1. Through good design the Proposed Development will address the majority of the potential impacts upon designated sites, habitats and species, with **no significant** effects anticipated as a result of the proposals. As is typical for a development of this kind, it is anticipated that there would be a loss of habitat for some farmland bird species (skylark and yellow wagtail) and some very localized changes to some habitats. However, the Proposals will provide benefits for other birds and seek to create new habitats for other notable species, such as invertebrates. Overall, the design will maintain and improve upon the conservation status of notable habitats and species in accordance with the requirements of national and local planning policy.

7.5. Geology, Soils and Ground Conditions

Introduction

- 7.5.1. This chapter has assessed the potential effects of the Proposed Development on ground conditions. The chapter describes the baseline conditions that exist at the Site of the Proposed Development, the potential direct and indirect effects of the Proposed Development and the mitigation measures to prevent and reduce the potential effects.

Baseline Conditions

- 7.5.2. As part of this assessment a Phase 1 Geo-Environmental Assessment and preliminary Phase 2 Geo-Environmental assessment have been undertaken across the Site. The Phase 1 presents a preliminary assessment using desk-based resources and a site walkover and the Phase 2 assessment involves intrusive investigation.
- 7.5.3. The Site currently consists of agricultural land, which has remained relatively undeveloped historically.
- 7.5.4. The recorded ground conditions comprised topsoil over variable drift deposits comprising occasional alluvium, glacial deposits or head deposits over more widespread but discontinuous Oadby Member sandy gravelly clays or clayey gravelly sand. Bedrock comprised the Gunthorpe Member clays or mudstones.
- 7.5.5. During the intrusive investigation no potential sources of contamination were identified that would represent a substantial risk to human health and therefore no contamination linkages have been identified.

Likely Significant Effects

- 7.5.6. Based on the information available and following the implementation of applicable impact avoidance and mitigation measures, all potential geological and contamination related effects associated with the construction and operation of the proposed development are assessed as being **negligible (i.e. not significant)**.

Mitigation and Enhancement

- 7.5.7. Mitigation proposed during the construction phase include the preparation of a Construction Environmental Management Plan prior to the commencement of works on-site which, amongst other things, will provide details of environmental control measures such as measures to control the use of chemicals and prevent spillages with spill kits available and an emergency plan in place for dealing with any spills, stockpiling of materials, and designated fueling areas



- 7.5.8. Adopting basic mitigation measures such as placing clean topsoil and reused, site won topsoil in landscaped areas is expected to protect people using the operational site post development
- 7.5.9. Adopting good construction practice during the construction phase will limit the potential for adverse effects to local water courses and groundwater, with details to be included within the Construction Environmental Management Plan.

Conclusion

- 7.5.10. Following the implementation of applicable impact avoidance and mitigation measures, all potential geological and soils related effects associated with the construction and operation of the Proposed Development are assessed as being **not significant**.

7.6. Agricultural Land

Introduction

- 7.6.1. This Chapter assesses the potential impacts of the Proposed Development to two sensitive receptors: soil resources and Best and Most Versatile (BMV) agricultural land.

Baseline Conditions

- 7.6.2. The Site is made up of a mixture of permeable loams and slowly permeable soils. They give BMV land of Grade 2 (105.9 ha), Subgrade 3a (37.9 ha) and Subgrade 3b (154.8 ha) land limited by wetness, droughtiness, stoniness and/or slope.

Likely Significant Effects

- 7.6.3. The Proposed Development has the potential to cause the loss of all topsoil within the developable area and compaction of the subsoil within landscaping areas of the Site – a potential major adverse impact prior to the implementation of mitigation measures. Following the implementation of mitigation this effect is considered to be negligible (not significant).
- 7.6.4. The Proposed Development will result in the loss of BMV Grade 2 (105.9 ha) and Subgrade 3a (37.9 ha) agricultural land – a permanent major adverse impact that is significant.

Mitigation and Enhancement

- 7.6.5. The soil resources can be protected through adherence to a site-specific Soil Management Plan that can form part of the Construction Environmental Management Plan. This will reduce the potential effect of the Proposed Development to negligible. There is no possible mitigation for the permanent loss of agricultural land.

Conclusion

- 7.6.6. The Proposed Development will have a **negligible** effect to soil resources and inevitably a **major adverse (significant)** effect to agricultural land quality.



7.7. Flood Risk and Drainage

Introduction

7.7.1. The Flood Risk and Drainage chapter considered the potential effects of the construction and operation of the Proposed Development on flood risk and drainage and has assessed the following aspects:

- Flood risk to construction workers during the construction phase;
- Flood risk to site users during the operational phase;
- Change in the rate, volume and quality of surface water runoff;
- Change in the rate, volume and quality of runoff to groundwater sources;
- Capacity of the local foul water sewer network for receiving flows from the Proposed Development; and
- Pressure on the local water supply network.

Baseline Conditions

7.7.2. The Site is located largely in Flood Zone 1 which has a low risk of fluvial flooding. The western boundary of the Site is located partly in Flood Zones 2 and 3 where the Ramsley Brook flows adjacent to the Site. Existing topographic levels rise steeply away from the Ramsley Brook to the east where the Proposed Development is to be located.

7.7.3. Upon review of the Environment Agency's Risk of Surface Water Flooding dataset, the Site is deemed to be predominantly at very low risk of flooding from surface water sources, although there are overland flow routes present within the Site. These have been assessed through a bespoke hydraulic modelling exercise. There are no records of historical flood events at the Site based on Environment Agency and Local Authority data.

7.7.4. The Site is located across two surface waterbody catchments – the Long Whatton Brook Catchment (tributary of the River Soar) and the Ramsley Brook from Source to Carr-New Brook catchment. These two catchments were of 'Poor' ecological status under Cycle 3 of the Water Framework Directive classifications.

7.7.5. The Site is underlain by Secondary A and Secondary B Aquifers. The North West Leicestershire Strategic Flood Risk Assessment reports that the risk of groundwater flooding is considered to be relatively low within North West Leicestershire.

Likely Significant Effects

7.7.6. The Chapter considered the likely significant effects of the Proposed Development prior to the outlined mitigation measures.

Construction

7.7.7. The construction phase, prior to any mitigation, has the potential to result in moderate adverse effects on Flood Risk and Drainage due to the potential for decreased water quality, pollution incidents and alterations to existing ecological conditions. There is also the potential for major



adverse effects due to the effects of pluvial flood risk on construction workers and of increased runoff on downstream residential dwellings.

- 7.7.8. With the implementation of the mitigation measures listed in the following section the construction phase effects on flood risk and drainage are considered negligible (not significant).

Operation

- 7.7.9. The potential for increased flood risk, prior to any mitigation, as a result of the Proposed Development was considered to be a major adverse effect due to the proposed residential use at the Site as well as existing residential properties located immediately downstream of the Site.
- 7.7.10. The potential for lower quality of runoff to surface water receptors and groundwater receptors as a result of the Proposed Development prior to any mitigation were considered to be moderate adverse effects.
- 7.7.11. The effects of the Proposed Development on the local foul water network and potable water supply were considered to be negligible due to the local scale of these resources.
- 7.7.12. With the below mitigation measures in place the proposals are considered to have a negligible to minor beneficial effect on flood risk and drainage once operational.

Mitigation and Enhancement

- 7.7.13. It is recommended that a suitable Construction Environmental Management Plan is prepared at the appropriate time to outline the methods and monitoring requirements to prevent adverse effects on Flood Risk and Drainage during the construction phase. Such measures will likely include stockpiles of material to be covered or contained and water down where possible when not in use, wheel washing facilities and regular sweeping, concrete to be mixed off site where possible, regular inspections of vehicles and machinery and designated areas for on-site re-fueling.
- 7.7.14. Appropriate management of surface water will be achieved through the proposed outline drainage strategy which will include the use of Sustainable Drainage Systems (SuDS) and provide treatment to surface water runoff.
- 7.7.15. Consultation with Severn Trent Water is ongoing with regards to the current and proposed capacity of the local foul water network. Reinforcement works will be required to be undertaken by Severn Trent Water to provide a sufficient clean water supply to the Proposed Development.

Conclusion

- 7.7.16. Based on the available information, the effects of the Proposed Development on Flood Risk and Drainage, during both the construction and operational phases, is considered to be **negligible (not significant) or minor beneficial (not significant)** when considering the specified mitigation measures.



7.8. Noise and Vibration

Introduction

- 7.8.1. The ES chapter assesses the potential noise and vibration impacts of the Proposed Development on existing receptors e.g. changes in road traffic noise on existing roads; and current sources of noise on the proposals e.g. noise from East Midlands Airport (EMA), Donington Park Race Circuit (DPRC) and A453, during both construction and operational phases. It identifies sensitive receptors and considers the suitability of the site for residential development.

Baseline Conditions

- 7.8.2. The primary sources of existing noise include East Midlands Airport (EMA), Donington Park Race Circuit (DPRC), and road traffic on the local road network, mainly the A453.
- 7.8.3. Extensive noise surveys were conducted to characterise the existing noise environment, including long-term unattended and short-term attended measurements.
- 7.8.4. The noise surveys were used to inform predictive modelling of the spread of noise across the site.

Likely Significant Effects

Construction Noise

- 7.8.5. Predicted construction noise levels at sensitive receptors during construction activities, using worst-case scenario assumptions have been compared with relevant standards and, assuming good construction practices, **likely significant effects have not been identified.**

Construction Vibration

- 7.8.6. Potential vibration effects from piling activities, with thresholds for the Lowest Observed Adverse Effect Level (LOAEL) and Significant Observed Adverse Effect Level (SOAEL) have been established. Significant adverse effects are possible if percussive piling takes place close to the perimeter of the Development Site where receptors are near to the other side of the boundary. However, a preference for non-percussive piling techniques will substantially reduce the degree of vibration produced and the limited duration i.e. at worst over a few days, probably only one day, that any vibration may have impact means that a significant adverse effect in EIA terms is unlikely.
- 7.8.7. However, in line with policy the non-significant adverse effects of construction noise will need to be mitigated and minimised as far as reasonably practicable. This can be achieved via an approved Construction Environmental Management Plan.

Construction Traffic Noise

- 7.8.8. Predicted changes in traffic noise due to the construction of the development have been considered and scoped out of the assessment as the noise impact of the likely change in traffic flows is rated as negligible and therefore likely significant adverse effects avoided.



Operational Road Traffic Noise

- 7.8.9. Predicted changes in road traffic noise due to the development compared to if the development does not take place have been tested and no likely significant adverse effects established.

Airport Noise – Site Suitability

- 7.8.10. EMA noise contours from 2016 have been used to assess the impact of airport noise on the scheme. These contours are considered a robust worst case as they are based on moderately more aircraft movements than occurred in 2023, and a greater proportion of the fleet mix in 2016 would have been noisier aircraft than use the airport currently and will use it in future as aircraft get progressively less noisy.
- 7.8.11. Assessment criteria for aircraft noise impacts on sensitive parts of the development have been derived from Government policy and guidance.
- 7.8.12. **No part of the Proposed Development is predicted to be subject to aircraft noise likely to have a significant adverse effect.** However, in line with policy the non-significant adverse effects of aviation noise will need to be mitigated and minimised as far as reasonably practicable. This can be achieved by implementing a Good Acoustic Design process that considers other means of mitigating noise before relying on the noise insulation of the building envelope, with alternative means of ventilation and control of over heating other than opening windows, and which minimises noise in outdoor amenity spaces.

Donington Park Race Circuit Noise – Site Suitability

- 7.8.13. The propagation of racetrack noise across the site has been predicted based on data at the Proposed Development site gathered on a day when the race track was operating in its loudest permitted category. The resulting assessment of racetrack noise impacts on the site are considered a reasonable, if not the very, worst case.
- 7.8.14. Assessment criteria for motorsport noise impacts have been established which consider existing planning controls, the nature and character of the area and guidelines on community response to noise.
- 7.8.15. **No part of the site is predicted to be subject to racetrack noise likely to have a significant adverse effect.** However, in line with policy the non-significant adverse effects of race track noise will need to be mitigated and minimised as far as reasonably practicable. This can be achieved by implementing a Good Acoustic Design process that considers other means of mitigating noise before relying on the noise insulation of the building envelope, with alternative means of ventilation and control of over heating other than opening windows, and which minimises noise in outdoor amenity spaces.
- 7.8.16. Modelling of the barrier effect of an indicative layout of blocks of the development along the northern perimeter, shown as up to 13.5 metres high in the parameters plan, demonstrates that significant attenuation of DPRC noise can be achieved to protect outdoor amenity spaces on the southern aspect of these blocks.



Mitigation and Enhancement

Mitigation by Design

- 7.8.17. Good acoustic design principles to mitigate noise impacts, including using site layout, building form and orientation, barriers, and building envelope sound insulation with alternative means of ventilation and control of overheating other than opening windows can ensure significant adverse effects are unlikely i.e. avoided, and the adverse noise impacts on the scheme can be mitigated and minimised as far as reasonably practicable, in line with policy and guidance.
- 7.8.18. Indicative acoustic requirements for building envelopes to meet internal noise level criteria have been provided
- 7.8.19. Mitigation measures for road traffic, aircraft, and race circuit noise have been tested and consequently significant adverse effects will be unlikely. Suitable mitigation measures can be incorporated into the design submitted for approval at the detailed application stage of each phase of the scheme.

Additional Mitigation

- 7.8.20. Construction noise and vibration will be mitigated and minimised as far as reasonably practicable. This can be achieved via an approved Construction Environmental Management Plan.
- 7.8.21. With regards the operational phase, further assessment to inform the specific mitigation measures can be required by planning condition and finalised at the detailed application stage for each phase of the scheme. This is a common approach to large schemes seeking outline permission where the details of the layout is not yet fixed. The mitigation measures necessary for each phase of the scheme will be different as the degree of noise affecting each part of the site varies.

Conclusion

- 7.8.22. This chapter concludes that **significant adverse noise effects can be avoided** through scheme design, layout, and construction measures, ensuring compliance with national and local policies. Residual adverse noise effects after mitigation are therefore unlikely to be significant.
- 7.8.23. The relevant specific mitigation measures can be finalised at the detailed application stage for each phase of the scheme. This can be secured by planning condition requiring submission of detailed assessment and specification of mitigation measures to the local planning authority for approval, and the implementation of any approved mitigation scheme prior to occupation of the relevant phase of the development.



7.9. Air Quality

7.9.1. The Air Quality chapter has assessed the impacts of both the construction and operational phase of the Proposed Development. An assessment of the site suitability for air quality has also been undertaken.

Baseline Conditions

7.9.2. The Site is not located within an Air Quality Management Area (AQMA). The closest AQMA's is within Castle Donington which has been declared for exceedances of Nitrogen dioxide above the annual mean objective.

7.9.3. The local authority and independent diffusion tube monitoring programmes carried out nearest the Proposed Development shows a general compliance of the Nitrogen dioxide annual mean objective for the past 5 years of available data.

7.9.4. The predicted concentrations of Nitrogen dioxide, Particulate Matter (PM₁₀), and PM_{2.5} are below their respective annual mean standards at all modelled receptors by 2051.

7.9.5. A number of human and ecological receptors have been identified which have the potential to be affected by the Proposed Development and have been used as the basis for the assessment.

Likely Significant Effects

7.9.6. A Site suitability assessment of air quality has been undertaken, which considers whether the Site is suitable for its residential use. The assessment concludes that future occupants of the Proposed Development would not be expected to be significantly adversely affected by air quality impacts as no exceedances of the air quality objectives/limits are expected.

7.9.7. Consideration is also given to the potential effects of an increase in traffic, both in the construction phase, and also the operational phase. In both phases, the assessment concludes that the concentrations at nearby receptors are below the associated annual mean objectives and limits and therefore there is predicted to be negligible, not significant effects.

Mitigation and Enhancement

7.9.8. During the construction phase an Air Quality Dust Management Plan will be produced and will form part of the Construction Environmental Management Plan. This will include best practice measures to ensure the appropriate control of dust during the construction phase.

7.9.9. For the operational phase of the development mitigation measures includes the implementation of a travel plan to encourage sustainable modes of transport, improved infrastructure and layouts to improve accessibility and safety across the Site, and footpaths and cycleways which promote sustainable means of transport.

Conclusion

7.9.10. The Proposed Development is expected to comply with all relevant national and local air quality policy, and **no significant effects** in relation to air quality matters as a result of the Proposed Development are considered likely.



7.10. Lighting

7.10.1. The Lighting chapter of the ES has assessed the likely significant impacts of the Proposed Development on identified receptors from any proposed Lighting. It also described the methods used to assess the impacts; the baseline conditions currently existing at the Site and in the surrounding area; the mitigation measures required to prevent, reduce or offset any significant adverse effects of lighting; and the likely residual impacts after these measures have been adopted.

Baseline Conditions

7.10.2. The area surrounding the Site is a broad mixture of commercial uses, rural settlement and more suburban settlement interspersed with agricultural land. There is a large volume of existing artificial lighting in the area, but this is primarily concentrated at East Midland Airport, its associated infrastructure and the highway network. This existing lighting is visible across the landscape and is affecting the district brightness of the surrounding area.

7.10.3. Due to the above, the Site and the surrounding area can be classified as either an E2 (areas of low district brightness which are considered rural locations) or E3 (areas of medium district brightness considered urban locations) environmental zone. Following the relevant guidance the Site has been assessed against E2 (rural) environmental zone limitations, as this is considered the most robust approach.

7.10.4. The Site has been surveyed for views of existing lighting and the existing lighting levels across the Site. It has been found that the Site is dark, but that it contains locations with substantial views of lighting. It has also been found that there are substantial views of lighting within the existing landscape.

Likely Significant Effects

7.10.5. The lighting assessment has considered three main effects for evaluating lighting which include light spill, glare and sky glow. The assessment demonstrates that no significant effects of lighting on identified receptors as a result of the Proposed Development are anticipated.

7.10.6. During construction some receptors will experience higher levels of lighting as a result of the construction of the Proposed Development, these effects range from neutral to moderate adverse (not significant) at different receptor locations. None of the anticipated effects exceed the relevant lighting guidance limits.

7.10.7. Once operational lighting effects will vary across the identified receptors are anticipated to be neutral to moderate adverse (not significant) across the receptors. During operation the anticipated effects will generally also not exceed the relevant lighting guidance limits.

7.10.8. Due to mitigation embedded into the Lighting Strategy and the design of the Proposed Development, there will not an increase in obtrusive lighting effects on the receptors and there will not be a breach in E2 environmental zone limits. There may be isolated location on the retained hedgerows where illuminance levels exceed 0.5 Lux, but the vast majority of the proposed green space, retained hedgerows and landscape buffer will remain dark.

Mitigation and Enhancement

7.10.9. The majority of mitigation for the effects of lighting are to be embedded into the lighting design for them to be effective. A lighting strategy will be conditioned to any planning permission and

is therefore the overarching mitigation measure. Specific mitigation that will be considered at the detailed design of lighting includes the following:

- Using the lowest applicable colour temperature of light for the area being lit;
- Using luminaire optics that fit the area being lit, and only using luminaires where the photometry is available from the manufacturer;
- Restricting luminaire tilt to 0°;
- Only using luminaires that have a 0% Upward Lighting Output Ratio (full cut off luminaires); and
- Installing back light shields or using back lighting optics on luminaires.

7.10.10. When applied this embedded mitigation will ensure there are no significant effects of light spill, light intrusion, glare, and direct upward lighting.

Conclusion

7.10.11. Through the implementation of mitigation measures including the Lighting Strategy there will **not be significant effects** of lighting on the identified receptors.

7.10.12. There will however be an increase in the lighting baseline within the Site and an increase in the visibility of lighting in the landscape, although this is not considered to exceed the relevant lighting guidance limits.

7.11. Cultural Heritage

7.11.1. The Cultural Heritage chapter of the ES has considered the potential effects upon archaeological and built heritage receptors. Specifically, it considers potential direct and indirect effects of the Proposed Development on the potential archaeological resource of the Site and relevant built heritage assets within its environs.

Baseline Conditions

7.11.2. To understand the Site's archaeological potential, a geophysical survey fieldwalking and metal detecting surveys have occurred across areas of the Site where conditions and access were possible. Anomalies indicative of archaeological remains of likely Iron Age and/or Romano-British date, comprising enclosures and linear features, were recorded by the geophysical survey in localised areas of the Site.

7.11.3. Ridge and furrow earthworks were recorded across much of the Site during the 1980s albeit, on the basis of desk-based research and onsite analysis, earthworks now only survive in limited areas, likely as a result of modern agricultural activities. Extant earthworks gain their significance primarily through their historic and archaeological interest. The existing ridge and furrow earthworks within the Site form part of a heritage asset comprising the surviving ridge and furrow across the parish of Isley Walton.

7.11.4. A farmstead, High Barn Farm, lies to the centre of the Site and, on the basis of an independent assessment, the surviving farmhouse and historic outbuildings are considered to hold a minor level of heritage value at the local level, by virtue of their limited intrinsic architectural interest, and group value. Overall, the historic buildings' intrinsic interest falls far below the benchmark



for statutory designation. Taken together, the farmstead represents one of many to survive both nationally and locally, and it does not represent the best, or even one of the better or rarer, examples of its type.

- 7.11.5. The wider Site also holds potential for artefacts and deposits associated with agricultural activities from the Medieval period onwards. Any such remains, such as buried furrows, former field boundaries, drainage channels and ponds, if present, would be anticipated to be of no more than low value.
- 7.11.6. The White House, an early 20th-century house, lies within the overall footprint of the Site but beyond the application boundary. An independent assessment has concluded that The White House holds a minor level of heritage value at the local level, by virtue of its limited intrinsic architectural and historic interest. Such interest falls far below the benchmark for statutory designation. Taken together, the dwelling represents one of many to survive both nationally and locally, and it does not represent the best, or even one of the better or rarer, examples of its type.
- 7.11.7. Historic maps and aerial photographs identify a probable former military camp, likely associated with RAF Castle Donington, in the north-east of the Site. An area of magnetic disturbance was recorded in this area by the geophysical survey, with an RAF pin having been recovered during the subsequent fieldwalking and metal detecting survey. The buildings associated with the former camp are anticipated to have been of standard, temporary construction, with limited belowground foundations. It is therefore not anticipated that these will provide any new information in relation to construction or form of such buildings, nor the nature of the former military camp, that cannot be derived from archival research.
- 7.11.8. There are no designated heritage assets located within the Site, while one Grade II* Listed Building, 24 Grade II Listed Buildings and three Conservation Areas are located within 1km of the Site boundary.
- 7.11.9. It has been established that the Site makes a minor contribution, via setting, towards the heritage value of the following assets which have therefore been identified as potential sensitive receptors with respect to the Proposed Development:
- Grade II Listed Church of All Saints;
 - Grade II Listed Manor House;
 - Grade II Listed Wartoft Grange;
 - Tonge Conservation Area; and
 - Non-designated The White House.
- 7.11.10. The Site does not contribute to the setting or significance of any other heritage assets within the 1km study area, including the Grade II* Listed Langley Priory and attached railings, Grade II Listed Toll House and the Diseworth Conservation Area.
- 7.11.11. A number of assets beyond the 1km study area have also been identified as potentially sensitive, however the Site is considered to make no specific contribution, via setting, towards their significance. These comprise:
- Scheduled The Bulwarks (Earthworks);



- Scheduled Enclosure Castle at Castle Donington; and
- Grade I Listed Church of St Mary and St Hardulph.

Likely Significant Effects

7.11.12. During the construction phase, the Proposed Development is anticipated to have:

- A minor to moderate effect (not significant) on archaeological features as construction activities have the potential to truncate and / or remove these features.
- A minor to moderate effect (not significant) on the identified built heritage assets.

7.11.13. Once operational there would be no further impacts associated with the archaeological resource of the Site. In terms of the built heritage assets these are anticipated to experience minor to moderate effects (not significant). Therefore, no significant effects upon surrounding sensitive receptors are anticipated to arise during the construction or operational phases of the Proposed Development, either in isolation or in combination with any of the identified cumulative developments.

Mitigation and Enhancement

7.11.14. A programme of archaeological works will be undertaken, comprising evaluation and mitigation (where required), alongside a programme of historic building could be undertaken in relation to the historic buildings at High Barn Farm prior to their demolition.

Conclusion

7.11.15. This assessment has identified **no significant effects** with respect to cultural heritage or archaeology.

7.12. Transport and Access

7.12.1. The Transport and Access chapter of the ES reports the outcome of the assessment of the likely significant transport effects of the Proposed Development. A Transport Assessment and Travel Plan have also been produced which support the ES chapter.

7.12.2. The assessment considered the effect of the Proposed Development during the construction process as well as when it is operational. This chapter considers the effect of the operational phase of the Proposed Development on the following:

- Severance of communities;
- Road vehicle driver and passenger delay;
- Non-motorised user delay;
- Non-motorised user amenity;
- Fear and intimidation on and by road users; and
- Road user and pedestrian safety.



Baseline Conditions

- 7.12.3. The Site comprises of approximately 313ha of land which is primarily in agricultural use. The significant scale of the Application Site means that various other features are included in the red line including farm dwellings, agriculture buildings, access tracks and the A453.
- 7.12.4. The Site is located approximately 800m west of Diseworth, 3.5km south of Castle Donington, 14km southeast of Derby, and 20km southwest of Nottingham. The Site is bound by the A453, East Midlands Airport and Isley Walton to the North and agricultural land to the east, north west, west, and south.
- 7.12.5. The Site is well connected to the highway network, in the vicinity of the Site the A453 provides access to East Midlands Airport including the main airport site, the DHL distribution centre, Pegasus Business Park and the various ancillary businesses and facilities connected with the airport.
- 7.12.6. There is a network of footpaths within the Site and surrounding area as described within Section 5 of this NTS. The existing cycle infrastructure in the vicinity of the Site is limited and the Site is not connected to the available infrastructure.

Likely Significant Effects

- 7.12.7. The methodology used for the assessment has been agreed through discussions held with the Transport Working Group. The Transport Working Group is attended by members of the local planning authority, North West Leicestershire District Council (NWLDC), and the local highway authority, Leicestershire County Council (LCC), within whose areas the development is located.
- 7.12.8. The construction phase would result in temporary increases in construction traffic including HGV movements and construction workers. Construction traffic will include the movement of workers associated with the construction of infrastructure and individual dwellings, along with the movement of material in the form of importing or exporting material. The planning application is in outline and therefore the detailed construction phasing and exact build-out rate for the Site are therefore yet to be confirmed, although indicative phasing has been considered as part of the assessment. The number of workers on Site at any one time will primarily depend on factors such as the timing of the primary infrastructure along with the phasing of the Proposed Development. The volume of construction related HGVs will depend on the construction period, on the construction programme, and phasing of the Proposed Development. However, for both of these a worst-case assumption has been made as part of the assessment.
- 7.12.9. The detailed construction programme will be developed with the contractors in due course, and it would be for them to prepare and implement the programme taking into account traffic management requirements, temporary diversions, site hours, material deliveries and other programme constraints.
- 7.12.10. During construction and prior to mitigation the increase in construction traffic from is considered to have a negligible effect (not significant), given the construction traffic is likely to be low in the highway peak hours.
- 7.12.11. Construction of the Proposed Development access junctions on the A453 and the realignment of the western section of the A453 would cause some disruption to traffic on these routes as traffic management measures will be required. Prior to mitigation this is anticipated to be a moderate adverse effect (significant).



- 7.12.12. With the implementation of the below mitigation measures the overall effect during the construction period is considered minor adverse (not significant).
- 7.12.13. For the operational effects, a wide study area has been assessed (as agreed through the Transport working Group) and the following junctions have been identified for potential significant effects, without mitigation, as a result of the proposals:
- Station Road;
 - Broad Rushes/Trent Lane/Back Lane/Arundel Ave/Distribution Centre Access roundabout;
 - A453/The Green junction;
 - A453/EMA access traffic signal controlled T-junction; and
 - A50 Junction 1.
- 7.12.14. Once operation, in relation to severance, and prior to mitigation, the change in traffic flows with the implementation of the Proposed Development is considered to result in a moderate adverse (significant) effect on the severance of Station Road and a negligible effect (not significant) on all other identified receptors.
- 7.12.15. The assessments of the operational phase of the Proposed Development concluded that the increases in traffic due to the Proposed Development would have a significant effect on severance and non-motorised user delay on Station Road in Castle Donington.
- 7.12.16. Prior to mitigation, there would be a moderate adverse (significant) effect on road vehicle driver and passenger delay at the Broad Rushes/Trent Lane/Back Lane/Arundel Ave/Distribution Centre Access roundabout, the A453/The Green junction and A50 Junction 1.
- 7.12.17. A negligible (not significant) effect is anticipated on non-motorised user amenity.
- 7.12.18. A negligible to minor adverse (not significant) effect is anticipated on fear and intimidation on and by road users.
- 7.12.19. The effect of the Proposed Development on non-motorised user amenity and road safety was found to be negligible (not significant).
- 7.12.20. With the implementation of the mitigation measures below the operational effects of the Proposed Development are negligible to minor adverse (not significant).

Mitigation and Enhancement

- 7.12.21. The proposed access strategy for the Proposed Development includes the realignment of the A453 towards the western Site boundary, effectively forming a bypass around the Proposed Development. Vehicular access to the Site is proposed via three new junctions on the A453 to the north and two further accesses off one junction on the A453 to the west., as shown on the Parameters Plan. The junctions have been designed to cater for the traffic volumes, and also include facilities for pedestrians and cyclists at each of the junctions to safely facilitate movements across the A453.
- 7.12.22. Sustainability is at the heart of the proposals with an internal movement network embedded within the design of the scheme which will comprise primary and secondary active travel routes



designed with pedestrians and cyclists in mind, with integration into the street network and extensive green corridors.

- 7.12.23. The proposals seek to retain and enhance the existing public rights of way crossing the Site where possible, however there are some sections of public rights of way which will be closed and/or diverted in accordance with the site-wide walking and cycling strategy to facilitate a more legible network of PROW. There will also be additional and enhanced routes with new footpaths/cycle links to provide additional connectivity.
- 7.12.24. In summary, the following key pedestrian/cycle infrastructure is included :
- Segregated footways and cycleways on the Application Site access roads on the approaches to the A453/access junctions.
 - Crossing points at the north-western and south-western A453/access roundabouts comprising of dropped kerbs and tactile paving.
 - Signal controlled pedestrian and cycle crossings across the A453 at the A453/central access roundabout.
 - To the north of the central access roundabout a bi-directional cycle track and segregated footway on the eastern side of the Airport Perimeter Road.
 - Signal controlled pedestrian/cycle crossings of A453 at the A453/eastern access junction.
 - A Toucan crossing to the west of the A453/DHL roundabout.
 - A Toucan crossing to the west of the proposed eastern Application Site access junction to provide a connection to the airport highway network and bus stops.
 - Footway/cycleway provisions along the A453 between the central and eastern Application Site access junctions.
 - To the east of the eastern Application Site access junction a bi-directional cycle track with segregated footway on the northern side of the A453 to provide a connection to the airport, Pegasus Business Park and the EMG and EMG2 employment developments.
- 7.12.25. There are options for providing high quality, frequent bus services to the Proposed Development that would provide convenient connections to the key local employment areas as well as Nottingham, Derby, Loughborough, and East Midlands Parkway railway station.
- 7.12.26. To mitigate the operational effects of the Proposed Development on the junctions/areas noted above, a crossing facility is proposed on Station Road in Castle Donington and mitigation measures are proposed at the Broad Rushes/Trent Lane/Back Lane/Arundel Ave/Distribution Centre Access roundabout, the A453/The Green junction, the A453/EMA access junction and A50 Junction 1. The design of these mitigation measures is ongoing in tandem with relevant highways authorities and will be subject to planning conditions. With the introduction of these measures the operational effects of the Proposed Development will not be significant.
- 7.12.27. A Construction Environmental Management Plan and Construction Traffic Management Plan will also be secured by planning condition to effectively manage and mitigate the effect of the construction process. With the introduction of these measures the effect of the construction process will not be significant.



Conclusion

- 7.12.28. In conclusion, the result of this assessment has indicated that the potential environmental effects resulting from the construction and operation of the Proposed Development will **not be significant** following the implementation of the identified mitigation measures.

7.13. Climate Change

- 7.13.1. This chapter of the ES has assessed the effects of Greenhouse Gas (GHG) emissions associated with the Proposed Development (referred to as the 'GHG emissions assessment') and the effects that may arise as a result of Climate Change on the Proposed Development (referred to as the Climate Change Resilience (CCR) Assessment'). Each one is considered in turn below:

Greenhouse Gas (GHG) Emissions

Baseline Conditions

- 7.13.2. Existing farm operations are likely to result in the release of GHG emissions and, conversely, the existing land uses (farmland, trees, hedgerows) are likely to sequester carbon over time to some degree. However, the scale of such baseline GHG emissions and removals is considered likely to be very limited and, for the purposes of this assessment, is assumed to be zero.
- 7.13.3. The assessment has considered the NWLDC administrative area the most appropriate geographical scale at which the magnitude of GHG emissions changes from the Proposed Development should be evaluated, and for which baseline emissions of 1,023,822 tCO₂e were reported for 2022.

Likely Significant Effects

- 7.13.4. The construction and operation of the Proposed Development will inevitably result in the release of GHG emissions, both directly and indirectly, with key emissions sources likely to be the manufacture and transport of construction materials and production, and also the generation of electricity consumed by the operational buildings.
- 7.13.5. Prior to mitigation the construction phase effect of the Proposed Development has the potential to result in significant effects, because, in the absence of measures to assess and reduce embodied carbon emissions during construction, the Proposed Development could not be concluded to meet current good practice or emerging policy for a project of its type, or for the construction stage to contribute appropriately to the UK's net zero 2050 trajectory. However, with the implementation of appropriate mitigation measures as listed in the following section the overall effect is **minor adverse (not significant)**.
- 7.13.6. Once operational the Proposed Development will result in energy consumption and also the manufacture of construction materials and products used for the repair. Maintenance and refurbishment of the proposed dwellings and non-residential buildings. Prior to mitigation this is considered to have a moderate adverse (significant) effect. However, with the implementation of appropriate mitigation measures as listed in the following section the overall effect is **negligible (not significant)**.

Mitigation and Enhancement

- 7.13.7. Principle GHG mitigation measures include the Applicant's commitment to undertake whole life carbon assessments including embodied carbon for all buildings at detailed design / Reserved



Matters. This approach will ensure that construction stage GHG emissions are assessed and reduced in line with draft NWLDC Local Plan policy, the Applicant's Net Zero Pathway, and ahead of national legislative requirements.

- 7.13.8. Regarding operational-phase GHG emissions mitigation, all dwellings and non-residential buildings will be designed to comply with the forthcoming Future Homes Standard and Future Buildings Standard, respectively. This will ensure these buildings benefit from high fabric performance, efficient building services, and low-carbon heating, and as a result are 'zero carbon ready' with operational energy emissions reducing to zero once the UK electricity grid has fully decarbonised (rather than being locked-in to high carbon fossil fuels such as gas).

Conclusion

- 7.13.9. Following the implementation of these GHG reduction measures, a small increase in GHG emissions may be expected relative to NWLDC baseline emissions, resulting in a **minor adverse** effect which is **not significant**.

Climate Resilience

Baseline Conditions

- 7.13.10. Existing and future relevant climate conditions have been considered.
- 7.13.11. The Application Site is located largely in Flood Zone 1 (low risk of fluvial flooding), although the western boundary is partly located in Flood Zones 2 and 3 (medium and high risk of fluvial flooding) where the Ramsley Brook flows adjacent to the Application Site.
- 7.13.12. Recorded ground conditions comprise Topsoil over variable drift deposits comprising occasional Alluvium, glacial deposits or Head deposits over more widespread but discontinuous Oadby Member sandy gravelly clays or clayey gravelly sand. Bedrock comprised the Gunthorpe Member clays or mudstones.
- 7.13.13. Species and habitats present within the Application Site are not considered particularly susceptible to the effects of climate change or are forecast to be substantially impacted or vulnerable to such changes. The invasive species Himalayan balsam has the potential to spread as a result of climate change without appropriate mitigation.
- 7.13.14. The current Increasing maximum summertime temperatures of up to 2.06°C are projected by the 2045–55 period by which construction of the Proposed Development is scheduled to be nearing completion. Summer rainfall is projected to reduce by up to 16.85% by the 2045–55 period when the Proposed Development is scheduled to be nearing completion.

Likely Significant Effects

- 7.13.15. Without mitigation measures there are the potential for effects on:
- construction workers in the form of heat stress during high summertime temperatures;
 - building occupants in the form of summertime overheating risk;
 - on site users in the form of reduced mains water availability during summer droughts;
 - changes to flood risk potentially affecting human health;

- changes to ground conditions affecting buildings and structures; and
- species distributions, invasives species, migration patterns and life-cycle timing of ecological species.

7.13.16. These potential effects however can be addressed by mitigation measures, the majority of which are inherent to the scheme.

Mitigation and Enhancement

7.13.17. The majority of the mitigation and enhancement measures are inherent to the design of the Proposed Development, best practice construction measures or legislation. The following measures are proposed:

- A Construction Environmental Management Plan (CEMP) to support the responsible construction and will include measures to protect workers from high summertime temperatures, as required by the Health and Safety at Work Act.
- All homes will comply with Building Regulations Part O 'Overheating' which seeks to minimise the risk of summertime overheating in new dwellings through appropriate design and assessment.
- The surface water runoff from the Proposed Development will be managed in line with local and national guidance and restricted to the equivalent greenfield runoff rate up to the 1 in 100-year + 40% allowance for climate change. Ground levels will be profiled to direct runoff away from built development and towards the nearest proposed attenuation point. The Proposed Development will discharge to the on-site watercourses (Diseworth Brook and Ramsley Brook) to mimic the existing on-site drainage regime. This restricted runoff rate will ensure no increased rate of release to the surface water outfall.
- All dwellings will comply with the optional standard of the Building Regulations Part G Sanitation, Hot Water Safety and Water Efficiency, requiring potable water consumption to be limited.
- The commercial (i.e. employment) buildings will target credits across each 'Water' category as part of their BREEAM Excellent certification, relating to the water consumption efficiency, water monitoring, leak detection and water efficient equipment. Water efficient fittings and fixtures (e.g. dual flush WCs, aerated taps, flow controls etc) will be provided for all remaining building types.
- All buildings will be designed in accordance with Building Regulations Approved Document A 'Structure', to prevent Ground swell / shrinkage affecting buildings and structures.
- The provision and ongoing management of robust connected habitats will provide opportunities for a range of species and allow natural colonisation and changes in distribution to occur. A Biodiversity Management Plan (BMP) will provide a detailed strategy for remediation and control of Himalayan balsam along the Ramsley Brook which will outline adaptive prescriptions.

Conclusion

7.13.18. Following implementation of these measures it is considered that there will be no significant effects on any of the identified receptors.



8. Summary

- 8.1. This document has provided a non-technical summary (NTS) of the Environmental Statement (ES) which has been submitted as part of a planning application by the Applicants, Harworth Group and Caesarea Development Holdings, in support of an outline application with all matters except access reserved for a new settlement of up to 4,250 new houses, including employment space with ancillary offices, a local centre and two neighbourhood centres, a new secondary school and two new primary schools, residential institutions, hotels, demolition of existing structures, with associated infrastructure, including strategic highway improvements, drainage, ground modelling, landscaping, open space, sports facilities with changing and parking facilities, and access (including the realignment of the A453) ('the Proposed Development').
- 8.2. The aim of the ES, of which this NTS summarises, has been to assess the 'likely significant effects' of the Proposed Development in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). Detailed assessments with respect to pertinent environmental topics have therefore been undertaken in accordance with definitive standards and legislation where available. The ES (and this summary) forms part of the planning application documentation submitted to NWLDC and will inform their decision-making process.
- 8.3. As summarised in this NTS, the design process has been informed by the detailed environmental assessments so to ensure that key design measures are integral to the Proposed Development (and its construction), so to limit any significant adverse effects. As a result of this process, there is a relatively small number of potential residual adverse significant effects, particularly when considering the scale of the Proposed Development and its location. These are limited to the direct change to landscape character of the Site as a result of the change from agricultural land to built form and visual effects for a small number of properties and users of a limited number of public rights of way within or near the Site boundaries. These landscape and visual effects are anticipated to be significant during the construction phase and upon completion of the Proposed Development, however as mitigation becomes established these effects will lessen overtime. The inevitable loss of BMV land as a result of the proposals is also anticipated to result in a significant adverse effect.
- 8.4. Significant beneficial effects are identified for socio-economic effects. specifically in relation to the provision of housing, employment opportunities and the economic contribution from the generation of household expenditure and additional council tax payments. The provision of open space and green infrastructure across the development is also considered to bring significant benefits to health and well-being, in addition to increasing the Site's overall biodiversity and habitats. All other effects with the inclusion of relevant mitigation identified within the ES are considered not significant as a result of the Proposed Development.
- 8.5. In conclusion, the ES demonstrates that the design of the Proposed Development and its construction has taken into account the potential environmental effects and where necessary mitigation measures form an integral part of the scheme so to ensure that the environment is suitably protected and any impacts from the Proposed Development are minimised.

9. Glossary

Abbreviation / Term	Description
AQMA	Air Quality Management Area
Baseline conditions	The existing environmental conditions
BMV	Best and Most Versatile
CCR	Climate Change Resilience
CD	Compact Disc
CEMP	Construction Environmental Management Plan
DAS	Design and Access Statement
Effect	The following result of the action
EIA	Environmental Impact Assessment - Process for identifying the likely significance of environmental effects (beneficial or adverse) arising from a Proposed Development, by comparing the existing environmental conditions prior to development (the baseline) with the environmental conditions during/following the construction and operation phases of a development should it proceed.
EMA	East Midland Airport
Embedded mitigation	Mitigation measures which are purposely incorporated into the design of the proposals
ES	Environmental Statement - Document setting out the findings of an Environmental Impact Assessment
FTE	Full Time Equivalent
GHG	Green House Gases
GI	Green Infrastructure
GP	General Practitioner
GVA	Gross Value Added
ha	Hectares
HGV	Heavy Good Vehicle
ILP	Institution of Lighting Professionals
IEMA	Institute of Environmental Management and Assessment
LCA	Landscape Character Area
LPA	Local Planning Authority
LSOA	Lower Super Output Area - small statistical areas used for data collection and analysis
LVIA	Landscape and Visual Impact
Mitigation	Something that is put in place to avoid, minimise or manage negative environmental effects
NTS	Non-Technical Statement (this document which summarises the ES)
NWLDC	North West Leicestershire District Council



Abbreviation / Term	Description
PM _x	Particulate Matter
PRoW	Public Right of Way
Residual Impacts/Effects	Impacts/effects that remain after any mitigation has been incorporated.
SAC	Special Area of Conservation
Scoping	Determining the extent of issues to be considered in the assessment and reported in the Environmental Statement.
Significance	Often, but not always, determined by the sensitivity of the resource/receptor balanced against the magnitude of the effect.
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Urban Drainage Systems
Use Classes	<ul style="list-style-type: none"> • B2 (General Industry) • B8 (Storage and Distribution) • Class C1: Hotels and hostels <ul style="list-style-type: none"> ○ Use as a hotel, boarding or guest house, or as a hostel where no significant element of care is provided • Class C2: Residential institutions <ul style="list-style-type: none"> ○ Use for the provision of residential accommodation and care to people in need of care (other than a use within class C3 (dwelling houses)) • Use as a hospital or nursing home • Use as a residential school, college, or training centre • E (a): Display or retail sale of goods, other than hot food • E (b): Sale of food and drink for consumption (mostly) on the premises • E (c): Provision of: <ul style="list-style-type: none"> ○ (i) Financial services ○ (ii) Professional services (other than health or medical services) ○ (iii) Other appropriate services in a commercial, business or service locality • E (d): Indoor sport, recreation, or fitness (not involving motorised vehicles or firearms) • E (e): Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner) • E (f): Creche, day nursery or day centre (not including a residential use) • F2: Local community uses • F1: Use for learning and non-residential institutions
UK	United Kingdom

Town & Country Planning (Environmental Impact Assessment) Regulations 2017

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