ABOUT SAINT-GOBAIN AND ISOVER

THE SAINT-GOBAIN GROUP

The Saint-Gobain Group was founded in 1665 as a royal mirror manufacturer, since then the Saint-Gobain Group has evolved into a global leader in light and sustainable construction. Headquartered in France, the company operates in 80 countries and employs over 161,000 people. Its purpose, “Making the World a Better Home,” reflects a commitment to environmental stewardship, innovation, and social responsibility.

Saint-Gobain designs, manufactures, and distributes high-performance materials and solutions across construction, mobility, and industrial markets. Its diverse product portfolio includes insulation glass, ceramics, plastics, abrasives, and gypsum plasterboards, all engineered to enhance comfort, safety, and energy efficiency.

Its long-standing legacy of innovation—from pioneering mirror production in the 17th century to developing cutting-edge building technologies today—positions Saint-Gobain as a key player in shaping the future of construction. The company continues to invest in R&D and digital transformation to meet the evolving needs of modern society while preserving the planet for future generations

SAINT-GOBAIN UK & IRELAND

As part of the Saint-Gobain Group, we are one of the world’s top 100 industrial groups.

Saint-Gobain UK & Ireland manufactures high performance products and solutions that enhance daily life through creating great living places. We employ 5,600 colleagues and operate from 40 manufacturing and distribution sites in the UK and Ireland principally serving the construction sector, as well as automotive, industrial and healthcare.

Over 90% of our business serves the construction market, where we work closely with our customers to provide solutions that help developers, building owners, local authorities, building contractors, house builders and home owners create new buildings or renovate existing ones.

We place an important emphasis on helping our customers develop skills in building performance, improving comfort in buildings and developing practical skills to help them install our solutions. To do this we operate 8 training academies around the UK and have formal affiliations with 56 Construction Technical Colleges.

As well as providing high-performing solutions, we are focussed on how we can play a strong part in responding to some of the world’s biggest challenges – including urbanisation, climate change, resource depletion, and wellbeing.

Saint-Gobain operates 40 manufacturing and distribution hubs, many of them critical to the UK construction industry.

FAULD MINE, STAFFS

EAST LEAKE, PLASTERBOARD

FLOAT GLASS PRODUCTION, YORKSHIRE

BARROW PLANT

KENT, PLASTER-BOARD PRODUCTION

KINGSCOURT, IRELAND

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OUR PURPOSE

To make the world a better home

OUR VISION

To be the worldwide leader in light and sustainable construction

OUR VALUES

Saint-Gobain sets out its values in its General Principles of Conduct and Action which is applied in every business.

Adherence to these principles are a requirement to being part of the Saint-Gobain group.

OUR PRINCIPLES

Of Conduct:

- Professional commitment
- Respect for others
- Integrity
- Loyalty
- Solidarity

Of Action:

- Respect for the law
- Caring for the environment
- Worker health and safety
- Employee rights

19
brands in the UK and Ireland

40
Manufacturing and distribution locations

over
5,600
employees in the UK and Ireland

SAINT-GOBAIN

SAINT-GOBAIN ISOVER – GLOBAL INSULATION SPECIALISTS

The Stone wool plant at Holwell will be run under the Saint-Gobain brand Isover.

Saint-Gobain Isover is a global leader in insulation solutions, dedicated to improving energy efficiency, acoustic comfort, and fire safety in buildings and industrial applications.

Isover operates in 39 countries with 62 production sites, offering a wide range of high-performance insulation products tailored to local needs.

Isover's core expertise lies in mineral wool insulation, including glass wool and stone wool. These materials are designed to trap air, providing excellent thermal and acoustic insulation while being non-combustible. Glass wool is made primarily from sand and recycled glass, while stone wool is derived from volcanic rock and recycled stone wool waste—both contributing to sustainability and circular economy goals.

STONE WOOL INSULATION:

What is stone wool insulation?

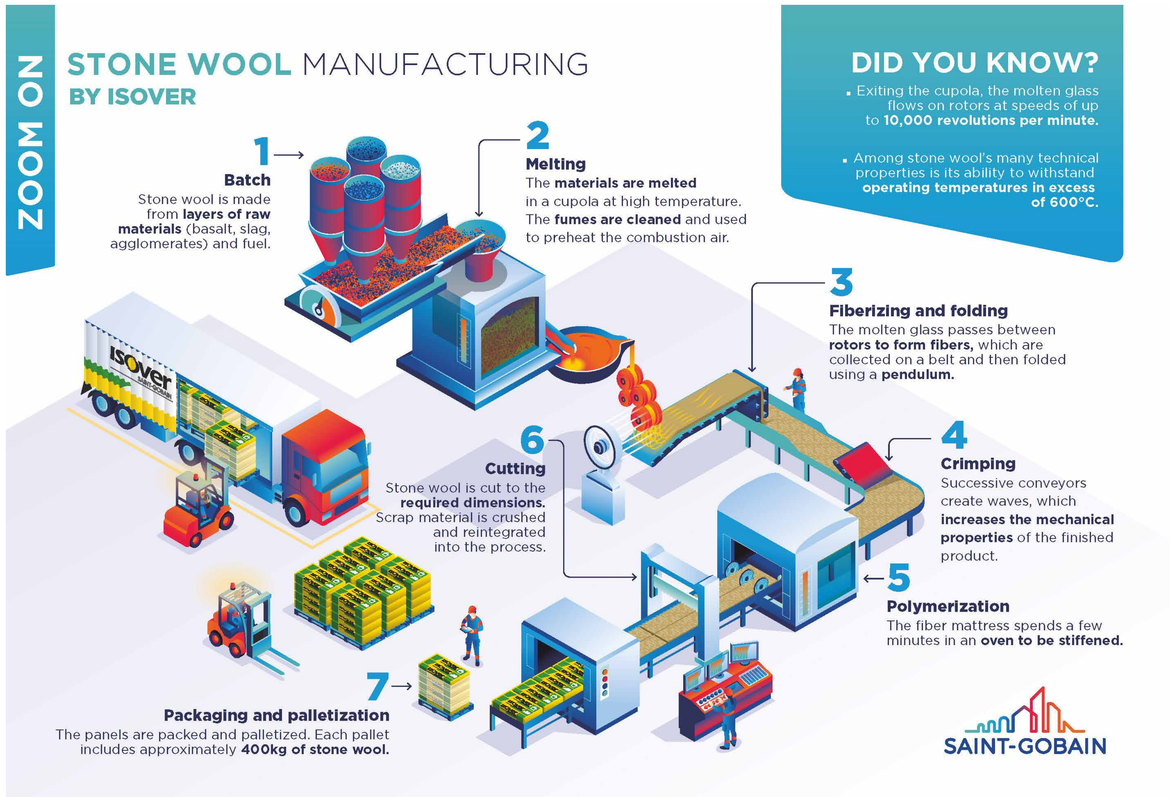
Stone wool is used as an insulation material in buildings. It provides excellent thermal, acoustic and fire protection and helps to manage noise and retain energy in buildings.

Stone wool is in increased demand in the UK as regulations require buildings to perform better than ever. Stone wool can help to reduce noise transmission in buildings and is non-combustible making it an excellent choice for fire protection. As stone wool is made from natural materials, and is recyclable, it is a sustainable choice when specifying insulation.

Stone wool has a positive energy and CO_2 balance after 3 months.

How is stone wool made?

Stone wool, is made by melting natural rocks like basalt and dolomite (volcanic rocks) in a furnace. The new facility at Holwell will be powered by renewable electricity – so the factory has a smaller impact on the environment compared to traditional gas fired furnaces. The molten material is then spun into thin fibres. Additives and binders are added, and the molten material is then laid on a belt to shape the material before it is cured in an oven forming slabs of Stone wool material. Once cured the slabs are cut, packaged and ready for distribution to the customer.



What is the Stone wool used for?

Stone wool is used as an insulation materials in buildings. It provides excellent thermal and acoustic performance to manage noise and retain energy in buildings.

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SAINT-GOBAIN'S COMMITMENT TO SUSTAINABILITY

Saint-Gobain's commitment to sustainability is central to its purpose to of "**Making the World a Better Home**."

Saint-Gobain integrates environmental responsibility into every aspect of its operations and has pledged to achieve net-zero carbon emissions by 2050, with validated science-based targets for 2030 that include a 33% reduction in Scope 1 and 2 emissions and 16% in Scope 3 compared to 2017 levels.

The company invests €100 million annually in R&D and capital expenditure to accelerate low-carbon technologies, energy efficiency, and circular economy initiatives. Its sustainability strategy also emphasises water conservation, recyclable packaging, and life-cycle transparency, with over 1,800 Environmental Product Declarations published globally.

Saint-Gobain's solutions play an important role in addressing climate change and resource protection, helping to create energy-efficient buildings and manufacturing construction materials with increasing levels of recycled material – reducing the need for virgin raw materials.

Low Carbon Manufacturing & operations at Holwell:

The manufacturing process of Stone wool insulation involves melting volcanic rock to form a molten-like liquid in furnaces at high-temperatures.

Traditionally, gas fired furnaces would be used in this process resulting in high-levels of carbon emissions associated with burning natural gas.

At Holwell Saint-Gobain will invest in the latest electric furnace technology. This will use electrical energy to generate high temperatures and allows greater temperature control, reduced emissions and a more efficient furnace.

> The company invests €100 million annually in R&D and capital expenditure to accelerate low-carbon technologies, energy efficiency, and circular economy initiatives.

> HVO reduces the carbon emissions for each mile by approximately 90%.

Sustainable Transport:

The proposed facility at Holwell will see finished materials delivered to customers (construction sites, builders merchants and other retail stores) via HGV's. Saint-Gobain is currently piloting electric HGV's to reduce the impact of HGV's on the environment and, has currently transitioned almost all of its' HGV fleet to an alternative fuel to Diesel – Hydrotreated Vegetable Oil (HVO). HVO reduces the carbon emissions for each mile by approximately 90%.

Electric Fork Lift Trucks:

The Holwell facility will use the latest electric Forklift trucks to move materials around site. The electric fork lift trucks produce no emissions, improve indoor air quality and require less maintenance including no oil changes.

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CAREERS AT SAINT-GOBAIN AND HOLWELL

Working at Saint-Gobain means joining one of the world's most innovative industrial groups and a team of 160,000 colleagues who are trusted and empowered to help the group deliver on its purpose to '**Make the World a Better Home**'.

Our colleagues play a vital role in creating essential spaces like hospitals, schools, workplaces, and homes across the UK & Ireland.

The construction industry contributes 40% of the world's CO_2 emissions, half of the world's use of natural resources, and a third of it's waste. In a world moving towards net-zero carbon, we need talented people who are committed to supporting our important role in addressing and reducing these impacts.

Why join us?

Our colleagues are working hard on overcoming our current and future challenges like climate change, and how best to deliver solutions that delight our customers and improve communities.

Our success depends on building the best teams, and attracting, training, and retaining top talent that help us succeed together. With plenty of sites and thousands of colleagues across the UK & Ireland, we can offer you vast opportunities and experiences.

We're committed to rewarding our colleagues and keeping you safe, well, and at your best whilst at work is our number one priority. From day one, you'll have access to a great range of health and wellbeing support, along with a wide variety of rewards and benefits, including an attractive retirement savings plan.

We encourage a culture that prioritises zero harm and a range of health and safety training, and a range of experts and resources on hand to support you. We believe continual learning keeps us equipped and relevant to overcome our key challenges, and we can offer you access to support and resources like mentoring, career coaching, podcasts, learning and development opportunities, and apprenticeships relevant to your role and your next career step.

> In a world moving towards net-zero carbon, we need talented people who are committed to supporting our important role in addressing and reducing these impacts.

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A Global Top Employer

Saint-Gobain has been recognized as a "Top Employer Global" for ten consecutive years, placing it among just 17 companies worldwide to earn this prestigious distinction in 2025.

This certification, awarded by the Top Employers Institute, celebrates organizations that excel in creating outstanding working conditions. Saint-Gobain earned top marks for its commitment to:

- Employee well-being and autonomy
- Career development and training (over 100,000 employees trained annually)
- Sustainability, with strong internal engagement around ecological impact
- Ethics and integrity, scoring 100% in this category

Saint-Gobain is certified in 40 countries, including the UK reflecting its global dedication to building a workplace culture rooted in trust, empowerment, and collaboration. Nearly 90% of employees report pride in working for the company, and over 92% feel empowered in their roles.

> Working at Saint-Gobain is incredibly rewarding as they invest in their people, providing numerous opportunities for skill and knowledge growth, and the diverse range of brands ensures there's always something exciting on the horizon.

Adam Summers
Market Manager & CX Manager

Jobs at Holwell:

The new facility will employ more than 100 people in the 1st phase with up to 250 when at full capacity. There will be a wide variety of roles available from management through to operational levels in a range of areas and we will look to attract the best talent from the local area to take on roles including:

- Electrical Engineering
- Mechanical engineering
- Logistics including planning and driving
- Quality
- Safety
- Operations
- General Management

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HOLWELL STONE WOOL FACILITY MASTERPLAN OVERVIEW

HGV offloading and raw material store

Beginning of process, furnace location

Main manufacturing line

Packaging equipment location

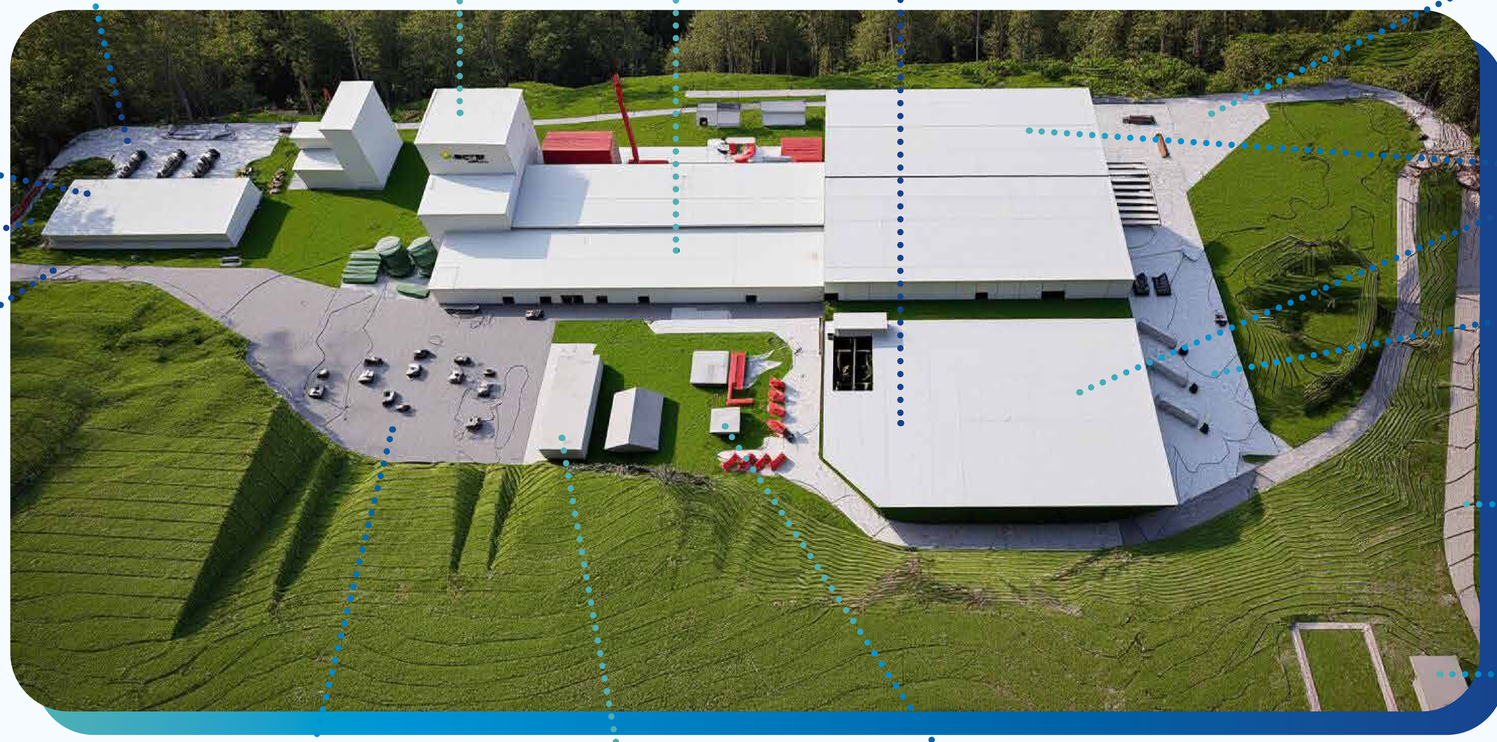
Internal road network, retained and enhanced

Raw material storage

Weighbridge

Existing HGV and employee vehicle access with 24 hour security guardhouse

The left hand side of entry road is one way for HGV's, and the right hand side is two way for light vehicles and cars (employees/visitors). HGV's and cars will be separated with the majority of HGV's following a one way route around perimeter of the site.



Warehousing – finished goods storage both external and internal

HGV loading

HGV exit road

Electrical sub-station – upgraded

Canteen and shower block retained and refurbished

Car parking (115 spaces): employee and visitor car parking

Offices: existing office building renovated and retained

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AIR QUALITY

Key Information:

- Protecting human health and ecosystems from air emissions
- Air dispersion modelling following Environment Agency requirements

Emissions from Holwell Works are being assessed for their potential risk of short-term and long-term effects for the protection of human health and ecosystems.

The assessment will be aligned to the Environment Agency's risk assessment approach and guidance.

Holwell Works will have two main stacks. These stacks are similar in scale to the existing stack on the site but designed to the appropriate height and include current Best Available Technology (BAT) for emissions abatement.

The two stacks are:

Process Stack – a single stack carrying emissions from furnace and forming and curing process.

Dyer Stack – a single stack for the purpose of drying mineral stock using a 1.5 megawatt (MW) gas burner.

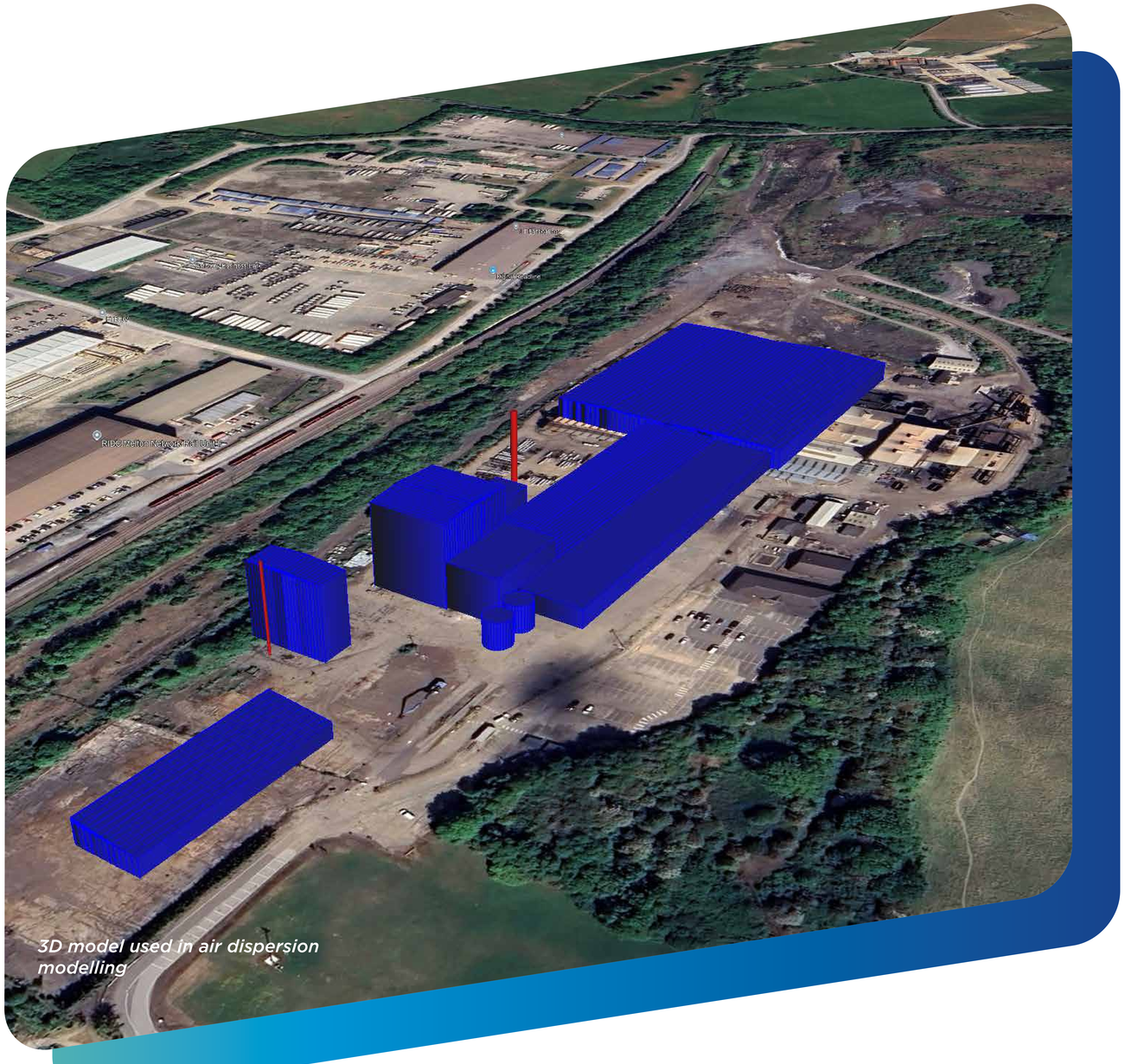
Emissions from these two stacks are being considered through detailed Atmospheric Dispersion Modelling using computer models which are commonly used across the UK for undertaking such assessments.

The dispersion model includes both the effects of nearby buildings, local terrain features and 5 years of recent meteorological data. This ensures that dispersion of the associate 'plume' is assessed against a wide range of local conditions and ensures a conservative approach to modelling.

Potential emissions of air pollutants are being considered at anticipated regulatory limit values, the realty of emissions from the stack will be far below these values, but this approach ensures that the assessment considers a worst-case scenario.

Preliminary modelling indicates that air emissions offsite, and in the surrounding environment, would be at a level considered 'insignificant' to human health and ecosystems.

A full detailed air quality assessment will be presented within the planning application.



3D model used in air dispersion modelling

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CULTURAL HERITAGE

Key Information:

- There are no designated heritage or archaeology sites within the site boundary
- No significant heritage value in current buildings
- Indications of possible buried archaeological interest outside of proposed building footprint where planting is proposed

ARCHAEOLOGY

The disturbance to the Site caused by levelling and the construction of the current Holwell Works would have removed or severely truncated any archaeological remains in the western part of the Site. Any archaeology surviving in this part of the Site, potentially worked flint or features associated with Iron Age-Roman or medieval agricultural activity would be of low to negligible significance only due to their condition and/or residuality.

Only in the eastern part of the Site which has remained in agricultural use in the post medieval/modern period would there be a potential for relatively undisturbed archaeological remains. A potential for Iron Age/Roman activity is highlighted for the higher parts of the eastern area of the Site in particular. Medieval agricultural activity cannot be ruled out. Disturbance in this area, which would be restricted to possible tree planting to provide screening, may affect potential remains. However, remains would not be anticipated to preclude development, there being no evidence for the presence of remains of high importance. A geophysical survey is forthcoming for the eastern part of the Site which will help understanding of archaeological potential in this part of the Site.

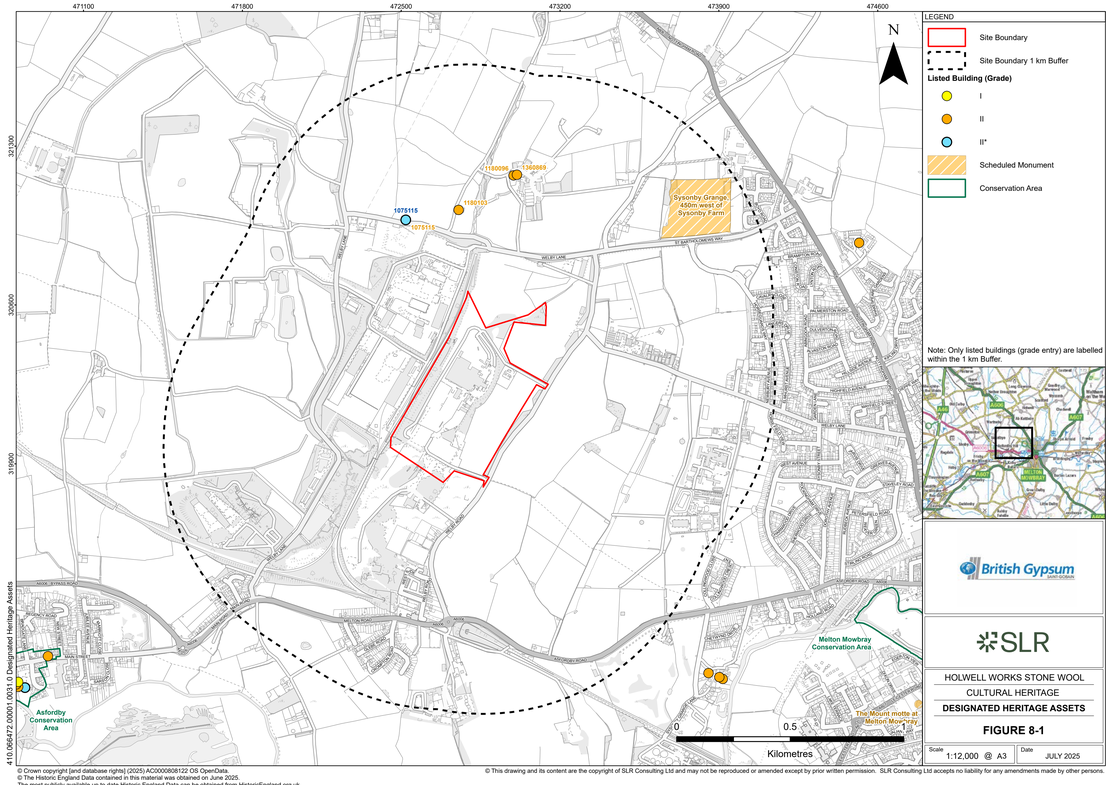
HERITAGE

No buildings located within the boundary of the Site constitute heritage assets, with all buildings of historic interest associated with the early Holwell Works shown on the 1883 Ordnance Survey map being located to the south of the Site boundary.

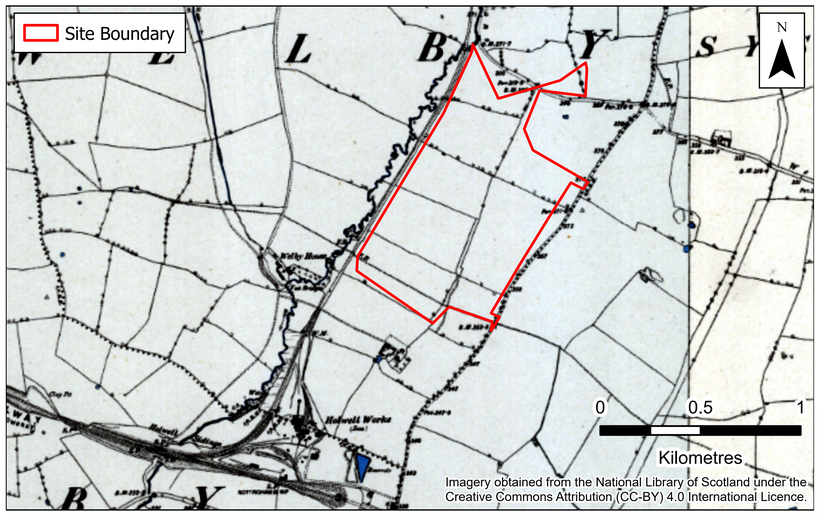
There are no designed assets within the boundary of the Site. Within the search area there are heritage buildings including:

- One Scheduled Monument comprising Sysonby Grange (NHLE: 1016317), located approximately 930m north-east of the Site
- The Grade I listed Church of St Bartholomew (NHLE: 1075115), located c. 520m north-west from the Application Site;
- The Grade II listed Grange Cottage (NHLE: 1180113), located c. 505 m north of the Application Site;
- The Grade II listed Welby Grange (NHLE: 1180096), located c. 700m north of the Application Site; and
- The Grade II listed stone outbuildings east of Welby Grange (NHLE: 1360689), located c. 700m north of the Application Site.

No harm to designated through setting change is not anticipated.



Designated Heritage Assets



1883 Ordnance survey Map

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ECOLOGY

Key Information:

- Comprehensive ecological surveys undertaken
- Adjacent Local Wildlife Site is being considered
- Biodiversity enhancements will be proposed

Ecology surveys at the site began in January 2025 with a Preliminary Ecological Appraisal and Biodiversity Net Gain Baseline survey. This survey established baseline conditions from which a comprehensive ecological study could be undertaken.

Targeted surveys included:

- Badger Survey;
- Bat activity surveys across the site and;
- Breeding Bird Surveys;
- Emergence Surveys to establish presence of roosting bats in structures to be impacted;
- Great Crested Newt eDNA Surveys;
- Invertebrate Surveys;
- Local Wildlife Site (LWS) and potential Local Wildlife Site (pLWS) assessments;
- Preliminary Assessment for roosting bats in structures and trees;
- Reptile presence / likely absence surveys;
- Updated botanical survey during optimal botanical season;

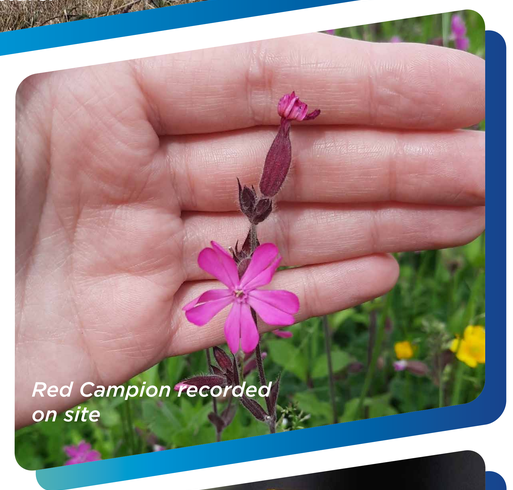
Highlights during these surveys have included observing foraging barn owl (Tyto alba) and drumming great spotted woodpecker (Dendrocopos major), activity displays of common and soprano pipistrelle (Pipistrellus pipistrellus and P. pgymaeus) and noctule (Nyctalus noctula) bats, nesting sparrow hawks (Accipter nisus), various butterfly species including red admiral (Vanessa atalanta) and some beautiful gnarly trees within the retained woodland belt on site.

The proposals at the site have carefully considered the proximity of the Local Wildlife Site and the presence of ecological receptors. Where possible impacts to ecology receptors are avoided. Where this is not possible mitigation will be put in place, with compensation used as a last resort only.

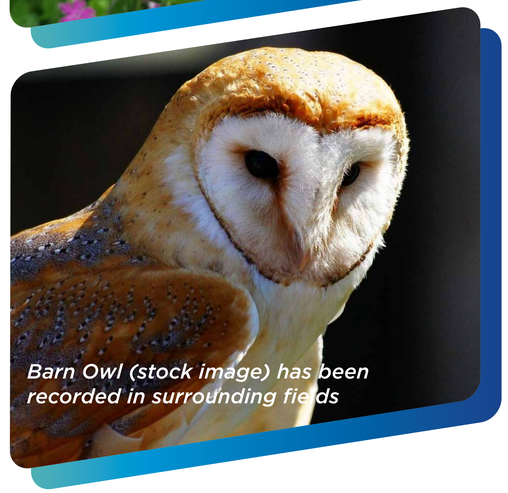
The site development is concentrated on the former developed works which minimises ecological impacts. The scheme will also generate some biodiversity improvements with tree planting proposed as part of a landscape screening proposal.


Grassland to the east of existing infrastructure.


Night views at the existing site during bat surveys


Red Campion recorded on site


Internal buildings checked for bat roosts


Barn Owl (stock image) has been recorded in surrounding fields


Nearby ponds surveyed for Great Crested Newts

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HYDROLOGY

Key Information:

- The site is not susceptible to flooding from nearby watercourses
- Heavy rainfall could result in flooding on-site
- A drainage system is being developed to avoid on-site flooding
- It will also control drainage into local watercourses to avoid increasing any flood risk

HYDROLOGY FINDINGS – FLOOD RISK

The site is not near any major rivers, and as such is not expected to be affected by river flooding. During periods of heavy rain, surface water flood mapping from the Environment Agency indicates that water may collect against existing buildings. A comprehensive drainage strategy to manage surface water, together with the removal of the existing buildings will allow surface water to be stored safely and pass through the site and flow to the south, towards the River Wreake, reducing flood risk to the surrounding area.

The site is not at risk from any other sources of flooding.

Drainage proposals and re-use of rainwater

Rainwater will be collected from the roof areas of the proposed buildings, filtered to remove debris and used for process water in the stone wool manufacturing process. In this way, rainwater is used as a natural resource. This will reduce the amount of mains water needed by the site and help make the site operations more sustainable.

Rainwater falling on the proposed HGV areas, the outdoor storage areas, car parking areas and roads will be collected within a sustainable drainage system (SuDS), which mimics natural runoff processes by slowing the flow of water and treating runoff on site to reduce any pollution. This will be done via a network of grassed treatment swales and grassed basins, which will store water and gradually release it into the River Wreake catchment, reducing flood risk downstream of the site.

The grassed swales and basins will be dry except when collecting rainfall and will provide habitats for wildlife and green spaces for site staff, improving the wellbeing of all on the site.

Existing site drainage infrastructure on site

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LAND QUALITY

Key Information:

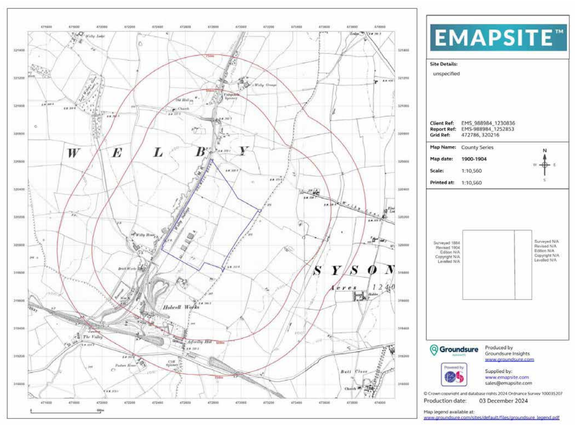
- There has been industrial activity on site since 1875
- Detailed investigations of site history and pollution risks has been undertaken
- Site investigations and laboratory testing of soil and water samples indicates some limited contamination which will be remediated as part of the proposals

SITE HISTORY

Holwell Iron Works was initially established to the south of the subject site in 1875 to quarry and sell ironstone deposits from the nearby village of Holwell. The Holwell site has historically been an iron foundry, producing ferrous castings since the late 1800s up until the cessation of smelting activities in September 2024.

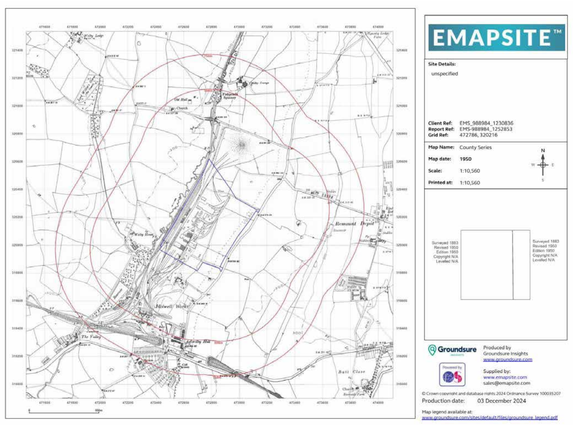
The subject site was initially developed from approximately the 1900s onwards:

Figure 1: Historic OS Map Excerpt – 1900



[1] *Produced by Groundsure Insights, Supplied by Emapsite 3rd December 2024. © Crown Copyright and database rights 2024 Ordnance Survey 100035207*

Figure 2: Historic OS Map Excerpt – 1950



[2] *Produced by Groundsure Insights, Supplied by Emapsite 3rd December 2024. © Crown Copyright and database rights 2024 Ordnance Survey 100035207*

PRELIMINARY LAND QUALITY RISK ASSESSMENT

Given the sites industrial history and development a Preliminary Land Quality Risk Assessment (PLQRA) was undertaken in order to give full consideration to ground conditions beneath the site.

The PLQRA used historic mapping, historic site records, aerial images, published geological, hydrogeological and groundwater maps along with a review of the environmental site setting to produce a "Conceptual Site Model" to identify potential risks to human health or the environment.

The PLQRA identified Potential Pollutant Linkages (PPL) relating to risk to human health and the environment and recommended that further assessment was undertaken, initially in the form of an intrusive site investigation.

The aim of the intrusive site investigation and subsequent risk assessment was to determine the significance of the identified pollutant linkages, specifically to:

1. Characterise and determine the extent of Made Ground and any reworked materials beneath the site.
2. Determine the presence and extent of contamination associated with the historic development and industrial use of the site.
3. Determine the depth to groundwater and flow direction
4. Determine the groundwater quality beneath the site.

SITE INVESTIGATION & LAND QUALITY RISK ASSESSMENT

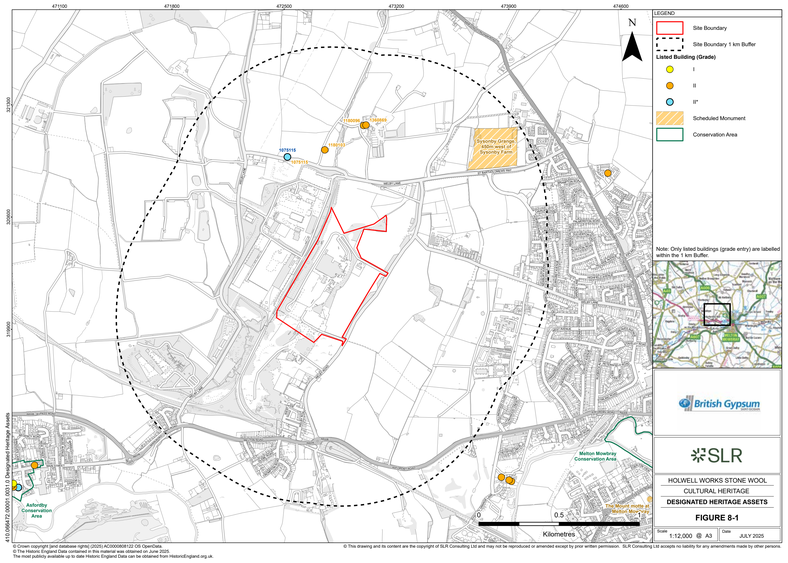
The Site Investigation was undertaken over approximately 4 weeks in January and February 2025 and comprised:

- Above and below ground utilities clearance.
- Completion of 37 boreholes excavated to a maximum depth of 23.6m below ground level. The locations are shown on the Drawing below.
- Installation of 23 monitoring wells to allow for groundwater level monitoring and groundwater sampling.
- Collection of soil and groundwater samples for subsequent analysis.

Following the completion of the site investigation SLR undertook a land quality risk assessment which concluded that as part of the demolition and redevelopment of the site, some remediation of localised areas of the site would be needed. This work will be completed through the planning process, and the works will leave the site in a condition where it is fit for its proposed use.

LANDSCAPE

Designated Heritage Assets



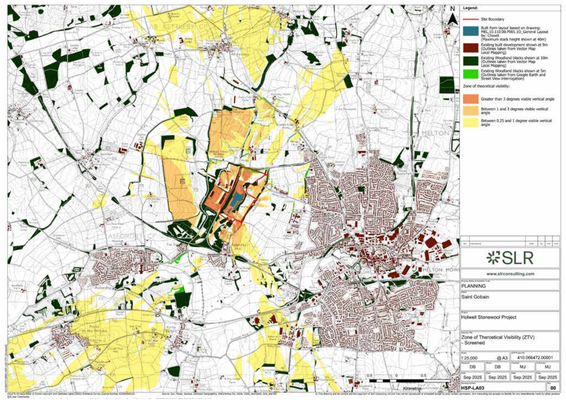
Topography

The Proposed Development site is well enclosed by the natural rolling landform. This landform comprises the enclosed valley of Welby Brook, as shown in the adjacent Topography Plan. Both the Asfordby Business Park and the Holwell Works site make use of the ridge which follows Welby Road, to provide screening for Melton. A series of similar ridges provide screening to the east. Planted tree belts along Welby Road and Welby Lane, in conjunction with areas of woodland provide good screening for Asfordby Hill and Asfordby to the south and southwest. With vegetation along Welby Lane to the north completing the enclosure of the Proposed development site.

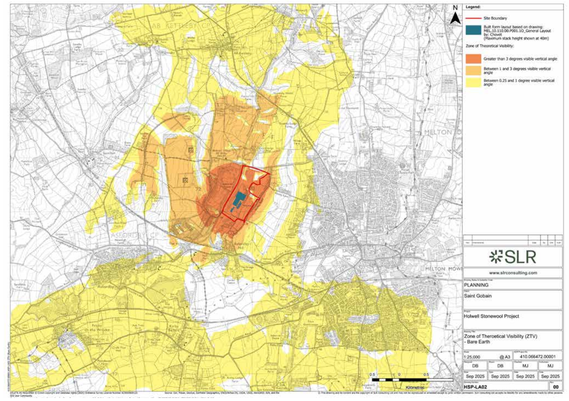
Key Information:

- The site is located in a valley limiting views of the site
- The site is screened by existing trees and vegetation
- Views of the development including chimney stack are being assessed

Zone of Theoretical Visibility (Screened)



Zone of Theoretical Visibility (Bare earth)

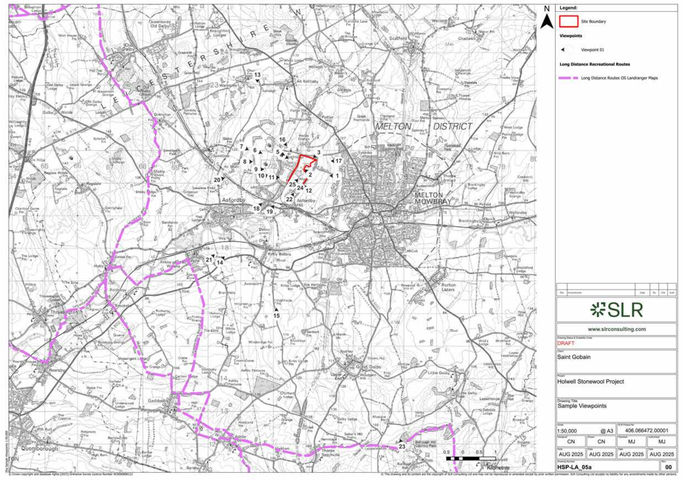


Zone of Theoretical Visibility

A Zone of Theoretical Visibility (ZTV) is a method of providing an objective measurement of the theoretical extent of visibility. Such studies can be based on a bare-earth landform model which shows the extent of theoretical visibility, without any vegetation or buildings. Illustration 3A shows such a study for the Proposed Development. The most visible features would be the main chimney stack (assumed worst case of 40m), the batch plant (at 28.14m) and the furnace building (at 34.2m). A bare earth ZTV was used in the initial search for viewpoint positions. However, the amount of woodland, trees and other vegetation in the adjacent landscape provides a high level of screening and the extent of visibility would be much lower than shown in Illustration 3a.

All viewpoint sample sites photographed

The importance of views for people is recognised in the Landscape and Visual Impact Assessment (LVIA), which is currently being undertaken. The adjacent map illustrates the number of viewpoints considered so far in the LVIA. This includes a distant view from Burrough Hill and views across/within the Wreake Valley. Views from near some of the surrounding settlements such as Asfordby, Asfordby Hill, Melton, Ab Kettleby, Wartnaby, Saxelbye and Grimston. Where views were identified these were recorded as photographs. Field work and photographs identified that the majority of views are screened by vegetation, with open views concentrated in the open farmland to the west, near to the two solar farms.



LVIA Viewpoint Plan

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LANDSCAPE

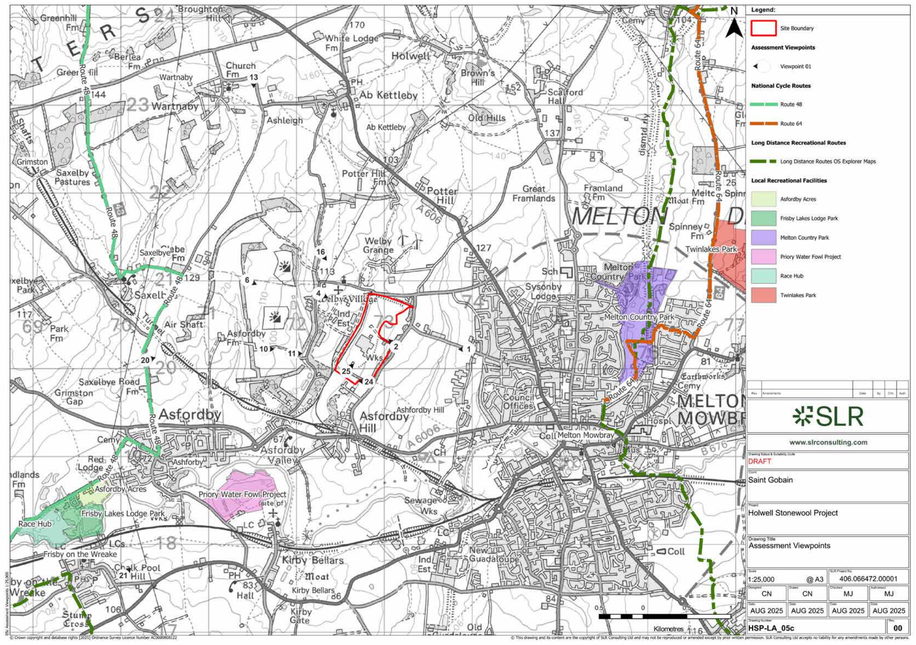

Photo montage Viewpoint Plan

Chosen viewpoints for assessment in the LVIA

Based on the ZTV results and field work a selection of viewpoints have been short listed for use in the LVIA assessment of visual effects and are shown on Illustration 4. These viewpoints have been chosen as they represent the clearest most open views of the potential development and views for a selection of visual receptors including, settlements, public rights of way, roads and recreational facilities.

Photomontage Viewpoint Plan

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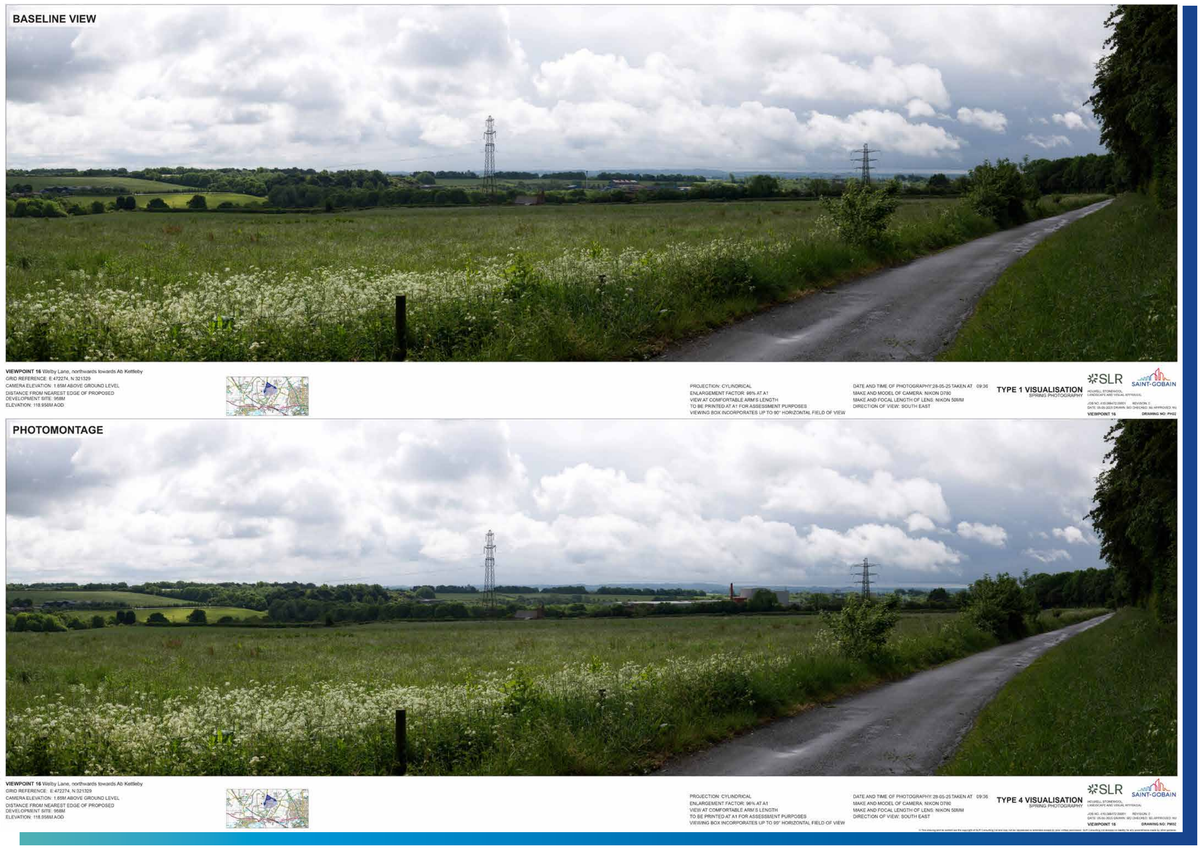
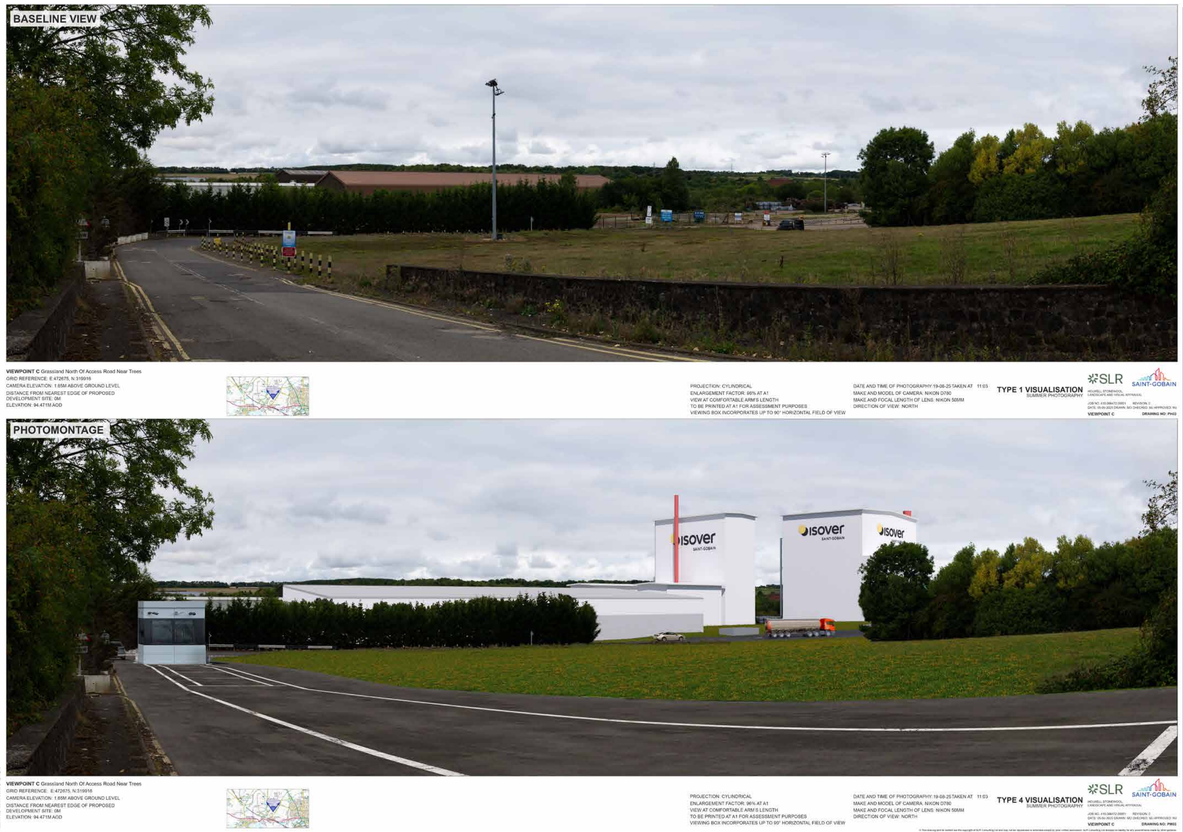
LANDSCAPE





Photomontage Viewpoint Plan

LIGHTING

SENSITIVE LIGHTING STRATEGY

The site is subject to a highly sensitive lighting strategy that aims to ensure any lighting required does not result in light pollution.

The need to preserve habitat features such as trees, hedgerows and green spaces around the site in natural darkness is carefully considered for the benefit of ecology.

All existing lighting will be removed and replaced with modern lighting systems that are designed to reduce light pollution and sky glow.

Dark corridors will be maintained to ensure bats can continue to use the site as part of a wider network of foraging and commuting routes within and around the site.

Safety is improved through the application of appropriate lighting where it is needed around the site and its operational areas, without resulting in light spill beyond the areas intended for illumination.

The junctions with Welby Road will be improved with new lighting that both enhances the safety of the highway and reduces impact on ecology.

Lighting will be carefully managed within the site to ensure it has minimal visibility in the landscape.

Local residents will notice an improvement in the reduction of light pollution, a net benefit as a result of the development plans.

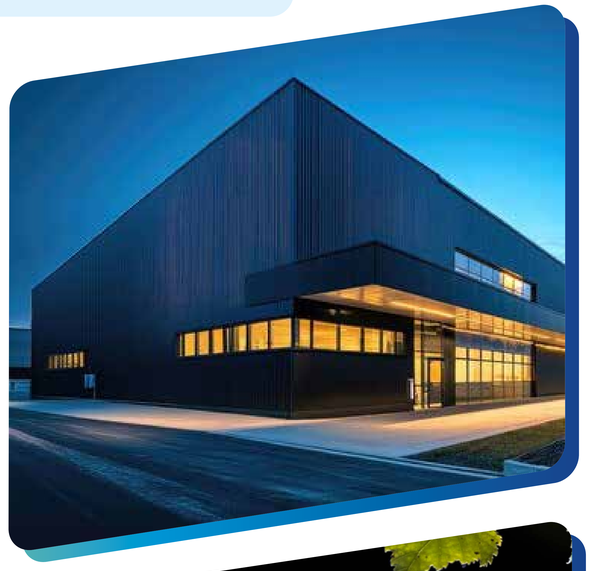
SPECIFIC MITIGATION

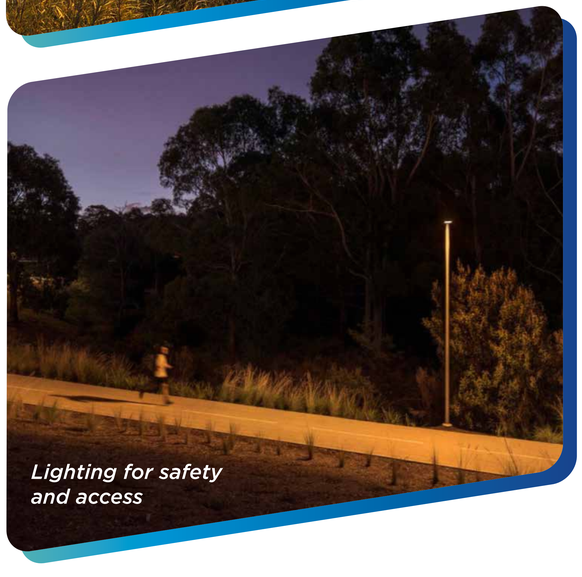
- All lighting installed will be of modern design with ‘dark sky’ optics.
- Warm white lighting will be used throughout as this has less impact on ecology.
- Careful placement of lighting within the site will ensure glare will be eliminated in the landscape.
- Coordination of lighting with facades will reduce façade illuminance in the landscape.
- Lighting which is not needed for operational activity, safety or security will be switched off when not required, to reduce overall energy consumption and light pollution.
- Areas of habitat within and around the site will be protected with ‘lighting buffer zones’ that have strict illuminance limits to preserve darkness for light sensitive ecology.
- Residential properties will be assessed to ensure no adverse or obtrusive light is present.

Key Information:

- We are developing a sensitive lighting strategy for the site development
- Dark corridors will protect wildlife such as bats
- Safety will be improved where needed around the site and site access off Welby road

Modern lighting systems





Lighting for safety and access

Bats are sensitive to lighting

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NOISE

Key Information:

- Background noise survey to determine existing noise conditions at nearby residential locations
- Noise limits are being determined to avoid impacts during construction and site operation

BACKGROUND NOISE SURVEY

To determine baseline sound levels in the vicinity of the site and surrounding areas, a noise survey was undertaken between Friday 20th June 2025 and Monday 23rd June 2025.

Survey Locations

Sound levels were measured at three long-term locations and two short-term locations, representative of the nearest residential receptors to the site, as follows:

- **Location 1:** A long-term position at the southern boundary of the Site. This position is considered representative of residents on Welby Road and St Johns Road.
- **Location 2:** A long-term position at Number 4 James Lambert Drive. This position is considered representative of residents on James Lambert Drive.
- **Location 3:** A long-term position at Number 163 West Ave. This position is considered representative of residents on Collingwood Crescent and West Ave.
- **Location 4:** A short-term position at Coordinates: 52.7795258, -0.9558719. This position is considered representative of Asfordby Lodge Farm.
- **Location 5:** A short-term position at Coordinates: 52.7813356, -0.9186811. This position is considered representative of the Old Granary.

At the survey locations, the microphone was placed 1.5m above the local ground level in free-field conditions, i.e. at least 3.5m from the nearest vertical, reflecting surface.

SURVEY RESULTS

The survey results will be used to determine noise limits for operational noise and construction Noise.

The operation of the Site will be assessed against the baseline background sound levels. Noise from the Site will be mitigated to prevent an adverse noise impact.

Construction noise from the Site will be assessed against the baseline ambient sound levels.

Construction noise from the Site will be mitigated to prevent an adverse noise impact.

Existing Holwell Works site

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ACCESS AND TRAFFIC

SITE ACCESSES

The site has 2 existing points of access to Welby Road: the southern main access (shown below) will be retained to serve all traffic entering the site and the northern gateway will be reopened and improved for departing HGVs. This will improve the internal site circulation for HGVs visiting the site.

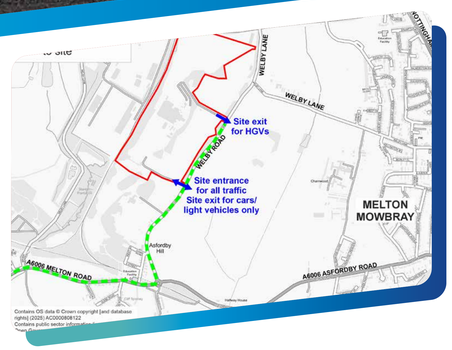
The junctions with Welby Road will be improved with new lighting that both enhances the safety of the highway and reduces impact on ecology.

The existing public footpath that runs along the main access road to the works will be retained and protected throughout the development. Saint-Gobain will investigate if it could be rerouted and improved for all users.

Ample parking for all HGVs, cars and cycles, including Electric Vehicle (EV) charging points, will be provided on the site.

A Security Gatehouse will control all vehicles entering and leaving the site.

Typical HGV




Southern access on Welby Road

Key Information:

- The development will use the two existing accesses into the site
- A Transport Assessment is being carried out and discussed with the local highway authority
- No more than 5 HGV movements at the site per hour
- Public right of way retained

TRAFFIC

The Holwell Works have been operating since 1878 and has a long history of generating traffic, including commercial vehicles.

The former use continued until September 2024, generating HGVs associated with the import of scrap metal and other raw materials and export of finished goods. This former use generated some 20 HGVs in and out of the site per day, plus other general deliveries and maintenance supplies.

The new use will generate traffic associated with HGVs supplying raw materials and leaving with the finished goods and products, and the journeys of the new workforce.

The new facility will be operational 24 hours per day, 7 days per week. HGV movements will be timed and managed to arrive in a 16-hour window on weekdays, 7am to 9pm, with no movements planned outside this activity window, or at weekends.

Raw materials will be transported to the site in 30 tonne loads. It is estimated that there will be an average of just over 10 HGV loads arriving at the site per weekday delivering raw materials and there will be 25 trailer loads of finished goods leaving the site per day.

HGVs delivering the raw materials and those leaving with the finished products are forecast to total of 35 loads in and out of the site per day, therefore an average of 2.2 movements per hour. Allowing for the associated return movement of the empty vehicle, this is a total of 70 HGV movements per weekday, spread over a 16-hour period, and therefore an average of fewer than 5 HGVs per hour.

It is estimated that 90 people will work at the new facility each day, with 40 people working a standard day pattern, and the remaining 50 people working 2 x 12-hour shifts. Traffic movements associated with the new workforce will not therefore be focussed in the normal ‘rush’ hours, but spread across the working day.

A Travel Plan will be introduced at the site for the workforce, which will encourage and promote non-car travel to and from work.

Saint-Gobain have been working with the local highway authority to prepare a Transport Assessment which will examine the forecast change in traffic generation of the redeveloped site and its impact on the local road network, including the new Melton Mowbray North Western Distributor Road (MMNWDR).

Surveys of existing traffic levels on Welby Road and the approaches in both directions have already been undertaken. This information will be used in the preparations of the Transport Assessment, along with the Council’s own forecasts of future traffic movements in the area.

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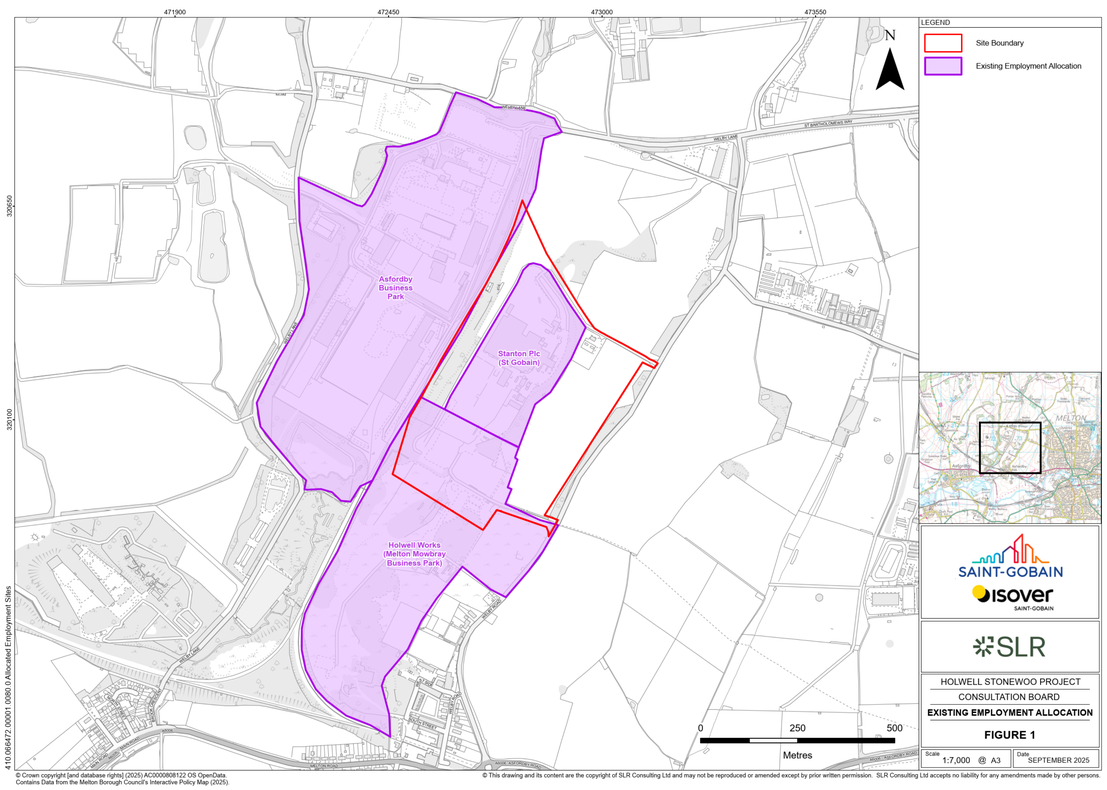
SOCIO-ECONOMICS

SOCIO-ECONOMIC CONTEXT

The site is located within an established manufacturing and employment base, east of Ashforby Business Park, an allocated employment area which hosts numerous businesses including Caldic, Dual Logistic and FTB JV. This is alongside two businesses situated approximately 250m south of the site known as BE Event Hire & Furniture Sales and Heidleburg Materials Ready-mixed Concrete, as well as further industrial locations further afield.

This sites suitability for manufacturing development is reflected in its allocation as an 'key employment' site in the adopted Melton Local Plan (2011- 2036) as shown below. The site was allocated for its potential to supply an significant number of jobs within the Borough. Additionally, the site is proposed to be allocated as an 'existing employment site' in the emerging Melton Local Plan Update to 2036, reflective of its role the site can play supporting the local economy and supply chain.

Existing Employment Allocations in the adopted Melton Local Plan 2011-2036



Key Information:

- Redevelopment of a key employment development site in the adopted Melton Local Plan
- Creation of 250 jobs and training and development opportunities
- Committent to local jobs and local supply chains

SOCIO-ECONOMIC BENEFITS

- The delivery of a manufacturing (stonewool) development that would strengthen the localities role (Holwell Works and wider area) as an key employment destination and complement the adjacent uses including Ashfordby Business Park to the West.
- Development and advancement of the stonewool industry which has local-national economic benefits is fostering an green economy in providing energy efficient insulation that reduces heating costs. This is alongside supporting the transition to net zero.
- The development of an allocated 'key employment' site in the adopted Melton Local Plan (2011-2036) under Policy EC3 by virtue of its potential to deliver employment opportunities and contribute towards Melton's wider economic development strategy. The site is currently underutilised and the proposals would unlock this economic potential.
- The site is also proposed to be allocated as an 'existing employment site' in the emerging Melton Local Plan Update to 2036. The proposals are fitting with this allocation and would enable the continued provision of a site that would supply a significant number of jobs within the Borough.
- The provision of direct and indirect employment opportunities during construction and operation including those in relation to electrical and mechanical engineering, logistics, quality, safety, operations and general management.
- The creation of approximately 250 jobs when the site is at full capacity. This is particularly beneficial given Melton has higher unemployment rates (4.9%) when compared to the East Midlands (4.2%) and England (3.9%)*.
- Saint-Gobain is committed to sourcing employees locally to strengthen the local supply chain where possible. This will also mean the proposals will not place an significant demand on new facilities (i.e. accommodation and services).
- Benefits to the local supply chain including the manufacturing sector which provides the second highest proportion of jobs (13.8%) in the Ashforby Ward (which the site sits within) after wholesale and retail trade**.
- Training and career development opportunities for future employees as part of Saint-Gobain's commitment to upskilling its workforce. This is especially valuable given ONS data reveals that Melton has an slightly lower skilled work force when compared too the East Midlands and England as a whole.***
- Contributions to Gross Value Added (GVA) within Melton including that resulting from expenditure on items such as site preparation including construction and maintenance of access roads, purchase and delivery of materials, plant, equipment and components.

*Economic Activity Rates for Residents Aged 16+- ONS, 2025

**Employee jobs by industry Census Data- ONS, 2021

***Qualifications of residents aged between 16-64 - ONS, 2025

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