Planning Design & Access Statement

Proposed Erection of
Roof Tile Manufacturing Facility
at
FP McCann, Brascote Lane, Cadeby, CV13 0BB

April 2022

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1 Introduction and Background to Proposal

1.1 Purpose of this Report

1.1.1 This document is the Planning Design & Access Statement submitted on behalf of FP McCann (hereafter referred to as the Applicant), to accompany a planning application for the proposed extension to the Applicant's existing precast concrete manufacturing facility, the erection of a new roof tile manufacturing building, and associated works including the remodelling of the site's access.

1.1.2 This Planning Design & Access Statement (the Statement) should be read in conjunction with the accompanying Application Forms and Certificates and supporting plans. The planning application also incorporates relevant technical assessments which aim to provide Hinckley and Bosworth Borough Council (HBBC) with additional information necessary to determine the application in their role as local planning authority.

1.1.3 The supporting plans illustrate the proposed development, which consists of an extension to the long-established FP McCann precast concrete manufacturing facility, onto adjoining land which was formerly utilised as the processing area of Cadeby sand and gravel Quarry. Mineral reserves at the Quarry are now exhausted, operations have ceased, and the land subject of this planning application is in FP McCann freehold ownership.

1.1.4 The 10.56 hectares (ha) site is located north-east of Cadeby village and is included within the Hinckley and Bosworth Site Allocations and Development Management Policies DPD (2016) as an 'existing employment site' under Policy DM19. A sustainable extension to the existing FP McCann operations is hereby proposed to retain the land for employment uses now that mineral operations have permanently ceased.

1.2 The Applicant

1.2.1 FP McCann Ltd is the UK's market leader in the manufacture and supply of precast concrete products. The Applicant offers a wide range of products including drainage components, shaft and tunnel segments, fencing and walling products, cable ducting, railway components, flooring systems, precast room solutions, and other bespoke items. The Applicant has been awarded a wide range of accreditations including Environmental Management System to ISO 14001 and Quality Assurance Scheme to ISO 9001. FP McCann currently employs approximately 1,650 across six business divisions.

1.2.2 The precast concrete division operates from twelve production depots which are spread across the UK. Cadeby is an important site for the Applicant, with over 150 people currently employed. The Applicant also employs a further 215 people at its Ellistown facility, which lies approximately 8km north of the proposed development site.

1.2.3 The Applicant's operations at Cadeby have expanded in recent years following a grant of planning permission to increase the site's external storage capacity by 6 hectares in order to fulfil contract commitments (HBBC permission ref. 16/01092/FUL). The planning permission also included permission for the erection of extensions to the site's production shed to provide for an additional 2,000m^2 floorspace and the erection of a concrete mixing plant.

1.2.4 This application proposes further investment in the Applicant's successful operations at Cadeby, with significant benefits proposed including new job opportunities and increased confidence in the Applicant to produce quality precast concrete products for a demanding market.

2 Site Context

2.1 Site Information

2.1.1 The site is currently heavily influenced by its former life as land housing the mineral processing plant for Cadeby Quarry. Quarry operations have now permanently ceased and the site has been purchased by FP McCann.

2.1.2 The overall application site boundary includes three main areas. The largest area being the focal point of this application in terms of proposed built development formerly comprised the mineral processing plant area which retains in situ infrastructure such as weighbridge, former site office, car park, and some stockpiles. Following cessation of the previous use for the site, most of the area was cleared leaving bare ground. However, the weighbridge and two buildings (site office and workshop) remain.

2.1.3 To the north of the application area, separated from the main site area by the site access road (Brascote Lane), is a former sand and gravel stockpiling area (which itself was worked for sand and gravel in the 1980s) which now consists of bare ground with stockpiles removed. The final element of the application area is the inclusion of FP McCann's existing car park to the west of the former mineral processing area. The car park has never been associated with mineral operations at Cadeby Quarry. It is included within the scope of this planning application as it is required to accommodate the car parking spaces and cycle spaces needed to accommodate the proposed additional employees who would operate the roof tile manufacturing facility.

2.2 Site Location

2.2.1 The site subject of this planning application is accessed via Brascote Lane, a circa 650m drive east of the A447 Ashby Road which connects Coalville to the north with Hinckley to the south. The accompanying Location Plan (Drawing No. FPM-001-C.D.001) shows the existing extent of the FP McCann precast concrete manufacturing facility and the proposed extension to the precast concrete manufacturing facility in the context of its immediate and wider surroundings.

2.2.2 The site is located adjoining the existing FP McCann precast concrete manufacturing facility which at present covers approximately 13.5ha. The proposed extension area measures 10.56Ha.

2.2.3 Site ground levels vary between 124mAOD in the south and 130mAOD in the north of the site.

2.2.4 The entirety of the application site is allocated within the HBBC Site Allocations and Development Management Policies DPD (2016) as an 'Existing Employment Site' (site reference CAD07). Site Allocation CAD07 is a single employment allocation which covers the aspects of the application site located within the existing FP McCann precast concrete

manufacturing facility (the car park) and the aspects of the site formerly associated with Cadeby Quarry.

2.2.5 The site is outside of the closest village envelope, Cadeby, which is located approximately 550m to the west.

2.2.6 Despite the site's rural location, the application site itself does not include any designations of relevance for nature conservation, heritage, or landscape and visual resources.

2.2.1 A Public Right of Way (Bridleway ref. S25) runs alongside Brascote Lane as it dissects the site in a west-east direction.

2.3 Site Setting

2.3.1 The wider setting of the application site is rural, with the villages of Cadeby and Newbold Verdon the closest settlements to the application site. A number of more isolated dwellings are located along Brascote Lane and interspersed throughout the wider site setting, including Naneby Hall Farm located at the terminus of Brascote Lane east of the site. Isolated dwellings nearby include Naneby Hall ~100m east, Rock Cottage, and Freshfields which is located 150m west of the application site at the closest point.

2.3.2 Planning permission was granted on 24th May 2018 for the erection of an agricultural worker's dwelling north-west of the application site to the north of Brascote Lane close to Rock Cottage (HBBC ref. 17/00302/FUL).

2.3.3 In recent decades the setting of the application site (and the site itself) have been greatly influenced by mineral operations associated with Cadeby Quarry. The long-established presence of FP McCann operations immediately to the west of the site have also significantly impacted upon the setting of the application site.

2.3.4 The current FP McCann precast concrete manufacturing facility comprises significant built development and extensive open product storage areas. The current extent of built development at the existing FP McCann site includes buildings with a maximum height of 15.5m at its tallest point. No significant boundary features exist between the existing precast concrete manufacturing facility and the site subject of this planning application, which results in unavoidable impact on the setting of the application site from current operations.

2.3.5 Historically, sand and gravel won at Cadeby Quarry has been utilised at the adjoining FP McCann precast concrete manufacturing facility. The intertwined relationship between the two sites is reflected by the aforementioned lack of physical features which distinguish one site from the other when observed both 'on the ground' and on aerial satellite imagery.

2.3.6 On the opposite side of the site to the existing FP McCann precast facility, numerous land uses are undertaken at Naneby Hall Farm. Historically, the Farm has been granted planning permission for uses including a craft centre, agricultural plant/machinery repair centre with

sales element, and even use of the land for the manufacture of precast concrete (General Industrial Use).

2.3.7 The application site is therefore located between the significant urbanising features of the FP McCann landholding and the mix of land uses at Naneby Hall Farm.

2.3.8 Recent years have seen the expansion of ground mounted solar panels across numerous fields in the site's wider proximity.

2.3.9 A number of Public Rights of Way are located across the wider setting of the site, including Footpath S66 which runs parallel to Brascote Lane to link Bridleway S25 with the Hinckley Road (A447). Bridleway S25 intersects the application site itself. Footpath S16 runs through agricultural land, parallel to the northern boundary of the Site.

2.3.10 There are no Listed Buildings located within 500m of the site. The closest Listed Buildings are located within Cadeby Conservation Area. The Grade II* All Saints Church and associated residential properties comprise four of the closest Listed Buildings located approximately 605m to the west. A Scheduled Monument known as 'Moated site south of The Hall' is located approximately 1.27km to the north-east of the site.

2.3.11 Bosworth Battlefield is a heritage asset of both local and national significance, located approximately 2.32km to the south-west of the application site. The Battlefield is a Registered Historic Battlefield stretching across five Parishes: Sheepy, Higham on the Hill, Stoke Golding, Sutton Cheney and Witherley.

2.3.12 There are no nature conservation designations within 300m of the site boundaries.

3 Planning History

3.1 Former Cadeby Quarry

3.1.1 The land which forms the proposed extension to FP McCann's operations is the former processing area of Cadeby Quarry. Cadeby Quarry was a long-established mineral site operational from the 1950's until the cessation of mineral extraction in early 2021.

3.1.2 Historic planning permissions for Cadeby Quarry were issued by Leicestershire County Council (LCC) as mineral planning authority.

3.1.3 The quarry processing area formerly contained an array of mineral processing related infrastructure. This included: site offices, storage shed, stockpiles, weighbridge, car park, Readymix plant, fixed processing plant, mineral conveyor, canteen, workshop, pump house, storage and haul roads. This area has been used therefore been in industrial / mineral use for over 70 years.

3.1.4 In planning terms, the processing area subject to this planning application is to be restored to the approved scheme set out within its extant mineral planning permission (Leicestershire County Council ref. 2014/0885/04). The approved restoration of the former quarry processing area shows the land restored to a mix of grassland, scrub, early successional communities, and woodland.

3.1.5 In 2020 outline planning permission was sought (HBBC ref. 20/00357/OUT) for the redevelopment of 6.23Ha of the former quarry processing area footprint (now subject of this application) to a mix of B2 and B8 commercial units, with associated internal roads and infrastructure. The application was submitted by the quarry's mineral operator, Tarmac, with the intention of uplifting the value of the soon-to-be-disused quarry processing area on the back of the land's allocation as an existing employment site within the HBBC Site Allocations and Development Management Policies DPD (discussed later in this Chapter).

3.1.6 The outline application aimed to illustrate what was deemed the maximum built development which the site could sustainably accommodate, providing 200,000ft^2 of employment floor space across a gross developable area of 3.83Ha.

3.1.7 Application HBBC ref. 20/00357/OUT was withdrawn by Tarmac following a lack of support from the Leicestershire County Council Highways team who objected to the application on highway safety grounds; the proposed maximum development was predicted to generate a net increase of 1,230 vehicle movements over a 24-hour period compared with the site's historic traffic generation (60 total HGV movements associated with on-site mineral operations). The application could not demonstrate that Brascote Lane in its entirety was suitable for supporting such a large volume of potential vehicle movements.

3.1.8 Subsequently, the site was sold by Tarmac to FP McCann.

3.2 Employment Allocation

3.2.1 The entirety of the application site is included within the HBBC Site Allocations and Development Management Policies DPD (2016) as an 'existing employment site' under Policy DM19. The justification for Policy DM19 outlines the 'crucial' importance of safeguarding existing employment land to support a competitive economy.

3.2.2 Within the subtext of Policy DM19, at paragraph 14.74 of the HBBC Site Allocations and Development Management Policies DPD, it is stated that "The rural context of the borough means it is difficult to identify new sites for employment and housing development, particularly beyond settlement boundaries. The Borough Council seeks to ensure the most efficient and prudent use of employment land as once it is lost it is difficult to replace."

3.2.3 The application site was recommended as Category B employment land within the Employment Land and Premises Review (2013). Since then, the Employment Land & Premises Study 2020 has been published which includes the application site as appropriate for development for the "exclusive use of FP McCann" and not available to other businesses.

3.3 FP McCann Precast

3.3.1 Neighbouring the application site to the west is the FP McCann precast concrete manufacturing facility. Planning permissions for FP McCann have been issued for the manufacturing facility, workshop, offices, external storage areas, and other associated development.

3.3.2 Planning matters for the FP McCann site transferred to HBBC from LCC in the early 1990s.

3.3.3 In terms of the site's planning history, permission was first granted for the erection of a concrete manufacturing facility on the site now operated by FP McCann in December 1975 under application ref. 75/00986/4.

3.3.4 The facility was rebuilt, further factory units added, and the storage yard extended by the Jackson Brothers under permission 02/00359/FUL. Operations at the plant extended in 2004 to include the erection of offices and a canteen building under application reference 04/00152/FUL.

3.3.5 In March 2017, permission ref. 16/01092/FUL enabled further development and expansion of FP McCann operations involving: "Extensions to manufacturing building, erection of concrete batching plant, formation of additional car parking areas, change of use of land to Class B2 (General Industry) for new product storage area including ancillary security and landscaping works and the permanent diversion of a public footpath".

3.3.6 The land in which the permission above pertains, was previously quarried by Tarmac Trading Ltd as part of their Cadeby Quarry operations. The site had been restored to agricultural land prior to the application for FP McCann's extension.

3.3.7 Furthermore, planning permission was granted in September 2019 for the extension to the precast concrete production building at FP McCann (ref. 19/00624/FUL). In granting planning permission, the proposal was considered to have no significant adverse impacts on the character or appearance of the surrounding countryside and was judged to accord with the development plan.

3.4 Other Nearby Permissions

3.4.1 Naneby Hall Farm is located directly east of the site and shares access with the site along Brascote Lane. Naneby Hall Farm comprises of a number of ancillary outbuildings with permission for various industrial uses consistent with the quarry and concrete plant. The farm was granted permission for a change of use from agriculture to agriculture and parking and repair of vehicles associated with agriculture and the adjacent quarry in 1984 under application reference 84/00555/4.

3.4.2 Permission was granted again in December 1990 for the change of use of one of the farm buildings from a grain store to building for the general industrial manufacturing of precast concrete items under application reference 89/01249/4.

3.4.3 Naneby Hall Cottage, adjacent to the farm, received permission for a two-storey extension and alterations to the dwelling including the demolition of outbuilding in July 2004 under permission 04/00633/FUL.

3.4.4 Directly north of the site, approximately 340m north of Brascote Lane, permission was granted in June 2015 under application reference 14/00660/FUL for the erection of a 10 MW solar farm and associated infrastructure. The solar farm is located in an area of countryside between the settlements of Cadeby and Newbold Verdon. The initial permission enabled the farm to operate for a period of 25 years. The operational period was extended in 2018 and the farm is currently set to operate for 45 years as permitted by application reference 18/00492/CONDIT.

3.4.5 An application under reference 17/00302/FUL for the erection of a farmyard and agricultural worker's dwelling at Land off Brascote Lane was granted in May 2018. The approved farmyard is situated approximately 200m north west of the site, at its closest boundary, in an area of countryside which is considered to be outside of the development limits of Cadeby settlement.

3.5 Planning History Summary

3.5.1 The site for which this application seeks development is the former Cadeby Quarry processing area. The site currently has an approved restoration scheme as per permission LCC ref. 2014/0885/04. However, the site is allocated as an existing employment site (HBBC Site Allocations and Development Management Policies DPD, 2016, Policy DM19).

3.5.2 The site has not yet been restored and the responsibility for the post-mineral use of the land now falls to FP McCann.

3.5.3 A previous application (HBBC ref. 20/00357/OUT), for employment uses potentially significantly larger in scale than those being sought as part of this application, was withdrawn in December 2020, mainly due to the lack of support on highways grounds. Application 20/00357/OUT did not specify any end-users of the site, and proposed provision for 200,000ft^2 of employment floor space and a potential net increase in daily vehicular trips to/from the site of 1,230.

3.5.4 The Applicant's precast concrete facility is a successful longstanding business in the area which has undergone several extensions in recent years to meet customer demands and provide further employment opportunities within the Borough. The Applicant's existing operations benefit from permanent permission for business and general industrial uses.

3.6 Site Baseline: Approved Restoration Scheme

3.6.1 Unlike the current FP McCann precast concrete manufacturing facility, the Cadeby Quarry processing area does not benefit from any permanent planning permissions but does benefit from the existing employment allocation under Policy DM19 of the HBBC Site Allocations and Development Management Policies DPD (2016). The currently approved quarry restoration scheme for the application site contains a mix of proposed habitats which consist primarily of semi-improved grassland and early successional communities, with areas of proposed scrub and woodland.

3.6.2 The approved plan showing the restored site upon completion of quarrying is the 'Restoration and Aftercare Cadeby West' Plan approved through permission ref. 2015/0496/04 (Drawing No. 2275/AC/1A). This application does not propose any modifications to the approved Cadeby Quarry restoration scheme beyond the 'red line' boundary of this application.

3.6.3 The approved restoration scheme contains:

- c.3.8 ha of Semi-Improved Grassland / Early Successional Communities
- c.2 ha of Woodland
- c.0.2 ha of Scrub
- Remaining areas made up of shared access road with Naneby Hall Farm and retained track for management access to land east/south-east of the application site.

3.6.4 The current state of the application site is not reflective of the permitted restoration scheme. Instead, the site consists of woodland habitat to the south and east of the site, a pond to the south eastern corner and a pond to the north. Within the north and central areas of the site, instead of the intended habitats the land has been restored to bare earth absent of soil. The proposed scheme shall result in a betterment to the existing conditions.

4 The Proposed Development

4.1 Introduction

4.1.1 This section of the Statement provides a description of the proposed development, consisting primarily of an extension to existing FP McCann operations at Cadeby by introducing a roof tile manufacturing facility.

4.1.2 A Site Layout Plan has been provided in support of the application (Drawing Number FPM-001-C.D.004) providing visual detail on the proposals.

4.2 Roof Tile Factory

4.2.1 The proposed roof tile factory consists of several elements of built development including the main manufacturing buildings (2no), material storage silos (4no), and ancillary tanks. The total footprint of the roof tile factory buildings would be 6,398m^2 comprising two separate buildings of 3,199m^2 each, linked by four central storage silos which themselves have a footprint of circa 350m^2 each.

4.2.2 The factory buildings would house the main roof tile manufacturing process. The buildings are proposed to have a height to eaves of 7m and a height to ridge of 10m.

4.2.3 The roof tile factory will be finished with box profile cladding in goosewing grey.

4.2.4 Four storage tanks are proposed to be erected to the eastern elevation of the manufacturing buildings. They will be constructed to ~25m x 14m to a height of 21.5m. The tanks will be used to store raw materials.

4.2.5 A Floor Plan and Elevations Plan for the Roof Tile Factory accompanies this application (Drawing No. FPM-001-C.D.005 and FPM-001-C.D.006) and illustrates the above.

4.2.6 The tile factory buildings would be sited centrally within the site, orientated similarly to the built form present on the Applicant's existing precast concrete facility. The roof tile factory buildings will have a working relationship with the internal vehicle route and the adjacent proposed aggregate storage bays via a conveyor that will be loaded to enable the transfer of raw materials from the storage bays directly into the roof tile factory.

4.3 Aggregate Storage Bays

4.3.1 A covered aggregate storage area as shown on the accompanying 'Proposed Aggregate Storage Bays' Plan (Drawing No. FPM-001-C.D.012) is proposed for the southern side of the roof tile factory, from which materials delivered to the site can be stored prior to use in the roof tile factory. The proposed storage bays consist of

five bays of equal size: 10m wide and 36.1m deep. The total footprint of the aggregate storage bay block is therefore 1,819m^2 once the precast walls separating each bay are considered.

4.3.2 The roof of the bays would be sloping, from 12m high at the opening elevation down to ~5m at the rear. The roof is to be constructed of steel box-profile cladding in goosewing grey, with 1200mm concrete planks lining the north and south side elevations. There is also proposed to be a shuttered / precast wall rising to ~3m for each bay.

4.3.3 Aggregate HGVs arriving on-site will deposit their load directly into these bays before heading back along the access road and exiting the site.

4.4 External Storage

4.4.1 Approximately 3.81Ha of the site will be dedicated to external storage of finished products (and internal access road). Within this area forklifts will be operated to transport goods around the site. The external storage area will appear visually consistent with that of the adjoining existing FP McCann precast concrete operations, albeit with a different stored final product.

4.5 Access Modifications

4.5.1 It is proposed to permanently close the existing access to the FP McCann precast concrete manufacturing facility to all vehicles and pedestrians as part of this proposal. The access to the site would instead be provided by the former Cadeby Quarry access which is located 40m east of the existing FP McCann access.

4.5.2 Utilising the former Cadeby Quarry access enables the maximum utilisation of the current FP McCann site, by enabling the existing access and internal road to be utilised for car parking. The former Cadeby Quarry access is long-established and does not require any modification prior to its use for the purposes intended within this application.

4.5.3 A new internal road will be created in the form of a dedicated two-way surfaced road which shall be routed through the site along its western perimeter to enable access to the existing FP McCann car park and the movement of HGVs between the existing precast concrete manufacturing facility and the application site. The internal vehicle and pedestrian routes proposed are shown on the Site Layout Plan.

4.5.4 At the northern end of the internal road, a layby to accommodate two 16.5m articulated HGV's will be provided. This is considered necessary in the unlikely event that multiple HGVs wish to enter the site and use the weighbridge at the same time.

4.6 Employee Parking

4.6.1 The existing FP McCann precast concrete manufacturing facility currently has 129 parking bays (as illustrated on Drawing No.3353-SK-05a). It is intended that additional bays will be implemented to the existing car park to account for the additional workforce the proposed development will require.

4.6.2 Drawing No.3353-SK-05a illustrates the car parking area with its potential for an additional 57 bays. As part of these proposals only 30 bays are required, therefore there is adequate room to accommodate the additional parking requirements within the existing car parking area.

4.6.3 Although not required by current policy within the adopted development plan, the applicant intends to install three electric vehicle charging points in the car park in line with the emerging Hinckley and Bosworth Local Plan 2020-2039 Policy HT03, which requires one EV charging point for every ten spaces in non-residential development. As the proposed development would see the addition of 30 car parking spaces, three EV charging points are proposed to be incorporated into the application site.

4.6.4 There are also 12 cycle parking spaces proposed in the form of six Sheffield Cycle Spaces.

4.7 Biodiversity Enhancement Area

4.7.1 North of Brascote Lane is an area of the site formerly utilised by Tarmac for stockpiling of aggregate. The area was previously worked for sand and gravel in the 1980s. The area is included within the Existing Employment Allocation as per Policy DM19 of the HBBC Site Allocations and Development Management Policies DPD (2016).

4.7.2 In total, across the site there is 5.05Ha dedicated to the delivery of meaningful landscape and ecological enhancement, performing as mitigation for the proposed built development, and to be utilised in the strengthening of existing mature vegetative boundary structure. The area specific for biodiversity enhancements to the north of the site measures 1.22Ha and is proposed to be dedicated solely to biodiversity enhancement.

4.7.3 The broad habitat types included within the proposed restoration scheme include:

- Native tree and shrub planting;
- Pond; and
- Habitat Mosaic, including scrub, wildflower meadow and diverse areas of grassland.

4.7.4 Native tree and shrub planting is proposed to the west of the biodiversity enhancement area. The planting scheme will incorporate late fruit-bearing species to enhance the autumn food source for birds and badgers that may utilise the area for foraging.

4.7.5 A small pond within the redline boundary will be lost as part of the proposed development. To offset this loss, a pond will be created within the biodiversity enhancement area. The pond will be designed to ensure that it can support breeding populations of great crested newt and other amphibians by incorporating marginal, submerged, and floating vegetation. Additionally, it will be landscaped to ensure the pond is of varying depths, with the deepest part of the pond being a minimum of 1m. Reedbeds will be planted around the periphery of the pond to provide refuge and potential nesting features for bird species. The reed beds will also act as a natural filtration for the pond.

4.7.6 Habitat mosaic is proposed for the remainder of the biodiversity enhancement area. The habitats will include areas of mixed scrub, wildflower meadow and diverse grassland. Species proposed within the scrub area include elder, gorse, bramble, hawthorn, blackthorn, field rose and dog rose. With the wildflower meadow and diverse grassland being created from a suitable mix applicable to the soil type. It is considered that the mix of habitat types within the biodiversity enhancement area will establish and mature providing foraging and refuge areas for a variety of notable species.

4.7.7 Additional supplementary native tree and shrub planting will also be provided around the eastern boundary of the wider development which will increase connectivity between the north and south of the site and into the surrounding landscape.

4.8 Landscaping

4.8.1 As stated in paragraph 4.7.2, there will be a total of 5.05Ha of landscaping and ecological enhancements across the site. East of the access point into the site there will be supplementary native tree and shrub planting to enhance an existing green corridor along the site's eastern boundary which largely comprises a drainage ditch and established vegetation. The drainage ditch is proposed to be utilised as part of the site's surface water management. Existing reedbeds present in the east of the site and the large lagoon in the south-eastern corner of the application site are proposed to be retained where not required for drainage purposes, and supported through interconnected planting wherever possible.

4.8.2 Further supplementary native tree and shrub planting will be introduced along the southern boundary of the site. The supplementary planting to the north and east is

designed so as to act as a screen from the Naneby Hall Farm complex, Brascote Lane and Footpath S65. In addition, strengthening the boundary vegetation will lead to an increase in species diversity and quality across the site.

4.9 Operating Hours

4.9.1 It is intended that the site shall be operated 24 hours a day Monday to Saturday. This is reflective of the flexible working arrangements at the existing FP McCann precast operation at Cadeby. As outlined within the Noise Report submitted as part of the extension permission 16/01902/FUL, the precast facility can operate on a 24-hour basis, however the normal operational times are 2am to 7pm (Mon-Fri with machinery starting at 4am) and 2am to 12.30pm on Saturdays, again with machinery starting at 4am.

4.9.2 The acceptability of the proposed operations to operate on a 24-hour basis Monday to Saturday on the environment and sensitive receptors is demonstrated within the technical chapters below, and the associated reports appended to this application.

4.10 Ancillary Development

4.10.1 In addition to the elements of the site noted above, there is to be a weighbridge included along the access road, south of the proposed HGV layby. Pedestrian access to the car park is also intended to be provided at the northern end of the internal access road.

4.10.2 A septic tank / treatment system shall be installed on site which has the capability to accommodate the proposed additional site employees.

4.10.3 The existing former quarry office on-site will be retained for continued use; the electrical supply to the site is routed through the former quarry office.

4.10.4 Although not forming part of this application, the applicant intends install roof-mounted solar panels within the confines of their PD rights (GPDO Part 14 Class J). Given the size of the proposed roof space, the proposed development is a significant opportunity for the application site to become energy self-sufficient. It is anticipated that the roof-mounted solar potential of the site is such that the Applicant would benefit from a surplus. This would result in a reduction in the carbon impact of the existing FP McCann Facility as surplus energy generated by the proposed solar panels would be utilised to power the Applicant's existing facility.

5 Design and Access Considerations

5.1 Introduction

5.1.1 In line with the Development Management Procedure Order (2015) as amended, this section of the statement also contains relevant aspects required to ensure that the statutory requirements of providing a 'Design and Access Statement' are met.

5.1.2 Furthermore, a thorough review all relevant technical considerations has been undertaken to understand how the development proposal could be progressed whilst maintaining acceptable impacts on the site and surrounding population and environment.

5.2 Use

5.2.1 A detailed description of development is included within Section 4 above, however the following is a summary of the intended development.

5.2.2 The application seeks to provide an extension to the existing manufacturing operations of FP McCann at Cadeby. The land is adjacent to the existing facility and is the former Tarmac Cadeby sand and gravel Quarry. The main element of the proposal is the construction of a roof tile manufacturing facility to be operated 24 hours Monday to Saturday. In addition to this there is required associated development and infrastructure, this includes:

- External product storage areas;
- Aggregate storage bays to store material delivered to site;
- Site offices, weighbridge, electrical building;
- Amended site access off Brascote Lane including the closure of FP McCanns existing site access. The internal site road will provide access into the existing car park, existing precast concrete facility and the proposed development;
- Extension to the existing car park at the adjacent facility to accommodate increase in staff levels; and,
- Biodiversity enhancement area and landscaping.

5.3 Amount

5.3.1 The total site area is 10.56Ha. This compromises 1.1Ha of new built development, 3.81Ha of ancillary access and external storage, 0.6Ha of the existing car park which is to be partially reconfigured, and 5.05Ha of landscape and biodiversity enhancement including mitigation measures.

5.3.2 The roof tile manufacturing buildings will cover a footprint of 6,398m^2. This consists of two production buildings of 3,199m^2 each. The total dimensions of each being 60.7m x 52.7m with a ridge height of 10m. The tallest aspect of the roof tile facility are the four storage tanks sited

centrally between the manufacturing buildings. These will be constructed to ~25m x 14m to a height of 21.5m. Drawing Numbers FPM-001-C.D.005 and FPM-001-C.D.006 contain the elevations for the roof tile manufacturing buildings.

5.3.3 The aggregate storage bays onsite will cover 1,819m^2 of floorspace and will benefit from five bays, with dimensions of 36.1m x 50.4m and a height of 12m. Drawing Number FPM-001-C.D.012 contains the elevations of the aggregate storage bays.

5.3.4 As consistent with the existing adjoining FP McCann operations, a large proportion of the site will be used for external open-air product storage (3.81Ha).

5.4 Layout

5.4.1 The site consists of three main areas, these being the main site area to the south of Brascote Lane, the biodiversity enhancement area to the north of Brascote Lane and finally the car park and access are of the existing FP McCann facility adjoining the main site area.

5.4.2 The intended layout of the proposed development can be seen on Drawing Number FPM-001-C.D.004. The overall siting of proposed elements is summarised below:

- Main Site Area – The roof tile manufacturing facility will be the largest structure on-site. It is proposed to be located south of the sites centre point in a northeast / southwest orientation, with the aggregate storage bays located to the southeast. The site access point is to the northwest of the main site area. Here the site internal access road travels south, running adjacent to the tile factory to the southwest before ending between the tile factory and aggregate storage bays. The existing weighbridge present on-site will be relocated along the internal site road. It is also proposed to reuse the site office building, without modifications to the site layout. The residual outdoor areas of the site be utilised for external storage, with the exception of dedicated landscaping and boundary habitat enhancement areas which have been designed to assist with site drainage and opportunistic biodiversity enhancement.
- Biodiversity Enhancement Area – The 1.22ha area north of Brascote Lane is dedicated solely to providing biodiversity gains. It will feature to wooded area and waterbody to the west, with a habitat mosaic dominating a large part of the area. Detail regarding the specific habitats created and species supported are included in Section 4.7 of this statement.
- Car Parking – The car park will remain in situ to the west of the proposed development with the additional spaces required being located mainly along the western boundary of this area and to the south. The original access point into this area of the site will be blocked up as part of the development (see 'Access' for more detail).

5.5 Scale

5.5.1 The total site area is 10.56Ha (105,600m^2), which as stated above is split across three main areas. With regard to built development within this site area the main aspects consist of the roof tile factory and aggregate storage bays. In total, these cover a footprint of 8,224m^2, which is less than 10% of the total site area. The majority of the overall site area will consist of the landscaping and biodiversity enhancement areas, as well as the external storage area free from built form.

5.5.2 The site is included within the adopted Site Allocations and Development Management Policies DPD as an existing employment allocation as part of Policy DM19. This would suggest acceptability to a more intensive employment development than that proposed as part of this application. However, the applicant respects the fact that the site is outside that of settlement / built development boundaries and therefore constitutes 'countryside'. Following an iterative process to determine the site layout and scale, the proposal illustrated on Drawing No. FPM-001-C.D.004 was chosen.

5.5.3 The scale of the built development within the proposed development, is similar to that of the existing FP McCann facility adjacent, which has proven its acceptability with regards to environmental and policy considerations across is longstanding tenure and numerous permitted extensions / alterations.

5.5.4 The scale of built development is limited when considered in the context of the wider employment allocation. The proposed use of the site is predominately external product storage with a 5.05Ha area dedicated to open ecological enhancement.

5.5.5 The development proposals respect a maximum built height of 21.5m to ensure no overbearing and dominant areas of height within the built context of the site. Furthermore, the site was previously developed by Tarmac to hold the processing plant and storage / stocking area for mineral. Therefore, the proposals are reintroducing built form to a site which has previously contained significant plant, machinery, built form, and intensive mineral processing across its footprint.

5.6 Appearance

5.6.1 The appearance of the development largely follows its manufacturing function. It is considered that the facades and detailing will be of high quality, appropriate for the individual uses of each building. The roof tile factory will consist of cladding as per the existing FP McCann buildings on the adjacent facility to ensure consistency and reduced landscape impact.

5.6.2 The aggregate storage bays will have a roof of steel box-profile cladding in goosewing grey. The walls at ground level will be constructed of shuttered / precast concrete ~3m high.

5.7 Landscaping

5.7.1 Landscaping within the site has been carefully considered within the application in order to comply with local and national policy which states that development should deliver no net loss in biodiversity and make enhancements where possible.

5.7.2 The accompanying Preliminary Ecological Appraisal confirms that development of the site does not have the potential to affect any statutory or non-statutory designated site for nature conservation.

5.7.3 Within the main site area, east of the access point into the site, there will be supplementary native tree and shrub planting to enhance a connected eastern green corridor. There is a linear feature of trees and shrubs along eastern part of the site separating the external storage area from the established mature vegetation / woodland between proposed operational areas and Naneby Hall.

5.7.4 A surface water drainage ditch shall follow the path of the green corridor south to the proposed surface water management / attenuation pond, which in turn will connect via an overflow to the existing reedbed and lagoon in the south eastern corner of the application site. Further supplementary native tree and shrub planting will be introduced along the southern boundary of the site. The supplementary planting to the north and east is designed so as to act as a screen from the Naneby Hall Farm complex, Brascote Lane and Footpath S65. In addition, strengthening the boundary vegetation will lead to an increase in species diversity and quality across the site.

5.7.5 As previously mentioned, the area north of Brascote Lane is to be dedicated to Biodiversity Enhancement. The area is to include woodland to the west (as existing), introduction of a waterbody to the west, with the majority of this area consisting of a habitat mosaic. The habitat mosaic will consist of scrub, wildflower meadow, and diverse areas of grassland. Further detail regarding the Biodiversity Enhancement Area is included in Section 4.7 of this statement.

5.8 Access and Movement

5.8.1 The proposed development will retain the existing connection to the public highway and will retain access to the site from the A447 Hinckley Road, via Brascote Lane. The lane provides access to the existing FP McCann site, and access to the former Cadeby Quarry. Brascote Lane has three formal passing bays recently implemented in accordance with the planning permission for the expansion of the FP McCann precast concrete manufacturing facility.

5.8.2 Access into the proposed development will utilise the existing former Cadeby Quarry access, south off Brascote Lane. The site internal road then heads south to the southern boundary before moving east between the roof tile building and the aggregate storage bays. The internal site road will provide access into the existing FP McCann car park and will become the

new formal access for the existing facility to the west of the proposed development. In addition to providing access to the car park, a layby sufficient to accommodate two articulated HGVs will be constructed at the northern end of the site internal access road, near to the access point. There would also be 12 cycle parking spaces available in the form of 6 Sheffield cycle stands.

5.8.3 The existing access used for the FP McCann Precast Facility will be closed off in favour of using the more formalised dedicated access point proposed as part of this application. Five additional car parking spaces are proposed to be implemented in place of the existing access point.

5.8.4 The accompanying Transport Assessment has considered traffic impacts and potential safety concerns. The assessment forecasts modest traffic generation with no severe impact upon the local highway network.

5.8.5 The proposed access was utilised as part of Cadeby Quarry throughout the site's mineral life. It is not proposed to modify the proposed access in any way, and it is considered that there are no anticipated issues regarding the use of the access by the proposed additional traffic movements associated with the proposed operations and the operations of the current precast concrete manufacturing facility.

6 Planning Policy Considerations

6.1 Introduction

6.1.1 Section 38(6) Planning and Compulsory Purchase Act 2004 states that determination must be made in accordance with the development plan unless material considerations indicate otherwise. The Planning and Compulsory Purchase Act 2004 defines the development plan as the development plan documents (taken as a whole) which have been adopted or approved in relation to that area.

6.1.2 In reaching a decision on this application the first consideration is therefore whether the proposals accord with the development plan. Having done this, it is then necessary to have regard to all other material considerations. Other material considerations include all relevant policy considerations contained in the emerging development plan and national policy and guidance through the National Planning Policy Framework (NPPF) (2021).

6.1.3 This chapter of the Statement focuses on the key planning policy considerations including the need for and the acceptability of the development within the environment. The consideration of the relevant planning policies provides the reasoned justification for granting Planning Permission.

6.2 The Development Plan

6.2.1 The development plan covering the application site does not include either Area Action Plan adopted in Hinckley and Bosworth Borough, and comprises of the following documents:

- Hinckley and Bosworth Core Strategy (2009); and
- Hinckley and Bosworth Site Allocations and Development Management Policies DPD (2016); and
- Leicestershire Minerals and Waste Local Plan (2019).

6.2.2 Hinckley and Bosworth are also in the process of reviewing their Local Plan, which will see the Core Strategy and the Site Allocations and Development Management Policies DPD replaced by a single document – Hinckley and Bosworth Local Plan 2020-2039.

6.2.3 The main points of relevance are considered to be as follows:

Hinckley and Bosworth Core Strategy (2009)

6.2.4 The Hinckley and Bosworth Core Strategy was adopted in December 2009 and sets the overarching strategy and core policies for the Borough up to 2026. The document does not contain any specific policy relating to employment or to development in countryside locations. However, key points and a single policy contained within the Core Strategy of particular relevance to this application are summarised below.

6.2.5 The maps contained within the Core Strategy show the site is not part of any built-up area and is therefore classed as 'countryside' in planning terms.

Spatial Objectives

6.2.6 The Core Strategy lists 13 'Spatial Objectives' which support the vision of the document. The Spatial Objectives include Spatial Objective 1 'Strong and Diverse Economy' which aims to "strengthen and diversify the economy by providing sufficient, sustainably located, good quality land and premises and other support programmes, including skills training, to encourage appropriate sectors with growth potential including high value manufacturing businesses, business services, tourism, rural diversification initiatives and the cultural and creative industries…"

6.2.7 Other Spatial Objectives set out the Core Strategy's focus on ensuring 'Strong and Vibrant Rural Communities' (Spatial Objective 3), and 'Identity, Distinctiveness and Quality of Design' (Spatial Objective 9) which aims to enhance the environment through sustainable design.

Policy 14: Rural Areas: Transport

6.2.8 Policy 14 supports accessibility within rural areas, and outlines that developers will be required to contribute towards these initiatives through developer contributions and/or land where they meet tests set out in national guidance.

Policy 20: Green Infrastructure

6.2.9 Policy 20 supports redevelopment and restoration of current and future mineral extraction sites in the north-eastern zone to provide green infrastructure assets and benefits for the district.

Hinckley and Bosworth Site Allocations and Development Management Policies DPD (2016)

6.2.10 The Site Allocations and Development Management Policies Development Plan Document (DPD) was adopted in July 2016 and aims to allocate land to deliver the development requirements outlined in the Core Strategy. A summary of the content of the Site Allocations and Development Management Policies DPD and points of particular relevance to this application are outlined below.

6.2.11 The application site is located in policy terms as within open countryside and is beyond the settlement limits of Cadeby village, which is listed as a rural hamlet in the Site Allocations and Development Management Policies DPD. The DPD does not propose residential or employment allocations any closer to the application site than the existing village settlement limits. No land is allocated for built development on the eastern side of the A447 at Cadeby or along the southern stretch of Brascote Lane towards the Windmill Inn from Newbold Verdon.

6.2.12 Prior to listing the Development Management Policies contained within the DPD, paragraph 11.3 of the document states that:

"The statutory status of the Development Plan means that it is the starting point for decision making and this has not changed with the adoption of the National Planning Policy Framework. For this reason, every attempt has been made to ensure that these Development Management Policies, along with the Core Strategy and other documents in the Local Plan 2006-26, will be the first port of call when assessing planning applications. It is however acknowledged that, over time, there will be changes in National Policy which may identify an area where this document is silent or could render sections of these policies out of date. In cases such as these, the Borough Council will pay particular regard to Policy DM1: Presumption in Favour of Sustainable Development in their decision making."

Policy DM1: Presumption in Favour of Sustainable Development

6.2.13 Policy DM1 relates to all 13 of the Spatial Objectives within the Core Strategy (2009) and states that planning applications in accordance with Local Plan (and, where relevant, Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Borough Council will grant permission unless material considerations indicate otherwise, taking into account whether:

a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

b) Specific policies in that Framework indicate that development should be restricted.

Policy DM3: Infrastructure and Delivery

6.2.14 The Policy states that where development creates the need for additional/improved infrastructure, developers are expected to make such provision directly or indirectly via funding mechanisms.

Policy DM4: Safeguarding the Countryside and Settlement Separation

6.2.15 Policy DM4 aims to protect the intrinsic value, beauty, open character and landscape character through safeguarding the countryside from unsustainable development. Development in the countryside is said in Policy DM4 to be considered sustainable where, inter alia:

c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses;

and:

i. It does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and

ii. It does not undermine the physical and perceived separation and open character between settlements; and

iii. It does not create or exacerbate ribbon development;

iv. If within a Green Wedge, it protects its role and function in line with Core Strategy Policies 6 and 9; and

v. If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21

Policy DM6: Enhancement of Biodiversity and Geological Interest

6.2.16 Policy DM6 states that proposals must demonstrate how they conserve and enhance features of nature conservation and their long-term future management. The Policy requires major developments to include measures to deliver biodiversity gains. On-site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. Proposals should aim to result in no net loss to biodiversity. If harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.

Policy DM7: Preventing Pollution and Flooding

6.2.17 Policy DM7 requires development proposals to demonstrate no adverse impacts on water quality, ecological value or the drainage function of water bodies along with demonstrating other acceptable impacts on air quality, land stability, and amenity.

Policy DM10: Development and Design

6.2.18 Policy DM10 aims to protect the privacy and amenity of neighbouring residents and adjacent buildings, as well as aiming to ensure that the design of development respects the local area and incorporates a high standard of landscaping where it would add to the quality of the design and siting. Schemes may incorporate SUDs, wildlife areas, ponds, swales and permeable paving where appropriate.

Policy DM12: Heritage Assets

6.2.19 The Policy expects all proposals affecting heritage assets and their setting to secure their continued protection or enhancement.

Policy DM17: Highways and Transportation

6.2.20 Policy DM17 states that proposals will be supported where they, inter alia:

a) Seek to make the best use of existing public transport services, and where appropriate, provide opportunities for improving and sustaining the viability of those services;

b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;

c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;

d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;

e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

Policy DM18: Vehicle Parking Standards

6.2.21 The Policy states that "all proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision."

Policy DM19: Existing Employment Sites

6.2.22 The application site is included within the DPD as an existing employment allocation (ref. CAD07) covered by DM19. The categories within DM19 relate to the retention of the site over the Plan period; Category B is the middle category where the Council will give positive consideration to proposals for partial or total loss of the sites for uses other than B1, B2 and B8 use classes where:

"*a) the proposed proportion of uses falling outside B1, B2 and B8 use classes stands in line with the recommendations in the most up-to-date Employment Land and Premises Review; or*

b) the development diverges from these recommendations. The applicant must demonstrate that:

i. the site/premise is no longer suitable or reasonably capable of being redeveloped for employment purposes; or

ii. the site/premise has been proactively marketed for employment purposes for a reasonable period of time at a reasonable market rate as supported and demonstrated through a documented formal marketing strategy and campaign, in line with the most up-to-date Employment Land and Premises Review; or

iii. there will be a significant community benefit which outweighs the impact of losing the employment site/premises."

Leicestershire Minerals and Waste Local Plan (2019)

6.2.23 The Minerals and Waste Local Plan (MWLP) for Leicestershire was adopted in September 2019. The document sets out clear guidance on the nature and preferred location of sustainable Minerals and Waste development within Leicestershire up until the year 2031. Policies pertinent to the determination of this application include:

Policy M11: Safeguarding of Mineral Resources

6.2.24 The entirety of Cadeby Quarry and surrounds are located within a sand and gravel mineral safeguarding area within the MWLP. Policy M11 aims to protect mineral resources from permanent sterilisation, including by non-minerals development.

Policy DM12: Restoration, Aftercare and After-use

6.2.25 The Local Plan seeks to protect and enhance the environment through ensuring that 'temporary' minerals development is supported by a high-quality restoration and aftercare programme. The approved restoration programme must attain a net gain in biodiversity and, dependent on size, must create a priority habitat/habitats.

6.2.26 Within the policy justification, it is recognised that restoration of former mineral sites may deviate from the original use of the site to provide alternative uses that would offer local or wider community benefits.

6.3 Material Planning Considerations

6.3.1 Other Material Considerations, include consideration of the following policy guidance documents as well as emerging Local Plan policy:

- The National Planning Policy Framework 2021;
- Hinckley and Bosworth Local Plan 2020-2039 – Draft Plan (Reg 19) February 2022; and,
- Hinckley and Bosworth Borough Council Landscape Character Assessment (2017).

6.3.2 The main policies and allocations of relevance to the consideration of the application are provided below.

The National Planning Policy Framework 2021

6.3.3 The National Planning Policy Framework (NPPF) was originally published in March 2012, with the latest version published in July 2021. The document sets out the overarching planning policy that shall be implemented through the development plan and determination process. The NPPF is the most up-to-date planning policy document relevant to the application and constitutes a material consideration in determining applications.

6.3.4 As a general approach to development, paragraph seven of the NPPF states that "the purpose of the planning system is to contribute to the achievement of sustainable development" which involves the positive pursuit of development that provides net gains across the three overarching objectives of sustainable development (set out at paragraph 8) which are:

- An economic objective;
- A social objective; and
- An environmental objective.

6.3.5 At the heart of the NPPF is a presumption in favour of sustainable development which translates into decision-taking at paragraph 11 as:

- approving development proposals that accord with an up-to-date development plan without delay; and
- where there are no relevant development policies, or the policies which are most important for determining the application are out of date, granting permission unless:
    - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.3.6 Paragraph 84 of the NPPF emphasises the importance of building a strong and competitive economy through placing significant weight on the need to support economic growth. The NPPF specifically highlights the need to support a prosperous rural economy through:

- the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;

6.3.7 Paragraph 88 supports the provision of employment land located adjacent to or beyond existing settlements where the development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable. The re-use of previously developed land and development on sites that are well-related to existing settlements is encouraged.

6.3.8 NPPF includes guidance at paragraph 174 on conserving and enhancing the natural environment, including by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. Proposals should also minimise impacts on biodiversity and provide for net gains for biodiversity.

6.3.9 Paragraph 209 provides guidance on the importance of safeguarding the supply of mineral resources and references their finite nature.

6.3.10 Paragraph 210 (part h) supports the efficient reclamation of worked land, taking aviation safety into consideration. Restoration and after-care schemes for former minerals development must be of high quality.

Hinckley and Bosworth Local Plan 2020-2039 – Draft Plan (Reg 19) February 2022

6.3.11 The emerging Local Plan Review will eventually form the sole development plan document in Hinckley and Bosworth, replacing the existing framework of documents. The Local Plan

Review aims to guide the type, amount and location of development across the Borough up to 2039. The Local Plan Review is currently being prepared; with the latest iteration of the emerging plan the 'Draft Plan' consultation paper published in February 2022.

6.3.12 Within this stage of the emerging plan there are draft policies to consider. Below is a summary of draft policies pertinent to the proposals.

SS01 Sustainable Development

6.3.13 Development that accords with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise.

CC01 Mitigation and Adaptation to Climate Change

6.3.14 Proposals will be supported where they demonstrate the principles of climate change mitigation and adaptation have been embedded into the scheme.

CC02 Flood Risk

6.3.15 Application for development requiring a Flood Risk Assessment will be required to address the actual and residual risk from all forms of flooding and the impact of climate change. The assessment should be prepared in accordance with national guidance.

6.3.16 All development proposals should, where possible, include measures to reduce and manage surface water through sustainable drainage systems (SuDS) in line with policies CC03 and PMD03.

CC03 Sustainable Drainage Systems

6.3.17 Development proposals are required to integrate well-designed and naturalised SuDS to manage flood risk and water quality.

PMD01 High Quality Design

6.3.18 The Borough Council will require the highest standards of design, architecture and inclusivity and place making.

PMD03 Preventing Pollution

6.3.19 Proposed development must demonstrate that it will not adversely impact the water quality, ecological value or drainage function of water bodies; or impact environmental via air quality, noise and vibration.

EPP02 New Employment Development

6.3.20 Proposals for new development will be supported within existing employment areas, as identified in the most up to date Employment Land and Premises Study and within designated Enterprise Zones. Employment development will also be acceptable if suitably located next to existing employment areas.

6.3.21 The policies provide a list of considerations that proposals must demonstrate.

EP03 Existing Employment Areas

6.3.22 Proposals for the development of employment uses within existing employment areas will be supported where they accord with other policies of the Local Plan. The most recent Employment Land and Premises Study has categorised the employment land in to Category A, B and C. The Employment Land and Premises Study recommended the application site to be Category B.

6.3.23 Category B areas are to retain employment use where possible. Non employment development within these areas must demonstrate they meat listed criteria within the plan policy.

HE01 Conserving and Enhancing the Historic Environment

6.3.24 The historic environment is to be conserved, enhanced, sensitively managed and enjoyed for its contribution and quality of life. Development which could impact a heritage asset must provide a Heritage Statement to accompany proposals and significant weight shall be given to the conservation or enhancement of designated heritage assets and their setting in accordance with national policy.

HE02 Heritage Assets

6.3.25 Development proposals affecting heritage assets (both designated and non-designated) and their settings should recognise and respond to their significance and demonstrate how they conserve or enhance the significance of the asset(s), including any contribution made by their setting where appropriate.

NAT01 Green Infrastructure

6.3.26 Development proposals will be supported which contribute to the growth and enhancement of the borough's multi-functional green infrastructure network in line with requirements listed as part of the policy.

NAT03 Trees, Hedgerows, Woodlands and Development

6.3.27 Planning permission will not normally be permitted where the proposals adversely affects trees, woodlands and hedgerows which are: TPO, Ancient Woodland , Veteran Tree or within a site of nature conservation importance which has statutory protection.

6.3.28 Development proposals will be supported which provide tree planting on-site. Where there is unavoidable tree loss on site, replacement trees will be required to be planted on site where appropriate.

NAT07 Protecting Biodiversity

6.3.29 Development which is likely to have adverse impact on Internationally and Nationally designated sites / irreplaceable habitats / locally important sites will not be permitted.

NAT08 Enhancing Biodiversity and habitat connectivity

6.3.30 Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for long-term future management. All development should provide a net gain in biodiversity where possible, and as a minimum there should be no net loss in biodiversity.

6.3.31 Major developments in particular must include measures to deliver biodiversity gain through opportunities to: restore and enhance existing features on site, create additional habitats and ecological networks, and linking of existing habitats to create links between ecological networks and where possible, with adjoining features. If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.

NAT09 Development in the Countryside and Settlement Separation

6.3.32 Criteria is provided as to when development in the countryside will be considered sustainable. This includes significantly contributing to economic growth, job creation and / or diversification of rural businesses.

NAT10 Landscape Character

6.3.33 Development proposals will protect and enhance the key landscape features and visual sensitivities of the landscape character areas identified in the latest Borough Council Landscape Character Assessment and Landscape Sensitivity Study.

HT01 Highways and Transportation

6.3.34 Development proposals will be supported where the applicant has demonstrated the proposal has addressed the listed criteria. All proposals for new development and changes of use should conform to the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority, and, where appropriate, be supported by a transport assessment and travel plan.

HT02 Parking Standards

6.3.35 All proposals for new development will be required to provide an appropriate level of parking provision in conformity with the prevailing highways authority design guidance, justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision.

6.3.36 On site cycle parking should be provided however where it is demonstrated that the minimum on-site provision to meet the standards set out in the highways authority design guidance is not feasible, a financial contribution will be required towards public facilities.

HT03 EV Charging Infrastructure

6.3.37 Proposal for non-residential development will be required to provide one electric vehicle charging point for every 10 parking spaces and at least 1 charging unit should be provided for every 10 disabled parking spaces. 10% of all remaining spaces will require passive infrastructure.

INF01 Infrastructure and Delivery

6.3.38 Where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to provide the necessary infrastructure or undertake measures to directly mitigate the developments impact to an acceptable level. The Borough Council will seek developer contributions towards critical and essential infrastructure and, where applicable, delivery of the respective schemes set out in the Infrastructure Delivery Plan.

INF02 Water Supply and Wastewater Management

6.3.39 Applicants of all major development will need to demonstrate to the satisfaction of the relevant authority that there is, or will be, adequate water supply and wastewater treatment infrastructure and capacity in place to serve the development at the time of occupation.

6.3.40 Any new water supply, sewerage or wastewater treatment infrastructure must be in place prior to the occupation of the development, or if applicable, the respective phase of development.

Hinckley and Bosworth Borough Council Landscape Character Assessment (2017)

6.3.41 The Hinckley and Bosworth Council Landscape Character Assessment 2017 is a review and update to the previous edition from 2006. The purpose of the document is to inform the management of future change, as well as inform Local and Neighbourhood Plan policy. The document assesses the features of the landscape which makes the borough distinctive. This includes Geology, Topography, Hydrology, Soils, Biodiversity, Woodland, Historic influences, Land use, Settlements, Settlement patterns, Infrastructure, Green Wedges, Country Parks, Ecological Designations and Heritage Designations.

6.3.42 The Character Assessment identifies the site to be within a Landscape Character Type of 'Agricultural Parkland' and within proximity to 'Rolling Farmland'; and the Landscape Character Area of 'Bosworth Parkland'.

6.3.43 The policies and objectives of this document will be considered as part of the Landscape and Visual Impact Assessment.

6.4 Key Planning Policy Considerations

6.4.1 From a review of the main planning policy applicable in consideration of the application, it is considered that the main considerations relate to the principle of siting the proposed roof tile

manufacturing facility in this location, as well as the potential environmental impact(s) of the development and ensuring, through appropriate mitigation, that the development does not cause detrimental impact upon the local environment or amenity.

6.4.2 National and local planning policy / guidance outline that in the determination of the application, regard should be had to the environmental acceptability of the proposal alongside consideration of the likely economic and social impact(s) of the development. The following Chapters of this Statement consider the acceptability of the proposed development on the local community and the immediate and wider environment.

6.4.3 As part of the suite of works undertaken as part of this proposed development, a range of technical reports and surveys have been undertaken to ensure the proposal will be acceptable in policy terms.

7 Need

7.1 Economic Benefits

7.1.1 The proposed development would facilitate the creation of approximately 25 new employment positions at FP McCann. This represents a direct economic benefit of the proposal. However, it is anticipated that a significant number of jobs would also be supported indirectly through the supply chain.

7.1.2 Furthermore, a key objective of the application is to introduce roof tile manufacturing to the Applicant's business portfolio at Cadeby. The introduction of roof tile manufacturing comes from significant demand for the product, which was not significantly impacted by the Covid-19 pandemic and is showing signs of further growth and demand.

7.1.3 Demand for roof tiles is now considerable, with the national recovery from the pandemic and major delays in the completion of housebuilding across the UK affected by a lack of steady supply of building materials, including roof tiles. The National Federation of Roofing Contractors (NFRC) have recently reported lead times for roof tiles averaging 24 weeks, with some products delayed significantly longer.

7.1.4 Given the ongoing housing crisis, it is anticipated that the need for a steady supply of roof tiles to meet market demands will become more important than ever in the coming months and years.

7.1.5 Wider economic benefits of the proposed development also include the significant contributions made by the Applicant's operations at Cadeby in terms of both local business rates and the contribution made to the national exchequer.

7.2 Environmental Benefits

7.2.1 Whilst it is acknowledged that the proposed development would facilitate the creation of new built development at a site that currently does not benefit from any permanent planning permission, the proposal also represents an opportunity to implement afteruses for the site post-mineral extraction that are more appropriate than those currently approved. The approved Restoration Plan for the site is dated 2015. The thorough implementation of the Restoration Plan as approved would not maximise opportunities to better reflect the current ecological situation of the site, as reflected within the Preliminary Ecological Assessment accompanying this planning application.

7.2.2 The approved Restoration Plan does not provide any allowance for the retention of some features currently present on-site that are of high ecological value, and are known to support protected species. For example, the exposed sand faces in situ on the northern part of the application site are demonstrably used by protected species. The sandy floor of the northern section of the site is also known for its regular use by protected species. Implementation of

the approved Restoration Scheme would see the creation of a scrub / semi-improved grassland / early successional communities mix of habitats in that location.

7.2.3 Similarly, it is recognised from recent ecological surveys of the site (detailed within the PEA accompanying this application) that quite significant reedbed habitats have developed at the eastern extremity of the site, close to the large lagoon. The reedbed habitats present are required to be removed and replaced with dry woodland as per the approved Restoration Plan for Cadeby Quarry. The same can be said of the large lagoon which, if the afteruses of the site were to be in accordance with the approved Restoration Plan, would need to be replaced with wet woodland.

7.2.4 As stated later in this Statement, the proposed development has been designed to maximise support for protected species that are known to use the site and to provide effective landscaping in order to establish permanent industrial operations that utilise boundary planting and habitat enhancement to ensure coherence with the wider network of habitats in the locality.

7.2.5 Finally, although not forming part of this application, it is noteworthy that it is the intention of the Applicant to install roof-mounted solar panels within the site to maximise the green credentials of the development. It is anticipated that the roof space that would be available upon the implementation of the scheme would enable the site to become energy self-sufficient and is even likely to result in surplus energy being generated.

7.3 Location of the Facility

7.3.1 Further to the consideration of the economic need for the development as set out above, it is considered that the application site is an ideal location for the expansion of the Applicant's operations. A key benefit of the proposed development is the ability for the site to act as an extension to an existing industrial facility rather than as a new standalone industrial land use.

7.3.2 The proposed development would retain the historic link between the application site and the FP McCann operations at the precast concrete manufacturing facility. Practical benefits of the inter-connected relationship include ability to share facilities such as car parking, as demonstrated in this application.

7.3.3 The site is located strategically close to the A447 via Brascote Lane, which has historically supported regular HGV and employee vehicle movements to/from the site.

7.3.4 Importantly, in policy terms the proposed development is supported by the established principle of employment uses at the site as a consequence of its location wholly within an existing employment allocation as per the adopted HBBC Site Allocations and Development Management Policies DPD. (Policy DM19).

7.3.5 In addition, the Applicant benefits from an existing relationship with Cadeby Parish Council. The Applicant has operated at Cadeby for a number of years and there are open lines of communication between the Applicant and the local community.

7.3.6 Finally, the application site has a long history of mineral and industrial uses through its former life as a quarry processing area and the longstanding presence of the former Tarmac Readymix operations. It is only since 2021 that the site has not been used for industrial land uses that involved frequent HGV movements to/from the site. The same case can be made for Brascote Lane: there is an established and historic use of the Lane for traffic movements associated with mineral and Readymix land uses.

8 Landscape and Visual Considerations

8.1 Legislative and Policy Context

8.1.1 The adopted development plan documents and the NPPF contain policies and text concerning the potential for landscape and visual impact in connection with development proposals. In addition, the HBBC Landscape Character Assessment contains detailed review of the typical characteristics of the landscape area in which the site is located.

8.1.2 The thrust of local development plan policies encompasses the advice in NPPF to protect, maintain and enhance the landscape, particularly landscape with specific designation or identified opportunities for enhancement.

8.2 Consideration of the Potential for Impact

Potential for Overall Impact

8.2.1 As a result of the proposed development, the local landscape character could be changed through the following:

- Permanent presence of industrial land uses onto land that has never supported permanent industrial operations;
- The size, scale and nature of its built form;
- Movements associated with operations/vehicles entering and leaving the site;
- Changes to the setting of local heritage assets.

8.2.2 A Landscape and Visual Impact Assessment (LVIA) has been prepared by a Chartered Landscape Architect at Heatons. The LVIA assesses the potential landscape and visual impacts associated with the proposed development in order to determine the likely effects (if any) on the landscape and visual character of the area. It also contains recommendations where necessary for mitigation measures to be incorporated into the design of the proposals.

8.2.3 The full LVIA is provided accompanying this Statement at Technical Appendix A.

LVIA Methodology

8.2.4 The LVIA has been prepared in accordance with the Landscape Institute and the Institute of Environmental Management and Assessment Guidelines for Landscape and Visual Impact Assessment (GLVIA 3), Photography and Photomontage in Landscape and Visual Assessment and Natural England, An Approach to Landscape Character Assessment. Desktop and site surveys were used in the preparation of the LVIA.

8.2.5 The guidelines explain that both landscape and visual effects are dependent on the sensitivity of the landscape resource or visual receptors and the magnitude of impact. The 'assessed overall level of significance of impact' is the final judgement about whether each effect identified is significant or not in terms of the importance/gravity of the environmental effect.

8.2.6 The full LVIA Methodology is included as Appendix B of the LVIA, and is provided accompanying this Statement at Technical Appendix A.2.

Landscape Designations and Baseline Character

8.2.7 At a national landscape scale, the site is located at the boundary of Natural England's National Character Area (NCA) 71 'Leicestershire and South Derbyshire Coalfield' and (NCA) 94 'Leicestershire Vales'.

8.2.8 At a local level, Hinckley and Bosworth Borough Council's Landscape Character Assessment (2017), defines the site as being located within the Bosworth Parkland Landscape Character Area C (LCA C). The key characteristics are defined as follows:

- Rolling farmland and parkland with gentle slopes which rise and fall reaching a high point around the town of Market Bosworth;
- Scattered trees, woodland and smaller fields of pasture around settlements add interest to the regular pattern of enclosure fields divided by low hawthorn hedges;
- A rural and peaceful character with development limited to scattered farm buildings and historic settlements well-integrated into the landscape by vegetation and small scale of buildings;
- Parkland of Bosworth Park with avenues and Bosworth Hall country estate;
- Recreation and tourism - Market Bosworth Country Park and a good network of public footpaths and routes popular with cyclists. Destinations include Market Bosworth, the Battlefield Visitor Centre, the Battlefield Line Railway and the Ashby Canal;
- Bosworth Battlefield has strong heritage associations;
- Historic villages of Cadeby and Sutton Cheney, with attractive red brick buildings and farm cottages, have a strong relationship with the surrounding agricultural landscape; and,
- Market Bosworth provides an important focus within the area and St Peter's church provides a key landmark.

8.2.9 In terms of landscape designations, the site is not located within a Nationally Designated Landscape; it is not within a National Park or Area of Outstanding Natural Beauty. There are no Listed Buildings, Scheduled Ancient Monuments, or Sites of Special Scientific Interest within the Site, although there are listed buildings within the surrounding landscape context.

8.2.10 A section of Public Bridleway S25 traverses the Site, along Brascote Lane. A number of further Public Rights of Way (PROW) are located within close proximity to the Site, including Footpath S66 which runs parallel to Brascote Lane to link with the Hinckley Road (A447), Footpath S16 which runs through agricultural land, parallel to the northern boundary of the site, and

Footpath S65 which traverses agricultural land to the south of the site. A network of further public rights of way exists within the surrounding rural context.

8.2.11 The site itself is at present vacant but disturbed, as has been the case for many decades since the commencement of mineral operations at Cadeby Quarry. A limited number of structures are still retained from the site's former land use as a quarry processing area. These include the former quarry weighbridge and office, both of which are to be retained and utilised as part of the proposed development.

8.2.12 The site is principally split into two distinct parcels, being defined by the Brascote Lane corridor which runs east to west to split the two areas. The predominant land area of the site is located to the south of Brascote Lane, where mineral processing activities formerly took place. The weighbridge and office are located to the north of this area, with the remainder being principally open and disturbed. An existing electricity pylon is located to the eastern boundary of the site, beyond which mature boundary woodland is present. This mature woodland continues to cover the full eastern boundary of the site, along with reedbeds and a large lagoon. Adjacent woodland is also present off-site to the north-western. The western site boundary, south of Brascote Lane, is formed by the existing boundary wall of the operational FP McCann precast concrete manufacturing site.

8.2.13 The northern site area, north of Brascote Lane, is of a smaller size and scale. It is contained by a combination of mature woodland and with an elevated northern boundary which comprises a mature hedgerow with agricultural land beyond. Beyond the wooded boundaries, Naneby Hall Farm is located to the east of the site, along with the commercial permissions which exist within its curtilage. The site's wider surroundings are primarily agricultural in land use, including areas of restored mineral extraction, returned to pastoral and productive agricultural land.

8.2.14 It should be noted that while the existing condition of the site is disturbed and retains industrial plant, machinery, and built form associated with the site's former mineral operations, the site is required to be restored as per the mineral permission stated earlier in this Statement. As per the site's approved Restoration Plan, the site would be restored primarily to semi-improved grassland, with a combination of proposed wet and dry woodland to the south of the former plant site area. The area has however, since the date of this restoration scheme, been allocated within the Hinckley and Bosworth local development plan for employment uses.

8.2.15 The proposed development largely retains the structural landscape elements and features of the approved restoration scheme, integrating supplementary native boundary planting works, along with significant areas of biodiversity and habitat establishment, in supporting overall biodiversity enhancement within the site.

8.2.16 A full suite of drawings accompanying the LVIA are included within its Appendix A, and provided accompanying this Statement at Technical Appendix A.1.

Landscape Sensitivity

8.2.17 Landscape receptors need to be assessed in terms of their sensitivity, combining judgments of the susceptibility to the type of change or development proposed, and the value attached to the landscape. For consistency, the landscapes sensitivity to change has been assessed in respect of the locally defined and described character area and the actual site and its immediate area. The assessed sensitivity to change is outlined in Table 1 of the accompanying LVIA, summarised below:

Bosworth Parkland Landscape Character Area:	Medium to High Sensitivity
Charnwood Fringe Settled Forest Hills Landscape Character Area:	Medium Sensitivity
Newbold and Desford Rolling Farmland Landscape Character Area:	Medium Sensitivity
Immediate Site Area:	Low Sensitivity

Overall Potential for Landscape Impact

8.2.18 Based on the combination of assessed sensitivity and qualified judgments of the proposal's size and scale of effect, the extent of the area over which that effect occurs, the reversibility of the impact, and its duration, the overall magnitude of impact can be determined. In this instance, the LVIA has established that the proposed development's magnitude of effect is low to medium adverse.

8.2.19 At a national level, the site is located to the boundary of the Regional NCAs 71 and 94, Leicestershire and South Derbyshire Coalfield, and Leicestershire Vales. At a local level, the Site is located within the Bosworth Parklands LCA, as identified within the Hinckley and Bosworth Landscape Character Assessment. It is considered that the Bosworth Parkland LCA is generally robust and retains the key elements and features which define its character over a large geographical area. However, this area of the Bosworth Parkland LCA has been subject to both extensive mineral workings (now predominantly restored) along with the presence of long term / permanent large-scale commercial / industrial built form, which influences this eastern area of the character area.

8.2.20 With respect to the proposed development, the sensitivity of the local character i.e. the term applied to landscape receptors, combining judgements of the susceptibility of the landscape character to the type of change or development proposals and the value related to the receptor, is assessed as medium to high for the Bosworth Parkland LCA and low for the immediate site. The magnitude of effect i.e. the size, duration and effect of the proposed development, has been assessed as medium adverse. It is therefore concluded that the assessed overall significance of effect resulting from the proposed development, combining judgements on landscape sensitivity and magnitude, will be moderate adverse for the Bosworth Parkland LCA and very slight adverse for the immediate site area, all of which are not significant.

8.2.21 In LVIA terms, with respect to wider Landscape Character Areas within the LVIA Study Area and calculated visual envelope, these have been assessed as having a medium sensitivity, which when combined with the assessed magnitude of effect of very low adverse, results in a slight adverse overall significance of effect.

8.2.22 While Cadeby Quarry is subject to a restoration scheme, the site is allocated as an existing employment site in the HBBC Site Allocations and Development Management Policies DPD. The development proposed within this application accordingly proposes permanent employment uses for the site, which involve the erection of built form. However, the proposal also incorporates 5.05Ha of mitigating landscaping and ecological enhancements which have been developed based upon the existing and potential ecological value of the site, the objectives of the permitted restoration scheme, and that of local landscape character. The landscape and ecological enhancement areas aim to provide a variety of ecological habitats, as well as the potential for intervisibility between the site / proposed built form and surrounding landscape receptors.

Visual Baseline

8.2.23 Desktop and site survey works have identified the areas of landscape and visual receptor locations from which the existing site and the proposed development may be visible along with the different groups of people who may experience views of the development and its specific elements and features, along with the viewpoints affected and the nature of the views at these points.

8.2.24 This baseline and assessment work has been carried out by initially mapping the geographical extent of the study area where receptors have the potential to view the site in its current form and for the proposed development based on the maximum theoretical developable area in order to assess the 'worst-case scenario'. This was carried out digitally through the production of Zones of Theoretical Visibility (ZTV).

8.2.25 Figure 5 contained within the LVIA shows the theoretical visibility associated with the proposed built development, together with the proposed external storage areas. It is determined that the highest levels of theoretical visibility are concentrated to the surrounding of the site (<1km from the site boundary). Wider potential visibility being fragmented, reaching distances of 4km to the north, east, south and west. It should be noted that the ZTV analysis does not account for intervening buildings, vegetation or other features that in reality block views of the site.

8.2.26 Visibility of the site is restricted by the localised presence of both mature woodland / vegetation together with the existing built form and boundary features of the existing FP McCann precast concrete manufacturing facility.

8.2.27 Visibility is primarily restricted to those immediate locations and from receptors located to the south and south-west. Visibility generally is limited to approximately 4km from the site due to a combination of topography and a mature intervening vegetation structure. Detailed

analysis of the views of the proposed development from all angles are contained within the accompanying LVIA at chapter 8.

Potential for Impact on Specific Visual Receptors

8.2.28 A detailed site survey has been undertaken based on the desktop research undertaken and the current and proposed ZTVs. The site survey considered the viewpoint from which the current situation and the proposal will actually be seen by differing groups of people, including:

- Users of Public Roadways;
- Users of Public Rights of Way;
- Occupants / Visitors to Commercial Properties; and
- Occupants of Residential Properties.

8.2.29 In addition to the identification of visual receptors, the overall significance of visual effects has been considered by combining the separate judgements on the sensitivity of each receptor and the magnitude of the visual impact/effects as a consequence of the proposed development.

8.2.30 The overall summary of visual impact is informed by the ZTV information, desktop survey and site survey work. At present, the site appears principally as vacant disturbed ground, with most former Cadeby Quarry Plant Site machinery, infrastructure, and stockpiles now largely removed. However, some remnants of the site's former mineral life remain in situ.

8.2.31 Overall, it is considered that the existing site sits within the visual curtilage of the existing FP McCann precast concrete manufacturing facility, which forms a prominent land use and employment centre within the locality. The proposed development would generally appear as being interlinked with this existing adjoining FP McCann operations, with limited variation in total height across the site, and / or fragmentation of proposed new built form.

8.2.32 Much of the existing site is screened by existing built form, with mature woodland providing screening to the north-west, north-east, east and south-east. 5.05ha of landscape and ecological enhancements are proposed, creating an enhanced localised setting, together with providing mitigation.

8.2.33 The main visual elements and features which will be introduced as part of the proposals includes the tile manufacturing buildings and associated infrastructure with a maximum height of 21.5m at the central storage tanks. Other associated built form would also introduce permanent buildings, albeit proposed for previously disturbed land which has a history of industrial land uses, including HGV and internal vehicle movements along with the storage of aggregate and product.

8.2.34 As stated, the 10.56ha application site area would comprise 5.05ha of landscape and ecological enhancement, 1.1ha of new built form, 3.81ha of external aggregate and product storage (including access and circulation), and 0.6ha which covers an area of existing

developed land within the FP McCann Depot, to be reconfigured to establish additional staff and visitor car parking. All proposed built elements will be man-made, commercial in nature and form, and will be permanent structures.

8.2.35 The LVIA concludes that it is not considered that the proposed development would result in significant adverse levels of effect on visual receptors within the calculated study area and visual envelope.

8.3 Consideration of Potential Mitigation

8.3.1 To reduce the potential for adverse visual change / effect on local receptors resulting from the proposed development, a number of visual mitigation / enhancement measures are to be integrated within the scheme. These measures have been designed to address the visual impact on specific localised receptors as well as 'blend' the proposed development into the surrounding landscape.

8.3.2 To reduce the landscape and visual impacts of the proposed development, measures designed-in to the proposals include:

- 5.05 hectares of the site is to be established as defined green infrastructure, including the dedication of all land north of Brascote Lane as an ecological enhancement area. Works within the site to include the enhancement and ongoing management of existing mature vegetation and woodland boundaries, together with supplementary native tree and shrub planting, delivering new native structural landscape elements and features, and wider habitat establishment, including to the Brascote Lane corridor;
- Built height principally being below that of the existing FP McCann Depot, other than the central section of the proposed tile factory which for operational reasons, requires a height of 21.5m. The footprint of this has been minimised as much as practically possible;
- Location of new built form within the site to be within relative proximity to the existing FP McCann buildings to limit the overall spread / fragmentation of built form within the site;
- Consolidation of access to maintain a single vehicular access to the FP McCann Depot and its proposed extension, limiting disturbance to Brascote Lane; and
- Enhancements to the Brascote Lane corridor to provide a more typically wooded character with additional roadside tree and shrub planting and a reduced visual interaction with the existing disturbed site. Delivering an enhanced PROW corridor.

8.4 Landscape and Visual Conclusions

8.4.1 In order to determine the potential visual effects of the proposed development on visual receptors to the application site and the wider landscape, a Landscape and Visual Impact

Assessment has been undertaken by Heatons. The LVIA outlines the baseline landscape and visual resources and receptors within the area and assesses their value and sensitivity to change. Likely impacts on identified resources/receptors been identified along with the level of significance on the likely effects on landscape and visual matters (both potentially adverse and beneficial).

8.4.2 Overall, the assessment of impact to the visual receptors identified is not significant. No visual receptors have been assessed to receive a significant adverse visual impact.

8.4.3 The biodiversity enhancements, along with the landscape benefits of the proposed scheme, and absence of significant adverse effects ensure that the proposed development is within accordance of the development plan policies. The development is therefore considered to be acceptable in landscape and visual terms.

9 Nature Conservation and Ecology

9.1 Legislative and Policy Context

9.1.1 In order to consider the impact of the proposed development on habitats and species a Preliminary Ecological Assessment (PEA) of the site has been undertaken by Heatons. The PEA is submitted accompanying this planning application at Technical Appendix B. It considers the likelihood and significance of disturbance to ecological interests as a result of the proposed development alongside identification of any opportunities for biodiversity enhancement.

Policy & Legislative context

9.1.2 Relevant guidance within the adopted HBBC and LCC development plan documents, and the NPPF. Also considered pertinent to the determination of the planning application is Biodiversity 2020: A strategy for England's Wildlife & Ecosystem.

9.1.3 In addition to the policy and guidance outlined above, the design of the proposed development has given due consideration to all relevant legislative context including key legislation as outlined at Chapter 2 of the PEA accompanying this Statement at Technical Appendix B. As a whole, national and local policy and guidance and the content of wildlife legislation has been consulted throughout the design process for the development hereby applied for.

9.2 Consideration of the Potential for Impact

9.2.1 The PEA of the site undertaken by Heatons considers the application site and its surrounding area, including all habitat features in the wider locality that have the potential for influence or be influenced by operations within the application site.

9.2.2 The PEA has been prepared by suitably qualified experts to consider the potential impacts and acceptability of the proposed development in ecological terms. This involved the undertaking of:

- Desktop study of available site information;
- Phase 1 Habitat survey of the site;
- Assessment of the potential impacts of the proposed scheme;
- Appraisal of the requirements for further survey work; and
- Appraisal of the requirements for mitigation and potential for enhancement measures.

9.2.3 The PEA specifically includes a desktop study containing assessment of statutory and non-statutory sites of nature conservation interest and protected/notable species records within the site and its zone of influence, extended Phase 1 Habitat survey conducted by site walkover,

and an assessment of potential ecological receptors present on site with recommendations for further surveys where appropriate.

9.2.4 The site was inspected for evidence of, and its potential to support, protected or notable species. Potential protected species habitats off-site in locations whereby the application has the potential to be utilised by protected species were also considered.

9.2.5 Surveys identified flora/habitats and fauna across the application site. As well as identifying specific habitats and features of ecological interest, the site was inspected for the presence of any invasive weed species listed under UK legislation, including Japanese Knotweed. No invasive plant species have been identified on the site.

Potential for Impact on Designated Sites

9.2.6 There are no ecological statutory designated sites within the 2km search radius. The site is similarly not located within any SSSI Risk Zones.

9.2.7 With regard to non-statutory designated sites, analysis of local records centres identified 24 Local Wildlife Sites (LWSs) within 2km of the site's boundaries. The closest are associated with the former mineral operations at Cadeby Quarry. However, none of within 200m of the application site.

9.2.8 There are no identified ancient woodlands within 400m of the application site.

Potential for Impact on Habitats

9.2.9 The application site comprises a mix of habitats, as summarised below, alongside their assessed ecological importance and the calculated degree of potential impact as a result of the proposals (reproduced from the accompanying PEA):

Habitat Type	Area (hectares) /length	Ecological Importance	Potential Impact
Broadleaved Semi-Natural Woodland	1.81	High	No direct impact anticipated
Scattered Trees	14 in total	Moderate	No direct impact anticipated
Improved Grassland	0.06	Moderate	No direct impact anticipated

Standing Water	0.64	High	Ephemeral pond within centre of the site is set to be impacted as its current location falls within the proposed factory footprint.
Neutral Unimproved Grassland	0.09	Moderate	No direct impact anticipated
Bare Ground	5.35	Low – Moderate	Brash and disturbed soils are present and it is considered they may still hold some ecological value.
Exposed Sand Face	0.04	High	No direct impact anticipated, at this stage.
Scattered Scrub	0.37	Moderate	No direct impact anticipated, at this stage.
Dense Scrub	0.18	Moderate	No direct impact anticipated, at this stage.
Short/ Ephemeral Vegetation	0.18	Low	Some removal could be required due to the factory working perimeter.
Reedbeds	0.35	High	Proposed drainage works on inputting a surface water lagoon, may require machinery to remove a section of the reedbeds.
Buildings	0.03	Low	Former quarry workshop is set to be demolished.

Potential for Impact on Specific Species

9.2.10 The legislative background and guidance regarding proposals with the potential for impact on protected species is that the presence of such species is a material consideration in any planning decision. Consideration of the proposal's potential for impact on specific protected and notable species are below:

Great Crested Newts (GCN)

9.2.11 The PEA includes assessment of the suitability of the accessible ponds within 500m of the site boundary using a Habitat Suitability Index (HSI) following the standard methodology produced by ARG UK in 2010. HSI is a standard assessment method development specifically to evaluate

the habitat suitability for this species. The HSI provides a measure of the suitability for a waterbody for supporting great crested newts

9.2.12 The two waterbodies present on-site were subject to a HSI assessment. Results of the HSI assessment can found at Table 2 of the PEA, which can be summarised as the large lagoon present at the south-east of the site scoring 0.85 (an 'Excellent' HSI Score), and the ephemeral waterbody within the site scoring 0.49 (a 'Poor' HSI Score). The two off-site ponds surveyed were scored as 'Below Average' and 'Good'.

9.2.13 It is proposed that in order to fully assess the potential impacts on GCN, eDNA surveys may be required for the two waterbodies within the site itself, and accessible ponds within 500m of the site boundaries.

Reptiles

9.2.14 All common reptile species, including grass snake, slow worm, common lizard and adder are partially protected under the Wildlife and Countryside Act 1981 (as amended). In summary this legislation protects the species from intentional killing, injury or sale, offering for sale, or possessing, transporting or publishing advertisements for the purposes of sale.

9.2.15 The site has ample areas of suitable terrestrial and aquatic habitat for reptiles. This includes the scrub located around the site, on-site waterbodies, brash, and reedbeds all provide suitable habitat. It is considered that the removal of ephemeral/short perennial, pond and reedbeds may cause an adverse impact to reptiles.

9.2.16 Seasonal reptile surveys are proposed to be carried out to fully assess the potential presence of reptiles within the site. In late March 2022, reptile mats were placed within the site, conforming to the minimum recommended density of between 5 and 10 per hectare of suitable habitat (locations of reptile mats are show in Appendix A) of the PEA.

9.2.17 The results of the reptile surveys are awaited.

Bats

9.2.18 All bat species and their habitats are protected through national wildlife legislation which determines that it is an offence to damage, destroy or obstruct any place used by bats for breeding and shelter, to disturb a bat, or kill, injure or take a bat.

9.2.19 In considering the current use of the site by bats, ecological field surveys were undertaken which included visual assessment of any trees present on site or within proximity to the site boundary. Trees were considered for their potential suitability entry / exit features for bats, together with any evidence of bat presence such as dropping or feeding remains.

9.2.20 Further desk-based studies were undertaken to consider the quantity of local bat records and the species identified.

9.2.21 The buildings present on-site have the potential to support roosting roosts of a range of bat species. One the two buildings present is proposed to be demolished as part of this application (albeit it is already required to be demolished as per the site's approved Restoration Plan).

9.2.22 No on-site trees are proposed to be removed as part of the proposals. The boundary trees and other existing vegetation provide limited foraging/commuting habitat due to much of the site consisting of bare ground. Nevertheless, they are proposed to be retained. More dense woodland is present off-site but immediately adjoining the boundaries of the northern 'biodiversity enhancement area' of the site. This woodland is considered suitable habitat for bats and it is therefore considered appropriate that the northern parcel of the application site be dedicated to ecological enhancement.

9.2.23 It is considered that the most significant potential impact on bat species arising from the proposed development would be the introduction of night-time lighting to the site, beyond that used when the site was utilised for mineral processing.

9.2.24 To restrict the potential for adverse impact on bat populations, best practice lighting methods will be implemented, including:

- A 2m dark buffer from the woodland edge should be maintained throughout the works;
- LED luminaries should be used, where possible;
- A warm white spectrum should be adopted to reduce the blue light component;
- All lighting should be cowled and directional to the areas of works only.

9.2.25 Lighting will only be used when necessary.

Badgers

9.2.26 Badgers and their setts are protected under the Protection of Badgers Act 1992 in the UK, which makes it illegal for any person to kill, injure, or take a badger. It is also an offence to destroy, damage or obstruct an entrance to a badger's sett, or to disturb animals whilst within a sett.

9.2.27 A separate confidential Badger Report has been prepared by Heatons which considers the presence/absence of badger setts and badger activity on and adjacent to the site. The Report contains recommendations for the design of the application site with regard to measures to best avoid, minimise impact and mitigate for any adverse effects on badgers. The Badger Report is submitted to HBBC as confidential.

Birds

9.2.28 The Wildlife and Countryside Act 1981 is the principal legislation affording protection to UK wild birds. Under this legislation all birds, their nests and eggs are protected by law and it is an offence, with certain exceptions to recklessly or intentionally injure, kill or take any wild life, or take/damage/destroy the nest of a wild bird or their eggs.

9.2.29 The development is unlikely to impact upon bird populations within the area, as most of the desirable nesting and foraging areas are to remain, other than the reedbed clearance to facilitate the proposed drainage pond.

9.2.30 There is also some potential for nesting opportunities for common bird species within the former quarry workshop building that is to be demolished (albeit it is already committed to be demolished as part of the approved Restoration Plans).

9.3 Mitigation and Biodiversity Enhancement

9.3.1 In accordance with national and local planning policy, opportunities for biodiversity enhancement have been implemented into the proposed scheme.

9.3.2 The Biodiversity Enhancement Area to the north of the site (1.22Ha), will be utilised to enhance and support targeted habitats and species. The broad habitat types included within the proposed restoration scheme include:

- Native tree and shrub planting;
- Pond; and
- Habitat Mosaic, including scrub, wildflower meadow and diverse areas of grassland.

9.3.3 Native tree and shrub planting is proposed to the west of the biodiversity enhancement area. The planting scheme will incorporate late fruit-bearing species to enhance the autumn food source for birds and badgers that may utilise the area for foraging.

9.3.4 A small pond within the redline boundary will be lost as part of the proposed development. To offset this loss, a pond will be created within the biodiversity enhancement area. The pond will be designed to ensure that it can support breeding populations of great crested newt and other amphibians by incorporating marginal, submerged, and floating vegetation. Additionally, it will be landscaped to ensure the pond is of varying depths, with the deepest part of the pond being a minimum of 1m. Sensitively managed reedbeds will be present around the periphery of the pond to provide refuge and potential nesting features for bird species. The reed beds will also act as a natural filtration for the pond.

9.3.5 Habitat mosaic is proposed for the remainder of the biodiversity enhancement area. The habitats will include areas of mixed scrub, wildflower meadow and diverse grassland. Species proposed within the scrub area include elder, gorse, bramble, hawthorn, blackthorn, field rose and dog rose. With the wildflower meadow and diverse grassland being created from a suitable mix applicable to the soil type. It is considered that the mix of habitat types within the biodiversity enhancement area will establish and mature providing foraging and refuge areas for a variety of notable species.

9.3.6 Additional supplementary native tree and shrub planting will also be provided around the eastern boundary of the wider development which will increase connectivity between the north and south of the site and into the surrounding landscape.

9.3.7 With regard to mitigating direct and indirect impacts on specific species, best practice measures will be implemented to reduce the potential for adverse impact on species of importance wherever possible. Detailed mitigation measures specific to individual species are included within the individual reports appended to this application.

9.3.8 Across the site, any vegetation that is required to be removed will be removed outside of the nesting bird season wherever possible. If vegetation removal must be undertaken within the season, a suitably licenced ecologist should survey the designated area before any works and if any nests are found during the work, it should be immediately stopped and dealt with accordingly. Any nests found with chicks/fledglings should be left with a buffer zone around the nest until it is conformed that all birds have vacated the nest before any further hedgerow removal.

9.3.9 In addition to vegetation, as bird droppings were noted within the workshop which is to be demolished upon inspection by Heatons ecologists, it is recommended that the building is demolished outside of the nesting bird season (March – August).

9.3.10 To ensure that bats that may use the site for foraging and commuting continue to do so, it is strongly recommended that any new lighting used within the scheme is kept to a minimum and is carefully designed to prevent light spilling onto suitable habitats, most notably the block of woodland adjacent to the northern boundary.

9.3.11 As can be detailed with a Construction Environmental Management Plan, or similar document, construction activities can be limited to exclude the most sensitive hours. All steep-sided pits and ditches will be covered overnight to prevent badgers, hedgehogs, or any other roaming animals from falling in. Alternatively, a ramp should be provided to allow an escape route to prevent them from being trapped. These areas must be checked in the morning before work commences to ensure no animals have been trapped overnight.

9.3.12 A sensitive lighting regime will be implemented across the site, lighting used will include directional low-level lighting only and will only be used when necessary.

9.3.13 The storage of any chemical and hazardous materials must be in line with best practice guidelines. They must be kept secure and far from the site boundary.

9.3.14 If there are any piles of wood or brash within the site they must be removed carefully by hand, especially during October/November to March/April when hedgehogs hibernate. If an individual is found, they must be removed carefully and placed in an undisturbed area outside the development zone. If at any time a badger sett is encountered, all work will pause while a suitably qualified ecologist is consulted.

9.3.15 A toolbox talk can be provided to contractors prior to the commencement of works on-site which would provide advice relating to the identification of protected/notable species and the course of action to be taken should wildlife be encountered during construction works.

9.4 Comparison with the Cadeby Quarry Approved Restoration Plan

9.4.1 Whilst it is important that the proposals have due regard to the existing application site and the current mix of habitats and species, the approved restoration scheme for the quarry processing area should be considered as its delivery remains the 'do nothing' or default position should this application not be determined favourably. The 'Restoration and Aftercare Cadeby West' Plan approved through permission ref. 2015/0496/04 (Drawing No. 2275/AC/1A) remains the extant restoration scheme for the application site.

9.4.2 For the application site, the approved restoration plan would result in a lowering of groundwater levels which would result in drier habitat types establishing than those currently present on-site. Drier grassland will develop but will be dominated by early successional communities and rocks/exposed minerals.

9.4.3 As approved, natural succession and slow colonisation will occur which would result in the gradual development of drier woodland of local and UK BAP aspiration (broad-leaved woodland / sessile woodland) replacing wetter habitats currently present.

9.4.4 Overall, the application provides more suitable landscaping / habitat creation than the restoration scheme for Cadeby Quarry, specifically the processing area, to include key benefits of the proposed scheme, such as:

- Retention of broad-leaved woodland habitat along the eastern boundary of the site to maintain the integrity of the local ecological networks with woodland habitats off-site to the north-east (spinney east of Naneby Hall Farm) and north-west (spinney west of Naneby Hall Farm) and aquatic habitats in the south-east (Cadeby Quarry and south-east pond) and north-west (spinney west of Naneby Hall Farm);
- To further improve the north to south connectivity through a series of swales, wet grassland and planted trees;
- Retention and management of the hedge along the northern boundary of the site;
- Removal of dead specimens and replacement planting along the hedgerow with species such as field maple, holly, hazel and blackthorn;
- Retention of the silt lagoon which is to be lost as part of the currently approved restoration scheme – with enhancement of the habitat through deepening and aquatic planting;
- Creation of swales and wet grassland through the site with tree planting as part of the green infrastructure – connected wet swales will also allow for the management of water to maintain wet habitats in the south-east of the site; and
- Management of existing habitats and installation of features to support protected and notable species.

9.5 Ecological Conclusions

9.5.1 A Preliminary Ecological Appraisal has been prepared in support of the proposed development. The PEA recommended further surveys required to develop a greater understanding of the habitats and species present onsite and provide recommendations on how to best mitigate any potential impacts. The additional surveys conducted for this application consist of a Badger Survey and Reptile Survey.

9.5.2 Impacts on ecological features as not assessed to be severe, nevertheless a series of mitigation measures have been proposed to ensure that minimal impact results from the proposed development. Mitigation includes sensitive lighting, working outside of nesting season and implementing a Construction Environmental Management Plan (CEMP) amongst other measures.

9.5.3 The proposed development has been specifically designed to maximise the amount of ecological enhancement possible on site whilst delivering a development to the needs of FP McCanns operations. As is stated, over half of the site is earmarked from biodiversity enhancement. Furthermore, the proposed landscaping and enhancement areas will provide more suitable habitats onsite than the current restoration scheme proposes.

10 Arboricultural Considerations

10.1 Legislative and Policy Context

10.1.1 Policy guidance and text with respect to arboricultural considerations of the proposed development are contained within the NPPF and the Site Allocations and Development Management Policies DPD.

- Hinckley & Bosworth Core Strategy 2009: Policy 20
- Site Allocations and Development Management Policies DPD 2016: Policy DM6
- National Planning Policy Framework: Section 15
- Hinckley & Bosworth Emerging Local Plan (Reg 19) February 2022: Policy NAT01, NAT03, NAT07 & NAT08.

10.1.2 The thrust of the policies are to ensure that proposed development does not cause unacceptable / irreversible impact to green / habitat corridors, and rather enhance these features.

10.2 Methodology

10.2.1 A Tree Survey has been conducted by Arbtech Consulting Limited in order to produce a Schedule of trees and Tree Constraints Plan, it is included at Technical Appendix C. The Tree Survey was conducted on 8th February 2022, assessing a total of 163 individual trees and 23 tree groups. Details for all of these are contained within the Schedule of Trees at Appendix 2 of Technical Appendices C. A further 120 group stems were plotted which represent induvial tree stems within groups.

10.2.2 The methodology used to assess the trees was the British Standard 5837:2012 'Trees in Relation to Construction' tree survey method. The aim of the survey is to establish which trees are moderate and good quality; suitable for retention and justifying protection. And, which trees are low or poor quality; either undesirable or unsuitable to retain and protect.

10.2.3 The tree survey includes all trees included in the land survey red line boundary plan, as well as any that may have been missed, and it should categorize trees or groups of trees, including woodlands for their quality and value within the existing context, in a transparent, understandable and systematic way. Where the arboriculturist has deemed it appropriate, the trees have been tagged with small metal or plastic tags, placed as high as is convenient on the stem of each tree.

10.2.4 Trees forming groups and areas of woodland (including orchards, wood pasture and historic parkland) are identified and considered as groups where the arboriculturist has determined that this is appropriate, particularly where they contain a variety of species and age classes that could aid long-term management. It is often expedient to assess the quality and value of such groups of trees as a whole, rather than as individuals. However, an assessment of

individuals within any group has been undertaken if they are open-grown or if there is a need to differentiate between them.

10.2.5 The quality and value of each tree or group of trees has been recorded by allocating it to one of the four categories; A, B, C, or U (highest to lowest quality respectively). The categories are differentiated on the tree survey plan by colour, or by suffixing the category adjacent to the tree identification number on the TCP.

10.2.6 Whilst proposals for the development of the site are now available, the trees were surveyed without taking these into consideration. All detailed design work on site layout has taken into consideration the results of the tree survey (and the TCP). As such, it is not proposed to remove any in situ trees from the site to accommodate the development proposals.

10.3 Onsite Arboriculture Condition

10.3.1 As stated above, a total of 163 individual trees were assessed along with 23 tree groups. The most common category of tree condition onsite is C. There were a total of 33 trees categorised as U, the lowest quality tree condition; and only 4 A class trees were identified onsite.

10.3.2 The largest number of U class trees were identified in the eastern tree belt, oriented north to south separating a proposed storage area of the site from the established woodland in the east. Most of the better quality trees are located along the access road (Brascote Lane) prior to main site area.

10.4 Arboricultural Conclusions

10.4.1 The proposed development does not propose to fell any trees within the application site. As such it is not considered that the proposals conflict with the development plan. Furthermore, supplementary vegetative planting and landscaping is proposed wherever possible. This will be delivered in addition to the dedicated biodiversity enhancement area to be created at the north of the site.

11 Noise

11.1 Legislative and Policy Context

11.1.1 Policy guidance and text with respect to the protection of the natural environment against potential noise impacts is contained within the NPPF and Site Allocations and Development Management Policies DPD. Of particular importance are:

- Site Allocations and Development Management Policies DPD 2016: Policy DM7;
- Noise Policy Statement for England (NPSE) 2010;
- Planning Practice Guidance on Noise; and
- National Planning Policy Framework Section 15.
- Hinckley & Bosworth Emerging Local Plan (Reg 19) February 2022: Policy NAT01, NAT03, NAT07 & NAT08

11.1.2 The thrust of the national guidance and local policy is to ensure that development does not cause an unacceptable adverse impact in terms of noise and to ensure the protection of sensitive receptors and users.

11.1.3 Similarly, the long-term vision of Government noise policy is set out in the Noise Policy Statement for England (NPSE) as published by Defra in 2010. The vision aims to effectively manage noise within the context of Government policy on sustainable development. The vision is supported by the following aims:

- Avoid significant adverse impacts on health and quality of life;
- Mitigate and minimise adverse impacts on health and quality of life; and
- Where possible, contribute to the improvement of health and quality of life.

11.1.4 Section 15 of the National Planning Policy Framework seeks to ensure that development proposals conserve and enhance the natural environment. As outlined in paragraph 174 (e), development that contributes toward unacceptable levels of (noise) pollution will not be permitted.

11.1.5 Policy DM7 of the Site Allocations and Development Management Policies DPD also seeks to prevent development that would cause disturbance to areas that are valued for their tranquillity in terms of recreation or amenity.

11.1.6 Paragraph 185 of the NPPF sets the precedent for assessing the impact of noise and the need for sufficient mitigation to ensure that adverse impacts are reduced to a minimum.

11.1.7 Impact on/from existing businesses is considered in paragraph 187, ensuring that suitable mitigation is provided where significant adverse impacts are encountered.

11.1.8 As stated in paragraph 188, emphasis should be placed on whether the proposed development is an acceptable use of the land within that location, rather than on control of potential impacts.

11.1.9 The purpose of this Chapter is to demonstrate that the proposed development will not lead to significant adverse noise impacts on sensitive receptors. The full Noise Assessment can be found at Technical Appendix D. A summary of the findings is provided below.

11.2 Existing Situation and Methodology

11.2.1 BS 8233:2014 'Guidance on sound insultation and noise reduction for buildings' & BS 4142:2014 'Methods for rating and assessing industrial and commercial sound' are the current British Standards for their relevant areas. They have both been consulted and implemented within the Noise Assessment conducted in support of the proposed development.

11.2.2 BS 8233 provides guidance regarding acceptable internal and external noise level criteria for dwellings; and, BS 4142 provides guidance for assessment of noise impact from industrial and commercial uses. Detailed information on the use of these British Standards are included within Section 4 of the Noise Assessment at Technical Appendix D.

11.2.3 Naneby Hall Cottage is identified on Figure 1 of the Noise Assessment. It is located north east of the application site, separated from the development by a linear tree belt and established woodland.

11.2.4 Monitoring took place on site between the period of Thursday 9th December until Friday 17th December 2021 to determine the diurnal noise climate. The monitoring location is identified in Section 5 of the appended Noise Assessment. The noise levels were recorded continuously for 15-minute samples to determine the equivalent continuous sound level (L_{Aeq}, the short duration level L_{Amax} and also the percentiles L_{A10} and L_{A90}. It is suggested the monitoring location chosen would be representative of the nearest residential gardens to the factory extension. Full monitoring are included at Appendix 2 of the Noise Assessment.

11.2.5 The mean daytime ambient noise level was $L_{Aeq,16hr}$ 51.1dB, and the mean night time ambient noise level was $L_{Aeq,16hr}$ 45Db. The night time maximum noise levels were mostly within the range L_{Amax} 47dB to 70dB, with the typical lowest ambient and background sound level during the daytime being $L_{Aeq(15\text{-}min)}$ 40dB and $L_{A90(15\text{-}min)}$ 36dB respectively. At night, the typical lowest background sound level was $L_{A90(15\text{-}min)}$ 33 dB.

11.2.6 Monitoring has recently taken place at a FP McCann manufacturing facility in Cambridgeshire in order to obtain the level of noise within an existing production building. It is anticipated that the noise levels produced by the proposed tile production building will be lower than these due to less intensive production. This higher data at the Cambridge facility has been used in assessment in order to present a worst case scenario.

11.2.7 The overall daytime sound levels have been included within Section 6 of the Noise Assessment. For the purpose of the assessment, an internal noise level of 81dB is considered

to be most representative of highest noise levels within the production shed, occurring 11% of the time. During operational hours the roller doors of the facility were open 50% of the time, however for the assessment a worst case scenario of 100% has been applied. When roller doors are close the levels of noise break-out are expected to be significantly lower.

11.3 Consideration of Potential Impacts

11.3.1 The following section assess the calculated noise levels emitted from the production building, storage yard activities, HGVs and Mechanical Services Plant.

BS 4142 Assessment

Noise Break-out from Production Building

Roller Shutter Doors Closed

11.3.2 Using the accepted method outlined in section 7 of the Noise Assessment, the calculated noise breakout to the nearest dwelling is 30.3dB. Noise is expected to break out of each of the facades, roof and doors. It is expected that noise break-out from the facades will be reasonably direction, therefore facades which do not directly overlook the adjacent dwellings will be impacted significantly less.

11.3.3 The main building fabric will be constructed from steel frame with outer cladding. For a worst case scenario, it is assumed that this is composite thermal panels with a minimum manufacturer's rated reduction of 25Db (A).

Roller Shutter Doors Open

11.3.4 When the roller shutter doors are fully open, from theory, the breakout noise level outside the building would be approximately 65 dB assuming a 10dB reduction across the door opening.

11.3.5 The development proposals include two roller-shutter doors on the north eastern façade overlooking Naneby Hall Cottage. These roller-shutter doors are 5x5m and 3x3m. For positions close to the doors, there will be plane source attenuation, whilst at distance, this will increase to point source. Over the separating distance of 115m, it would normally be expected noise levels would be further reduced from both additional air attenuation and ground absorption and there is likely to be 2-3dB reduction from atmospheric absorption, particularly at the higher frequencies, although this has not been relied upon in the calculations.

11.3.6 The total noise level at Naneby Hall Cottage is calculated to be L_{Aeq} 33dB with the roller-shutter doors open. This is lower than the typical ambient noise level at this location, therefore character correction is appropriate. With a character correction of +3, this suggests a rating level of 36dB.

11.3.7 Monitoring onsite found that in the daytime, typical lowest $L_{A90,T}$ equalled 36dB, a difference of 0 and therefore, in accordance with the BS 4142 assessment, concluded as 'low impact'. At

night time the monitoring found the typical lowest $L_{A90, T}$ as 33dB, therefore with a correction up to 36dB it is assessed as a marginally above 'low impact'.

11.3.8 The following factors were not included within the assessment but would in fact add further noise attenuation from the production shed:

- Internal noise levels – for the majority of the time the internal noise levels are actually 4-5dB lower than presented within the calculation.
- Roller-shutter doors closed – Calculations assumed roller-shutter doors being open 100%of the time, whereas this will not be the case. With doors closed, the noise break-out will be 2-3dB lower.
- Barrier Screening – Between production building and nearest residential dwelling lies a storage area which is likely to provide a degree of barrier screening when roller-shutter doors are open.
- Façade Construction – Calculations assumed a low manufacturer's rated sound reduction, whereas in practice it can be expected that a higher performing material will be used, therefore reducing levels of noise break-out.

11.3.9 The factors stated above were not required in order to enable a 'low impact' level at Naneby Hall Cottage. During the day when background noise levels are significantly higher, the overall impact of the production building will naturally be lower. It is considered that the noise break-out from the new Production Building will be similar to former Tarmac activities and existing FP McCann Site, as such, this does not constitute a new noise source to site.

Storage Yard Activity

11.3.10 An early morning nose impact assessment of the operation of the forklifts within the storage yard was conducted. It used the assumptions detailed within Section 7.2 of the Noise Assessment at Technical Appendix D.

11.3.11 The typical one-hour period of the on-site activities will be $L_{Aeq\ 1\text{-}hour}$ 69.9dB at 3m. The calculated noise levels of the forklift at the nearest residential dwellings is 33.1dB in the daytime and 39.1dB in the night time. Using this information and applying the BS 4142 assessment, daytime activities will result in a marginally above 'low impact' and at night time it will be a 'significant adverse impact'.

11.3.12 In order to reduce the noise levels to an acceptable level recommendations have been provided in Section 7.2 of the appended Noise Assessment, and outlined in Section 11.4 of this statement.

HGVs

11.3.13 Vehicles will enter the site from the north west corner off Brascote Lane. An assessment of the noise from HGV movements at the development on the nearest dwelling to the north east

has been based upon the following assumptions listed within Section 7.3 of the Noise Assessment.

11.3.14 HGV associated noise level at Naneby Hall Cottage is calculated to be L_{Aeq} 31dB for both daytime and night time operations. Using this figure against the typical lowest background data, it can be determined by the BS 4142 assessment, that there will be 'low impact' from daytime working and marginally above 'low impact' for night time working.

11.3.15 Subject to the implementation of at least a 2m screening barrier recommended as part of the storage yard assessment (please see Section 10.4 of this report), the BS 4142 assessment would result in 'low impact' at all times.

Mechanical Services Plant

11.3.16 The Mechanical Services installations associated with the proposed development are not yet known, therefore the BS 4142 assessment cannot be carried out. The noise limit criteria can still be determined from the measured background sound levels and guidance in BS 4142.

11.3.17 The total cumulative plant noise limits have been derived as L_{Aeq} 33dB in the daytime and L_{Aeq} 30dB n the night time. Noise control measures may be required to achieve these levels and it will be necessary to review plant selections and locations during the construction phase.

BS 8233 Assessment

11.3.18 In order to be in accordance with the guidance of BS 8233:2014, the maximum external noise level to meet the internal requirement is L_{Aeq} 50dB. The bullet points below summarise the maximum sound levels produced by onsite activities.

- Production Building – Highest calculated break-out is L_{Aeq} 33dB at the nearest dwelling.
- Storage Yard Forklift – L_{Aeq} 33dB at the nearest dwelling, however with erection of at least a 2m barrier this will be reduced by at least 5dB at first floor window level.
- It is calculated that for both daytime and night time deliveries HGV related noise at the nearest property will be 31dB, again this will be reduced from implementation of a barrier in the north east of the site.

11.3.19 All onsite activities are therefore significantly below the maximum sound levels accepted.

11.4 Noise Recommendations

11.4.1 Mitigation required onsite in order to ensure acceptability of the proposed plant is minimal. From the assessment conducted it was concluded that there were no mitigation measures required to design of the production building.

11.4.2 It is suggested that barrier screening is implemented to screen the storage yards from Naneby Hall Cottage. The barrier screening has been calculated in accordance with the principles of CRTN for a range of barrier heights with the following assumptions:

- A source height of 1 metre;
- A receiver height of 4.5 metres (i.e. first floor windows);
- A typical distance of 60 metres from the activities within the service yard to the barrier;
- A typical distance of 100 metres from the barrier to the nearest residential dwelling.

11.4.3 Resultingly, two barrier heights have been suggested. A 2m high barrier would provide in excess of 5dB attenuation at the upper floor windows of the nearest dwelling, which results in BS 4142 assessment of 'low impact' during daytime. Alternatively, a 4m barrier height would provide 8dB attenuation at the nearest receptor. This would result in a BS 4142 assessment of marginally above 'low impact' during the night.

11.4.4 The fencing element of the barrier should be continuous with no significant gaps and of minimum density of 10kg/m^2. In practice, these requirements can be achieved with close boarded timber panels and concrete gravel boards.

11.5 Noise Conclusions

11.5.1 The Noise Assessment submitted in support of this application was prepared to assess the impact of the proposed development on the nearby receptor of Naneby Hall Cottage. The baseline noise levels onsite currently are attributable to road traffic noise in the area.

11.5.2 The noise source resulting in the highest impact is operations on the storage yard, however subject to implementing the recommended noise attenuation barrier, these noise levels would achieve 'low impact' (BS 4142) during operational hours.

11.5.3 Assessment of activity noise levels for the proposed development indicates that daytime and night-time BS 8233 internal criteria would readily be achieved at the nearest residential when windows are open.

11.5.4 Furthermore, it is noted that overall noise levels are deemed particularly low in relation to the general ambient noise level in the local vicinity and so noise from the site would be unlikely to give rise to noise disturbance.

11.5.5 Overall, subject to the implementation of the noise attenuation barrier, the proposed development could proceed without adversely impacting upon the nearby noise receptors, therefore in accordance with policies at a national and local scale.

12 Flood Risk and Surface Water Management

12.1 Legislative and Policy Context

12.1.1 Planning policy guidance and information on water resources and flood management is contained within the NPPF, the Site Allocations and Development Management Policies DPD and statutory guidance. The relevant guidance is outlined below:

- Environment Agency (EA) Flood Map for Planning;
- Flood risk vulnerability classification;
- Flood Risk and Coastal Change (PPG) 2021;
- Site Allocations and Development Management Policies DPD 2016: Policy DM7;
- Hinckley and Bosworth Strategic Flood Risk Assessments (SFRA) 2014;
- NPPF 2021 Section 14.

12.1.2 The thrust of these policies encompasses the advice in NPPF and the associated technical appendix regarding development and the prevention of pollution, protection of water quality and flood risk. The policies seek to promote the sustainable management of water resources, taking into consideration the current and future impacts of climate change.

12.1.3 Paragraphs 159 to 162 of the NPPF seek to direct development sequentially to the most sustainable and appropriate locations in areas at lowest risk of flooding. Paragraph 167 outlines the importance of supporting planning applications with a site-specific flood risk assessment, where appropriate.

12.1.4 Policy DM7 of the Site Allocations and Development Management Policies DPD reiterates national guidance through ensuring that development does not impact water quality and is located away from areas of flood risk, unless appropriate mitigation strategies are evidenced.

12.1.5 The purpose of this Chapter is twofold; to demonstrate that the proposed development is not significantly vulnerable to flooding, and to demonstrate that development will not lead to increased risk of flooding on site or elsewhere. The full Flood Risk Assessment and Drainage Strategy (FRADS) can be found at Technical Appendix E. A summary of the findings is provided below.

12.2 Existing Situation and Methodology

12.2.1 The Flood Risk and Drainage Strategy undertaken by Envireau Water provides a thorough assessment of the implications of proposed development on flood risk vulnerability. The FRA has been written and submitted in accordance with the NPPF and accompanying NPPG: Flood Risk and Coastal Change 2021.

12.2.2 The site previously consisted of a processing plant and associated machinery for the extraction of sand and gravel from Cadeby Quarry as well as acting as a storage area for mineral product. The site is now cleared consisting largely of bare ground, as well as the previous site offices and inclusion of the FP McCann existing car park which is to be altered.

Baseline Conditions

12.2.3 Topography of the site and surrounding area has been established using Ordinance Survey mapping and a topographical survey prepared by the client in February 2019. AOD ranges from 133m in the north west to 127m in the south east with a general south eastern slope towards Thurlaston Brook. AOD at Thurlaston Brook is 110m.

12.2.4 Due to historic and current mineral operations, the majority of natural soils have been removed. The majority of the soils are classified as 'Loany souls with naturally high groundwater' with roughly 10 of the site having a natural soil type as 'Slightly acid loamy and clayey soils with impeded drainage'. These classifications indicate soils are of low permeability and naturally wet.

12.2.5 Geology has been identified using data sheet 155 of the British Geological Survey (BGS) 1:50,000 scale. The site is underlain by bedrock deposits of Gunthorpe Member (Mudstone) and overlain by Glaciofluvial sand and gravel. The BGS map shows the site as infilled ground from excavations, partially/wholly backfilled.

Hydrogeology

12.2.6 Hydrogeological characteristics of geological deposits have been assessed using the Environment Agency (EA) Aquifer Designations Map. The Sidmouth Mudstone Formation is classified as a 'Secondary B' aquifer which may have the ability to store and yield limited amounts of groundwater due to the presence of localised fissures, thin permeable horizons and weathering. The site is not within a Source Protection Zone for groundwater.

Hydrology

12.2.7 The site is within the headwaters of the hydrological catchment of drained by Thurlaston Brook, which originates approximately 2km north east of the site. The Brook drains west of Newbold Verdon before turning south and flowing past the site and into the River Soar downstream.

12.2.8 Surface water runoff from the existing site is managed by lagoons in the southeast of the site, shown on Figure 3 of Technical Appendix E. Lagoon 1 was originally used as the first settlement lagoon in the water treatment process for the operational quarry. Lagoon 2 is silted up and has now become a reedbed/wetland area providing further water treatment and polishing. Lagoon 3 functions as surface water attenuation and discharges into the Thurlaston Brook. The lagoon has an estimated capacity of c. 10,000 m3 with a 2m freeboard providing an additional c. 10,000 m^3 (total c. 20,000 m^3). Lagoons 2 (reedbed) and Lagoon 3 lie within a

bunded area which separates the Site with agricultural land and the Thurlaston Brook to the east.

12.3 Flood Risk Potential Impact

12.3.1 Section 4 of the strategy has considered the risk of flooding from the following sources; tidal, fluvial, pluvial, ground water, and artificial waterbodies. Conclusive evidence gained from the Environment Agency flood mapping data and the relevant SFRA has been identified and used to establish the risk for each category of flooding.

12.3.2 The sites elevated location above the local watercourse is consistent with Flood Zone 1 which indicates very low probability of flooding. Proposed development of the site is and is classified as 'Less Vulnerable' and considered acceptable development within Flood Zone 1.

12.3.3 The Strategic Flood Risk Assessment (SFRA) for Hinckley and Bosworth does not record any historical flooding for the site. The SFRA also demonstrates no potential flood risk from rivers, surface water or ground water within or in close proximity to the site.

12.3.4 The BGS Susceptibility of Groundwater Flooding Map indicates the central and northern parts of site (developable area) are categorised as Classification A 'Limited Potential for Groundwater Flooding to Occur'. The south eastern corner of the site is categorised as Classification B 'Potential for Groundwater Flooding of Property Situated Below Ground Level'. Groundwater is expected to be lower in this area due to it being topographically lowest part of the site and closest to Thurlaston Brook. Based on this, the risk of groundwater flooding is considered to be Very Low.

12.3.5 There are no artificial waterbodies located upgradient of the development and therefore the risk of flooding from artificial waterbodies to the proposed development is considered to be No Risk.

12.3.6 A summary of potential flood risk associated with the site is outlined in the table below.

Flood Source	**Potential Risk**				
	No risk	**Very Low**	**Low**	**Medium**	**High**
Tidal	X				
Fluvial		X			
Pluvial		X			
Ground water		X			
Artificial Waterbodies	X				

12.3.7 As clearly outlined within the above table, evidence gathered within the assessment has demonstrated that the site is at very low or no risk of flooding from any of the sources

assessed. The proposed surface water management strategy is outlined in the following section.

12.4 Consideration of Potential Mitigation

12.4.1 A 'Surface Water Drainage Strategy' with SuDS components has been developed in line with the relevant planning policies and guidance.

SuDS Drainage Hierarchy Assessment

12.4.2 Surface water runoff not collected for use must be discharged to one of more of the following in the following order of priority:

- Infiltration to ground (most preferred);
- Discharge to a surface water body;
- Discharge to a public surface water sewer; and,
- Discharge to a combined public sewer (least preferred).

12.4.3 Infiltration to ground - Due to the history of the site, the natural soils have been removed or altered by operations. The permeability of soils are therefore likely to be low and unsuitable for infiltration-based discharge methods such as soakaways and infiltration basins. In open and landscaping areas of the site infiltration is still expected to take place albeit at a low rate. Soakaways were discounted as a viable method of discharging run off from the development.

12.4.4 Discharge to surface water body - Lagoon 3 has been assessed as a suitable receiving surface water body.

12.4.5 Discharge to public surface water sewer – No public surface water sewer on site or surrounding area, therefore discounted.

12.4.6 Discharge to a combined sewer – No combined sewers on site or surrounding area, therefore not considered further.

12.4.7 The proposed option is therefore to attenuate surface water runoff onsite and discharge at a restricted rate to the Thurlaston Brook via Lagoon 3.

12.4.8 Figure 7 of the appended FRADS outlines the proposed drainage layout for the development. Runoff will be captured by an open drainage ditch running along the eastern boundary of the development area, draining into a proposed new attenuation basin within the existing reedbed area. This will have a throttled discharge via a flow control at the 1 in 1 year greenfield runoff rate into the existing Lagoon 3. This lagoon discharges into Thurlaston Brook.

12.4.9 The drainage system will have lateral drains and rainwater pipework from the hardstanding area and tile factory to the open drainage ditch. The external storage area in the south of the development will benefit from kerbing to contain runoff to then be captured by a single or collection of drains to discharge in the attenuation ditch. The noise attenuation barrier to the

east of the site will have a perforated pipework beneath the bund to enable runoff to pass through the open drainage ditch. The car park will continue to drain as existing.

12.4.10 Section 5.3 of the appended FRADS calculates the runoff rates anticipated onsite and include, for robustness, calculations for a 1 in 100 year plus climate change (factor of 40%) storm event to ensure the design will not increase flood risk at the site or elsewhere. The calculations are presented in Appendix C of Technical Appendix E. For all storm events up to and including the 1 in 100 year plus climate change storm, the hydraulic calculations show that the discharge from the proposed attenuation basin is not greater than the 1 in 1 year greenfield runoff rate.

12.4.11 Section 6 of the appended FRADS details the SuDS Management and Maintenance Plan for which FP McCann will implement on site to ensure the system remains functional.

12.5 Surface Water and Flood Risk Conclusions

12.5.1 The site is located wholly within Environment Agency Flood Zone 1 which is the lowest risk of fluvial and tidal flooding. The overall risk of other flooding sources is conserved to be Low and No Risk.

12.5.2 The Surface Water Drainage Strategy proposed based on Sustainable Drainage Systems (SuDS) principles has been formulated for the proposed development to incorporate the 1 in 100 year plus 40% climate change allowance storm event.

12.5.3 The surface water runoff will be managed by a drainage system which drains into an open drainage ditch and discharges into a proposed attenuation basin with a throttled discharge via a flow control to the 1 in 1 year greenfield runoff rate to an existing water attenuation lagoon (Lagoon 3). Lagoon 3 discharges to the Thurlaston Brook to the east of the site. FP McCann will manage and maintain the surface water drainage.

12.5.4 This assessment demonstrates that the proposed development will not reduce floodplain storage nor impede flood flows; will not increase surface water or flood flows beyond the current scenario; and will not increase the risk of flooding at the Site or elsewhere.

12.5.5 Overall, the proposed development will not lead to unacceptable impacts with regard to flood risk and surface water management.

13 Transport Assessment

13.1 Legislative and Policy Context

13.1.1 The NPPF and the adopted development plan consisting of Hinckley and Bosworth Core Strategy and Site Allocations and Development Management Policies DPD contain policies and text concerning the potential for transport impacts in connection with the development proposals. Key aspects of the guidance refer to preserving highway safety and facilitating sustainable transport methods. In particular:

- Hinckley and Bosworth Core Strategy 2009: Policy 14;
- Site Allocations and Development Management Policies DPD 2016: Policy DM17, DM18;
- Hinckley and Bosworth Emerging Local Plan Reg 19 (February 2022): Policies HT01, HT02 and HT03; and
- NPPF 2021 Section 9;

13.1.2 The thrust of these policies encompasses the advice in NPPF regarding the potential environmental disturbance caused by traffic. Paragraphs 104 to 113 set out the Government's development planning policies with respect to transport. These paragraphs focus on, and emphasise, the promotion of sustainable transport. Paragraph 104 begins by emphasising the importance of considering transport issues at the earliest stages of development. NPPF states that plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are 'severe'.

13.1.3 The key policy test in the NPPF is that transport impacts are not 'severe'. This is confirmed by the NPPG that states: "Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with NPPF."

13.1.4 Similarly, adopted development plan policies seek to restrict development that would cause demonstrable harm to the function of the highways network and promote traffic management measures to concentrate road freight on the strategic highway network. Policy

14 of the Core Strategy (2009) states that new development that would prejudice the transport initiatives set out by the Council will not be permitted. Development Management Policy 17 of the Site Allocations and Development Management Policies DPD (2016) is supportive of development proposals that are compliant with NPPF through demonstrating no significant impact on safety or the transport network.

13.1.5 The emerging plans transport policies largely focus on the same principles as the extant development plan policies which are to ensure the most sustainable transport methods are implemented and that the proposed development does not pose adverse impact with regards to traffic. Policy HT02 seeks to ensure adequate parking provision for any proposals which are brought forward, and Policy HT03 concerns EV charging points for development.

13.1.6 The purpose of this Chapter is to identify and assess the anticipated highways and transport impacts associated with the proposed development. In order to assist with the identification of highways and transport issues connected with the proposed development and to assess their magnitude/severity of impact (if any), a Transport Assessment has been prepared by ADL Traffic & Highway Engineering Ltd. The full Transport Assessment can be found at Technical Appendix F. A summary of the findings is provided below.

13.2 Existing Situation and Methodology

13.2.1 The Transport Assessment prepared by David Tucker Associates provides a thorough assessment of the implications of proposed development on the local highway network. Potential transport impacts have been assessed at this preliminary stage of development in accordance with revised NPPF (2019) para 102.

13.2.2 The Transport Assessment (TA) is appended to this Statement at Technical Appendix F.

13.2.3 The TA identifies the site's access as a single carriageway road (Brascote Lane) which also provides access to the adjacent existing FP McCann facility, two residential properties and Naneby Hall Farm. Brascote Lane has three passing bays and varies in width between 5.5m and 7.5m with an average width of 6.1m.

13.2.4 Brascote Lane joins the A447 via a four-armed priority junction. Brascote Lane and Rectory Lane form the minor arms, with the A447 being the major arm. The A447 is a key link road for the region, connecting the site to Ibstock and the A47 to the north and Hinckley and the A5 to the south.

Personal Injury Collision Data

13.2.5 In order to provide a fully informed overview of the existing/baseline highways and traffic situation, road safety collision statistics from the last five year period have been obtained from Leicestershire County Council (2017 to 2021). These figures are the most up to date available at the time of preparing the Transport Assessment.

13.2.6 In this period there is only one recorded collision at the A447 / Brascote Lane junction. This accident involved two cars both travelling on the A447 and was classified as slight.

13.2.7 No accidents have been recorded on Brascote Lane. The type and frequency of accidents recorded in the survey period suggests that there are no known highway safety issues to resolve.

Existing Traffic Flows

13.2.8 Traffic survey data has been utilised in order to establish a baseline of existing traffic flows. As part of the previous planning application for employment uses on site (20/00357/OUT), a turning movement count survey of the A447 / Brascote Lane junction was undertaken on the 28th March 2019 (Thursday) between 07:00 and 10:00 and between 16:00 and 19:00. In addition to the turning count survey, an Automatic Traffic Count (ATC) survey of Brascote Lane was also undertaken, also during March and across one week.

13.2.9 This data was collected pre COVID and therefore considered to be appropriate for use in this application.

13.2.10 The results of the traffic count are included in table 13.1 below:

Table 13.1 Average Weekday Vehicle Flows: Brascote Lane

	Northeast bound	**Southwest bound**	**Total**
AM Peak (0800-0900)	31	20	51
PM Peak (1700-1800)	6	46	52
AADT	369	372	741

13.2.11 At the time of producing the Transport Assessment for the application 20/00357/OUT Tarmac were still operating onsite. This use has since ceased, however the confirmed HGV movements associated with the previous Tarmac operations were around 30 HGV movements (60 two-way) a day. This equates to three HGV movements an hour (six two-way) across a 12-hour day.

13.2.12 In addition to HGV movements, staff and visitor car parking was factored. There was space for approximately 15 cars onsite, so assuming each space was occupied once each day that equates to 30 two-way movements per 12-hour basis. Table 3.2 below accounts for peak hourly movements combined for cars and HGVs.

Table 13.2 Previously Permitted Trip Generation – Previous Tarmac Operations

	Cars			HGVs			Total Trips		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
AM Peak Hour (08:00-09:00)	1	1	2	3	3	6	4	4	8
PM Peak Hour (17:00-18:00)	1	1	2	3	3	6	4	4	8
12-hour	15	15	30	30	30	60	45	45	90

Pedestrian and Cycle access

13.2.13 There are a number of footpaths in the wider setting of the site including Footpath S66 which runs parallel to Brascote Lane linking to the A447. Footpath S16 runs through agricultural land parallel to the northern boundary of the site and Footpath S65 traverses agricultural land to the south of the site. The A447 and Brascote lane do not have footways and there are no designated cycle routes within the vicinity of the site.

Public Transport Provision

13.2.14 The local bus service runs every 60 minutes Monday to Saturday. The closest bus stops are located approximately 700m west of the site on the A447 Ashby Road. The bus stops are sheltered and contain timetable information.

13.3 Assessment of Traffic Impact

13.3.1 A new site access will be created as part of the proposed development in place of the previous Tarmac site entrance. The new site access will form a consolidated site access, with the existing FP McCann site access being closed as part of the proposals.

13.3.2 A site internal access road shall be created with a width of 10.7 metres adjacent to Brascote Lane, this will allow two articulated lorries to enter and exit the site at the same time. 27m south of the site access, a side road access will be created to provide an entrance into the existing FP McCann car park.

13.3.3 At the northern end of the site internal access road a layby will be provided to accommodate two articulated lorries, this can be used as a waiting area within the site. South of this there will be a weighbridge. The site layout is included at Appendix 8.0 of the appended TA.

13.3.4 With regard to the car parking facilities onsite, the existing FP McCann car park provides 129 spaces. As part of the proposals 30 additional car parking spaces will be introduced to cater for visitors and new staff to be employed at the site. In accordance with emerging Local Plan Policy HT03, three of these spaces will have electric vehicle charging points.

13.3.5 In addition, 12 cycle parking spaces are to be provided in the form of six Sheffield cycle stands.

Traffic Generation

13.3.6 FP McCann confirmed that the proposed development will result in a material output of 1,500 tonnes over a 24 hour shift per weekday. This would generate:

- 75 HGV tippers in and 75 HGV tippers out – delivering raw aggregate/materials to site; and,
- 53 HGV artics in and 53 HGV artics out – taking finished product from site.

13.3.7 In total that is 150 two-way tipper trips and 106 two-way HGV artic trips on a 24-hour basis. This equates to six two-way HGV tipper trips and four two-way HGV artic trips per hour.

13.3.8 Additionally, the development is to create between 20-30 jobs. The 2015 planning permission (16/01092/FUL) for the existing FP McCann facility. The LHA approved that for 30 jobs created the following staff car trips:

- AM Peak Hour – 5 inbound, 2 outbound
- PM Peak Hour – 0 inbound, 4 outbound

13.3.9 The proposed peak hour trip generation is as follows:

Table 13.3 Proposed Trip Generation (Peak Hour)

	Cars		HGV Tipper		HGV Artic		Total Trips		
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**2-way**
AM Peak Hour (08:00-09:00)	5	2	6	6	4	4	15	12	27
PM Peak Hour (17:00-18:00)	0	4	6	6	4	4	10	14	24

13.3.10 Table 13.3 above shows that the proposed development could generate 27 and 24 two-way trips during AM and PM peak hour respectively. This equates to a maximum of one vehicular movement every two minutes, which is considered as imperceptible in traffic engineering terms.

Net Increase in Traffic

13.3.11 Table 13.4 below sets out the net increase in two-way traffic as a unit of the proposed development when compared to the permitted use on site:

Table 13.4 Net Increase Trip Generation (Peak Hour)

	Previously Permitted (Table 13.2)		Proposed (Table 13.3)		Net Changes		
	Cars	**HGVs**	**Cars**	**HGVs**	**Cars**	**HGVs**	**2-way**
AM Peak Hour (08:00-09:00)	2	6	7	20	+5	+14	+19
PM Peak Hour (17:00-18:00)	2	6	4	20	+2	+14	+16

13.3.12 The proposal would result in a net increase of only five two-way car trips and 14 two-way HGV trips during the AM peak hour and two two-way car trips and 14 two-way HGV trips during the PM peak hours.

Traffic Impact on Brascote Lane

13.3.13 Based on 2019 ATC of Brascote Lane, there were an average of 19 two-way HGV movements during AM peak hour and three two-way HGV movements during PM peak hour. These trips included the previous Tarmac operations. Discounting Tarmac HGVs and adding proposed development HGV trips, the average HGV trips during AM and PM peak hours are calculated as:

- AM Peak Hour – 33 two-way HGV trips
- PM Peak Hour – 20 two-way HGV trips

13.3.14 The TA calculates the probability of HGVs passing each other along Brascote Lane. During peak hours is it calculated at less than 1% chance.

Trip Distribution

13.3.15 As per the TA in relation to the 2020 planning permission (20/00357/OUT), the proposed development trips have also been distributed onto the A447 (north) and A447 (south) on a 38.3%/61.7% basis. The generated flows are provided in Appendix 10.0 of the appended TA.

Future Traffic Growth

13.3.16 The TA calculates future traffic growth for 2027. The full data is included in Appendix 11 of the TA. Table 7B of the TA shows the increase in traffic as a result of the proposed development on the local road network.

13.3.17 Table 7B demonstrates that the maximum increase in traffic as a result of the proposed development during the peak hours occurs on Brascote Lane. This is reasonable given the site access is on Brascote Lane. The increase in traffic on the A447 as a result of the proposal is in

the range of 0.8% to 1.4%. This increase in traffic on the A447 is imperceptible and is therefore considered to be insignificant.

Capacity Assessment – A446/Brascote Lane Junction

13.3.18 The TA calculates the capacity of the A447 / Brascote Lane Junction with the results of PICADY geometry plan provided in Appendix 12.0 of the appended TA, and the PICADY outputs are provided in Appendix 12.2. Table 7C of the TA summarises the results.

13.3.19 The calculations conclude that the junction will operate well within the theoretical capacity development traffic. There will be no increase in the queues when compared to the plus committed scenario.

13.4 Consideration of Potential Mitigation

13.4.1 The findings of the TA are that the proposed development can operate without adverse Transport and Traffic impacts. There are no personal injury records which require resolving, and the junction will continue to operate well within capacity.

13.4.2 No additional mitigation measures are deemed necessary as part of the TA. The development does contain in-design mitigation through the use of implementing a layby which will allow for lorries to wait within the site rather than on public highway.

13.5 Conclusions

13.5.1 The Transport Assessment produced as part of the planning application has developed an understanding of the baseline conditions onsite and the surrounding highway network, established the additional traffic generation as part of the proposals and assessed the impact to which it may have.

13.5.2 Findings of the TA conclude that the proposed development can operate without adverse impact to the local environment in regard to traffic and transport. No additional mitigation measures to those designed into the scheme have been suggested.

13.5.3 Overall, it is concluded that the proposed development can operate acceptably with regard to the environment and compliance with local and national policy.

14 Consideration of Planning Balance

14.1 Introduction

14.1.1 In this section the overall planning balance is undertaken, this is required to consider whether the application proposals represent sustainable development. The overall benefits of the proposals should be considered against the policy tests set out within the development plan and against other material considerations. This chapter gives due regard to the potential economic, social and environmental impacts of the proposals.

14.1.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) and Section 70(2) of The Act (1990), requires the determination of this application to be in accordance with these identified policies within the Local Plan unless material considerations indicate otherwise.

14.1.3 Paragraph 8 of the NPPF states that the economic, social and environmental objectives should be pursued in mutually supportive ways with the aim of achieving net gains across all three. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

14.1.4 In terms of decision taking, paragraph 11 of the NPPF states that the presumption in favour of sustainable development means:

- approving development proposals that accord with the development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

14.1.5 It is considered that in the context of determining this proposal, as a whole, Paragraph 11's first bullet point is engaged because the development complies with relevant development plan policies. However, it is still important to weigh the benefits of the proposal against any harm arising and undertake an overall planning balance judgement.

14.1.6 Furthermore, in order to engage the local community with the planning process, pre-application consultation has been held with Cadeby Parish Council to discuss the proposals. Detail of this is included within the appendix to this statement.

14.2 The Economic Role

14.2.1 Section 6 of the NPPF refers to 'Building a strong, competitive economy' and highlights a commitment in national policy to securing positive economic benefits from development and growth. It is generally accepted that new commercial and employment development will provide an economic benefit in a number of ways, including:

- An increase in local employment comprising:
    - Construction phase jobs; and
    - Many additional employees to work at the site
- An increase in local expenditure; whilst the previous Quarry operation consists of a large landholding, the mineral operations support relatively few jobs.

14.2.2 The proposed development is expected to provide up to 30 direct jobs for the tile manufacturing operations, in addition to numerous indirect jobs created, including: construction workers for the initial build of the development, HGV drivers and maintenance workers. The existing FP McCann facility is already a major contributor to the regions employments, particularly in a rural setting as the existing facility employs approximately 150 people. The wider economic effect of the creation of jobs within this area would be monetary gains within the local economy through business rates and taxes.

14.2.3 Approval of the proposed development is considered to accord with the principles of positive planning in line with the aims of the NPPF. Approval would see the realisation of an allocated employment site within the extant development plan, bringing forward a very specific use for which there is a justified need for locally and nationally.

14.2.4 It is therefore clear that there will be significant economic benefit associated with this development and this accords with this dimension of sustainable development as outlined in the NPPF. This should be afforded significant positive weight in the determination of this application.

14.3 The Social Role

14.3.1 Paragraph 8 of the NPPF sets out the 'social role' in achieving sustainable development. In this instance, the social role played by the proposed development is largely supported by the economic benefits to be brought by the proposals.

14.3.2 The proposed development can provide significant economic benefits, outlined above, which in turn play a social role in the local community. Furthermore, a "well designed and safe environment" can be provided by the site, as supported in NPPF paragraph 8.

14.3.3 When considered in line with the economic dimension, it is apparent that this development will also meet the social role by contributing towards meeting the need for economic growth

in a location which is acknowledged through its employment allocation to be appropriate for commercial/industrial development. The social benefits of achieving this should be afforded great weight in the determination of this proposal.

14.4 The Environmental Role

14.4.1 Paragraph 8 of the NPPF sets out the 'environmental role' in achieving sustainable development. This Statement has provided HBBC with a summary of the accompanying Technical Reports which demonstrate the proposed development's compliance with the relevant national and local planning policy and legislation.

14.4.2 It is acknowledged that the 'do nothing' approach would not result in a retention of the site as existing, but would instead see the restoration of the former quarry processing area to a mix of grassland, woodland, and scrub habitats which were approved as appropriate many years ago, prior to more recent ecological surveys which updated the current range of habitats present on-site and identified the use of the site by protected species. Furthermore, the Ecological Appraisal accompanying this application demonstrates that the proposed development can provide biodiversity enhancements.

14.4.3 The proposed development scheme was designed with environmental considerations at the forefront. Over 50% of the site area is to be used for landscape and ecological enhancement, with the entire area north of Brascote Lane dedicated to biodiversity enhancement.

14.4.4 It has been detailed on a number of occasions throughout this statement how the dedicated biodiversity enhancement area to the north of the site will be utilised to offset biodiversity impact and provide suitable habitats chosen by the ecologists following their survey and assessment work. It is intended to support a variety of species within the area, including protected species. In addition to bringing new habitats to the area it is intended to strengthen existing vegetation.

14.4.5 It is proposed to introduce EV charging spaces to the site as part of this proposal in accordance with emerging plan policy. This will support the use of zero-emission vehicles by site employees.

14.4.6 A further environmental benefit that could be unlocked through approval of the proposed development would be the possible future reduction in the carbon footprint of the existing FP McCann precast concrete manufacturing facility. This could be delivered through the installation of roof-mounted solar panels across the built development proposed in this application. Given the significant roof space proposed, it is anticipated that the installation of solar panels at the site will result in the application site becoming energy self-sufficient, with surplus energy generated supplied to the adjoining existing precast concrete manufacturing facility. However, this does not fall within the scope of this application.

14.4.7 In addition to the ecological assessments, technical considerations relating to landscape, noise, air quality, flood risk and surface water management, and transport have also concluded that the proposed development can proceed without having any adverse significant impacts upon the natural or built environment.

14.5 The Benefits of the Proposal

14.5.1 In the immediate sections above, the economic, social, and environmental credentials of the development have been considered. These can be broadly summarised into a number of derived benefits that can be considered as part of the overall planning balance:

- Delivery of employment after-uses for Cadeby Quarry at an identified employment allocation, including:
    - Suitable employment use on an allocated site within the adopted development plan.
    - Opportunities for biodiversity enhancement including through planned planting and landscaping, and retention of habitats where possible. Delivery of landscaping and habitats across the site.
- There will be an increase in local employment comprising:
    - Construction phase jobs; and
    - Creation of 30 direct jobs on site within a rural employment area, as well as creation of indirect jobs through HGV drivers and maintenance workers amongst others.
- Significantly, the development would allow for creation of a facility dedicated to supplying a product which has well-documented supply issues. The proposed roof tile manufacturing facility will significantly assist in meeting a nationwide shortage of building materials including roof tiles. In turn, this addresses delays in delivering the housing and infrastructure required for the UK's sustainable growth.

15 Conclusions

15.1.1 The combined benefits of the proposal in economic, social, and environmental terms are considered to be substantial and must be given due weight. The proposed development has been designed to deliver a variety of economic, social, and environmental benefits that are appropriate for the employment allocation in which the site is located.

15.1.2 The proposed development of a roof tile manufacturing facility and its associated infrastructure as an extension to the existing FP McCann operations at Cadeby aims to deliver significant economic benefits whilst providing a biodiversity enhancements compliant with local and national policy.

15.1.3 The final proposed scheme was created iteratively following comprehensive technical work carried out by suitably qualified specialists. The Applicant respects that the location of the site is within the countryside, and therefore has proposed a development which takes a balanced approach between economic benefits to the Applicant, meeting market demand, and the wider socioeconomic benefits, with the requirement to deliver appropriate development sympathetic to its environment.

15.1.4 The impacts of the development have been assessed and with the imposition of appropriate mitigation are not considered to give rise to adverse impacts upon the environment or local amenity that outweigh the delivery of a much-needed roof tile manufacturing facility within an employment allocation.

15.1.5 Weighing the contents of this Design & Access Statement and all supporting Plans and Technical Appendices into the planning balance, with regard to the advice in the NPPF as a whole, the adopted development plan policies, and in applying Paragraph 11 of the NPPF, the applicant considers that the proposal represents sustainable development. It is considered that the proposal is in accordance with the development plan. As such, it is respectively requested that the application be approved and planning permission be granted.

Appendix: Statement of Community Involvement

The Applicant has engaged in pre-application consultation with Cadeby Parish Council. Draft copies of the application plans submitted accompanying this planning application were provided to the Parish Council by the Applicant on 18th March 2022 in order to seek initial comments regarding the scope and details of the proposed development.

A virtual meeting was also held between the Applicant and the Parish Council on Friday 8th April 2022. The meeting was a valuable opportunity for members of the Parish to express their initial thoughts regarding the proposed development. The meeting was successful in enabling members of the Parish Council to give their impressions of the proposed layout of the site and share thoughts regarding the objectives and detail of the proposal.

Feedback received was largely positive, with an appreciation of the site's allocation for employment uses within the adopted development plan documents and the high demand for roof tiles.

Other thoughts raised included the possible linkage of off-road sections of the local Public Right of Way network, which at present require users to use a section of the Brascote Lane public highway, namely between Footpath S66 and Bridleway S25. The possibility of providing an off-road route so that users do not have to utilise Brascote Lane was discussed. However, such a possibility would like require third party agreement or the purchase of third party land by FP McCann.

A final point was raised regarding the potential for visual impact of the proposed roof tile manufacturing facility from the south-west (Cadeby village and the A447). It was confirmed that the Landscape and Visual Impact Appraisal to be submitted with this application would consider views of the proposed development from the south-west. Viewpoints within the scope of the LVIA undertaken include views from the A447 and the south-west of the site.