

Planning Design & Access Statement

For the proposed erection of a pipe manufacturing facility,
with associated storage and biodiversity enhancements

at

FP McCann, Brascote Lane, Cadeby, CV13 0BB

on behalf of



by



March 2025

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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) accompanying a planning application for a proposed extension to the Applicant's existing manufacturing operations at Cadeby. Specifically, the proposed development involves the change of use of agricultural land to accommodate the extension of the existing industrial and storage uses, the erection of a new plastic pipe manufacturing building, associated external storage, and biodiversity enhancements.

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 listed below:

- Location Plan (Drawing No. KD.FPPF.1.D.001);
- Current Situation Plan (Drawing No. KD.FPPF.1.D.002);
- Proposed Site Layout Plan (Drawing No. KD.FPPF.1.D.003);
- Elevations & Floorplan – Pipe Factory Plan (Drawing No. KD.FPPF.1.D.004);
and
- Development Cross Sections Plan (Drawing No. KD.FPPF.1.D.009).

1.1.3 The supporting plans illustrate the development which is proposed for land adjoining the Applicant's existing precast concrete and recently-approved roof tile manufacturing facilities. The land is under FP McCann freehold ownership.

1.1.4 The proposed development comprises employment uses similar to those already undertaken at the adjoining existing precast concrete and permitted roof tile manufacturing facilities, albeit for the manufacture, storage, and export of plastic pipes rather than concrete or roof tiles.

1.1.5 The following technical reports are also submitted alongside this application in order to provide Hinckley and Bosworth Borough Council (HBBC) with additional information necessary to determine the application in their role as local planning authority:

- Landscape and Visual Impact Assessment;
- Preliminary Ecological Assessment and Biodiversity Net Gain Report;
- Noise Assessment;
- Flood Risk Assessment and Drainage Strategy; and
- Transport Assessment.

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 also 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 over 1,600 people across six business divisions.
- 1.2.2 The precast concrete division operates from thirteen 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 the granting of various planning permissions ranging from: increasing the concrete facility's storage capacity; a larger and improved office facility; and the addition of a roof tile manufacturing facility.
- 1.2.4 This application proposes further investment and expansions in the Applicant's successful operations at Cadeby, with significant economic benefits proposed including new job opportunities and expanding the Applicant's manufacturing capabilities to include pipes in addition to the concrete solutions and roof tiles already produced at Cadeby.

2 Site Context

2.1 Site Information

- 2.1.1 The application site measures 12.15 hectares (Ha) and is located east of Cadeby village.
- 2.1.2 In planning terms, the site is greenfield land in open countryside, albeit located immediately adjoining the existing FP McCann facilities.
- 2.1.3 The extent of the site is shown on the accompanying Location Plan (Drawing No. KD.FPPF.1.D.001).
- 2.1.4 The site comprises three fields separated by mixed hedgerows. All of the fields are currently used for livestock grazing. The current layout of the site is shown on the accompanying Current Situation Plan (Drawing No. KD.FPPF.1.D.002)
- 2.1.5 The proposed development would retain the structure of the existing field pattern, with the three fields delineated by hedgerows being retained post-development.
- 2.1.6 For clarity, the fields are hereafter referred to as the 'western field', 'central field', and 'eastern field'.
- 2.1.7 The eastern field is proposed to accommodate the pipe factory, as detailed later in this Statement. The field measures 6.35 Ha and gradually slopes down from levels of 124mAOD in its northern corner to 113m in its southernmost extent. The field comprises open grassland bordered by hedgerow and hedgerow trees.
- 2.1.8 The central field, which is proposed to accommodate external product storage, measures 3.97Ha and is also relatively flat grassy land, with measured levels of 130mAOD in its western extent slightly sloping down to 128mAOD at its boundary with the eastern field. The central field is bordered by mature vegetation such as hedgerows and trees.
- 2.1.9 The western field comprises grassland and measures 1.83Ha. The field is bordered by mature hedgerows and mature conifer trees where the field adjoins Highfield House, an adjacent residential property. Topographically, the western field is a shallow, V-shaped valley with the land dipping inwards from 129mAOD down to a ditch which runs across the centre of the field (land levels in the ditch at 124mAOD). This landform was created as part of the restoration of Cadeby Quarry.

2.2 Site Location

- 2.2.1 The three fields all adjoin existing employment operations undertaken by the Applicant, which include manufacturing uses with elements of open storage and office uses.

- 2.2.2 Access to the fields within the application site is via an existing gate on the southern field boundary of the recently permitted roof tile manufacturing facility. The fields are accessed via the Applicant's existing manufacturing facilities, which in turn are accessed via Brascote Lane. The wider site's access from Brascote Lane is approximately a 650m drive east of the A447 Ashby Road which connects Coalville to the north with Hinckley to the south.
- 2.2.3 The Location Plan that accompanies this Statement illustrates the extent of the Applicant's current permitted operations and existing facilities, including the precast concrete manufacturing and roof tiling manufacturing sites.
- 2.2.4 The precast concrete facility in particular is a longstanding employment use which covers over 20Ha, located within what is otherwise a rural area with a limited number of other employment uses.
- 2.2.5 The Applicant's precast concrete and roof tile manufacturing facilities are allocated as an Existing Employment allocation in Policy DM19 of HBBC's adopted Site Allocations and Development Management DPD (July 2016) (Site reference CAD07). The application site is partially within Existing Employment allocation reference CAD07.
- 2.2.6 In terms of nearby potential receptors, the closest settlement to the site is Cadeby, which is located beyond the A447, approximately 550m west of the site. Other nearby settlements include Newbold Verdon, situated approximately 2km northeast of the site, and Market Bosworth which is located circa 2.5km from the site. There are a small number of dwellings located along Brascote Lane.
- 2.2.7 The site does share a boundary with a residential property located on the A447, 'Highfield House', which is located adjoining the western field.
- 2.2.8 With regard to designations, the site does not fall within or contain any statutory or non-statutory landscape, heritage, or ecological designations.
- 2.2.1 No listed buildings have been identified within the site or in the immediate vicinity of the site. The closest listed buildings to the site are situated approximately 400m to the west of the site, including the Grade II* All Saints Church and four associated residential properties.
- 2.2.2 The site is located within Environment Agency Flood Zone 1, which means the site has a low probability of flooding from rivers and the sea. Parcels of land within the largest field have a low to medium probability of surface water flooding risk.
- 2.2.3 No Public Rights of Way run through the site. However, a Public Footpath (S66/1) runs along the western boundary of the central field, alongside Ashby Road (the A447).

2.3 Site Setting

- 2.3.1 The surrounding setting of the application site to the is largely rural, albeit influenced by the immediately adjoining precast concrete manufacturing facility.
- 2.3.2 The immediate setting of the area has also been significantly influenced over many decades by mineral operations associated with Cadeby Quarry in addition to the long-established presence of the Applicant's manufacturing works along the northern boundary of the site. Much of the infrastructure associated with Cadeby Quarry has been removed upon cessation of mineral extraction and processing, but some has been retained and re-purposed as part of the Applicant's roof tile manufacturing facility.
- 2.3.3 Currently, the Applicant's manufacturing facilities at Cadeby comprise a precast concrete manufacturing facility (longstanding and operational) and a roof tile manufacturing facility (permitted and partially-implemented). This land is made up of significant built development including factories, silos, and open areas used for product storage and the movement of forklift trucks and HGVs.
- 2.3.4 On the land adjacent to the north of the Applicant's roof tile manufacturing facility, various land uses are undertaken at Naneby Hall Farm. The farm has planning permission for uses including: a craft centre; agricultural plant/machinery repair centre with a sales element; and for other general industrial uses.
- 2.3.5 In the wider proximity to the north of the site, ground-mounted solar panels have extended across numerous fields in recent years.
- 2.3.6 There are no nature conservation designations within 300m of the site boundaries. However, much of the land within the setting of the site has been restored post-mineral extraction to a mix of habitats. The local network of habitats has been further enhanced by the Applicant, including through on-site habitat creation and habitat management delivered through the recent permission for the adjoining roof tile manufacturing facility.

3 Planning History

3.1 Application Site

- 3.1.1 The application site is situated south of the existing FP McCann manufacturing facilities, on 'greenfield' land.
- 3.1.2 Part of the application site has previously been subject to sand and gravel extraction and subsequently restored as part of the mineral operations at the former Cadeby Quarry. The recently permitted roof tile manufacturing facility located immediately north-east of the application site formerly accommodated the quarry offices and processing area of the quarry.
- 3.1.3 Mineral Extraction at the former Cadeby Quarry began in 1969, under permission Leicestershire County Council ref. 1969/5126/04, with further permissions for sand and gravel extraction and ancillary operations approved and implemented throughout the life of the quarry prior to the cessation of mineral operations in 2021.
- 3.1.4 The fields referred to in this application as the western and central fields were subject to mineral extraction. Both fields were restored to agriculture in 2011. The aftercare period for both fields ended in 2016, ending the site's relationship with mineral activities.

3.2 Adjacent Land Uses

- 3.2.1 The proposed development would act as an extension to the Applicant's precast concrete manufacturing facility and approved roof tile manufacturing facility, both of which adjoin the application site. The application site also shares infrastructure with these facilities, including use of their access onto Brascote Lane, and parking facilities.
- 3.2.2 The Applicant's precast concrete facility is a successful longstanding business in the area which benefits from permanent permission for business and general industrial uses. In addition to the recent permission for the roof tile manufacturing facility, the precast part of the business has undergone several extensions in recent years to meet customer demands and provide further employment opportunities within the Borough.
- 3.2.3 Initially, planning permission was granted for the Applicant's concrete manufacturing facility in December 1975, under application HBBC ref. 75/00986/4. The rebuilding of the facility, addition of more factory units, and an extension to the storage yard was implemented following grant of permission HBBC ref. 02/00359/FUL. Further extensions took place at the facility in 2004, where the erection of offices and a canteen building took place under application reference 04/00152/FUL.

- 3.2.4 Permission 16/01092/FUL, granted in March 2017, enabled further development and expansions to FP McCann's operations involving extensions to the manufacturing building, erection of concrete batching plant, formation of additional car parking areas, and the change of use of land to Class B2 (General Industry) for product storage, including ancillary security and landscaping works, and the permanent diversion of a public footpath.
- 3.2.5 Similar to the development proposed in this application, permission 16/01092/FUL facilitated permanent employment uses and development of land that had previously been subject to mineral extraction and subsequent restoration as part of Cadeby Quarry. Like the fields subject of this application, the site had been restored to agricultural land prior to its incorporation into the employment uses at the Applicant's precast concrete facility.
- 3.2.6 More recently, permission was also granted in September 2019 for the extension to the precast concrete production building (reference 19/00624/FUL). The decision made to grant planning permission concluded that the proposal was considered to have no significant adverse impacts on the character or appearance of the surrounding countryside and was judged to be in accordance with the development plan.
- 3.2.7 Permission was also granted in April 2023 for a roof tile manufacturing facility (HBBC reference 22/00420/FUL) to increase the range of products manufactured at Cadeby by the Applicant. The Officer's Report concluded that the addition of the new facility would bring a significant economic benefit to the rural economy and that the adverse visual and residential effects of the proposal to be not significant as the site is appropriately screened by mature vegetation.
- 3.2.8 Finally, the most recent planning permissions at the Applicant's Cadeby facilities were both granted in December 2023, comprising approval for:
- A replacement office and welfare building, reconfiguration of on-site parking, and the installation of solar panels and 2no. EV charging points (HBBC reference 23/00926/FUL); and
 - A steel fabrication workshop with a height of 7.86m to ridge and a footprint of 924m² (HBBC reference 23/01050/FUL).
- 3.2.9 Planning permission 23/00926/FUL also is relevant to this application as the area adjacent to the existing welfare facility will be used for 20 additional parking spaces for the site (see the attached Site Layout Plan for more details).
- 3.2.10 Permission 23/01050/FUL is also particularly relevant to this application, as the workshop is sited on the southern boundary of the existing approved FP McCann precast concrete facility, just the width of a hedgerow from the central field subject of this application.

- 3.2.11 Further afield, Naneby Hall Farm is located north of the roof tile facility, comprising of a number of ancillary outbuildings with permission for various industrial uses. 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 (HBBC ref. 84/00555/4). 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.
- 3.2.12 The wider surrounding area of the application site has also recently seen planning permission granted for the erection of a 10MW solar farm and associated infrastructure, between the settlements of Cadeby and Newbold Verdon (HBBC ref. 14/006600/FUL).

4 The Proposed Development

4.1 Introduction

- 4.1.1 This section describes the proposed development, consisting primarily of an extension to existing FP McCann operations at Cadeby by introducing a plastic pipe manufacturing facility.
- 4.1.2 The proposed development aims to diversify the products manufactured at Cadeby to enable the Applicant to better meet client expectations and demand. Specifically, the proposed development enables the production of much smaller diameter pipes made from plastic, which cannot be produced at the existing precast facility out of concrete. Given the increasing demand from the Applicant's existing customer base and from housebuilders, it is expected that demand for plastic pipes will increase.
- 4.1.3 A Proposed Site Layout Plan has been provided in support of the application (Drawing No. KD.FPPF.1.D.003) which provides a detailed illustration of the proposals.

4.2 Plastic Pipe Manufacturing Facility

- 4.2.1 The eastern field is proposed to accommodate the plastic pipe manufacturing facility. This facility will consist of one building, with a footprint of 5,469m², and four silos (circa 24m² per silo) located 'behind' the facility on its north-western elevation.
- 4.2.2 The building is proposed to have a height to eaves of 7.8m and a height to ridge of 12.2m. The silos are proposed to reach a height of 16m.
- 4.2.3 The plastic pipe manufacturing process will take place within the building.
- 4.2.4 The building is proposed to be finished with the same materials and colour palette used at the existing industrial buildings across the Applicant's wider interests at Cadeby. The walls and roof of the building will be clad in plastic coated/steel box profile sheets in a goosewing grey, the same as the roof tile facility, with precast concrete wall panels being installed at ground level to a height of 2.5m.
- 4.2.5 A Floor Plan and Elevations Plan for the plastic pipe factory has been submitted alongside this application (KD.FPPW.1.D.004) and illustrates the above, showing both the factory and silos.
- 4.2.6 Finished products from the factory are to be transported beyond the building using a single output conveyor which will move materials
- 4.2.7 The proposed development would generate approximately 60 new jobs, split across shift patterns. It is likely that the facility will operate with three shifts, with approximately 20 staff per shift.

4.3 External Storage

- 4.3.1 The areas of the site proposed for external storage are shown on the Site Layout Plan.

- 4.3.2 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.

4.4 Access and Traffic Movements

- 4.4.1 As stated, it is proposed that HGVs access the site using existing internal routes through the Applicant's precast facility. A new internal road will be created in the form of a dedicated one-way surfaced road which shall be routed through the site as shown on the Proposed Site Layout Plan. This will enable HGVs to unload at the pipe manufacturing facility and be loaded with products for export without the requirement for a large turning circle or two-way internal routeing system.

- 4.4.2 Access to the site across the broader highway network will continue to be provided by Brascote Lane, which is the sole vehicular access to the Applicant's Cadeby operations. The junction of Brascote Lane and the A447 is to be enhanced through the implementation of measures committed to following the grant of permission for the roof tile factory, including the improvements briefly summarised below, which are discussed in more detail in the accompanying Transport Assessment:

- A new right-turn lane on the A447;
- Widening of Brascote Lane;
- Increasing the turning radius at Rock Cottage on Brascote Lane;
- Adding a centreline to Brascote Lane as well as a formal give-way point along a section of the carriageway which had reduced width close to the site's entrance.

- 4.4.3 It is anticipated that the proposed development will generate 0.83 two-way HGV trips in peak hours, based on a 24-hour operational scenario. In a 'worst-case' scenario involving HGV movements within a 16-hour daily window, 1.25 two-way HGV trips would be generated.

- 4.4.4 The total number of two-way HGV trips across a working day is likely to be twenty. For context, Cadeby Quarry generated approximately 60 two-way movements per day.

- 4.4.5 Given the co-locational benefits of the Applicant's adjoining facilities, it is hoped that hybrid loads can be utilised to reduce the number of HGV movements as well as reducing transport costs.

4.5 Parking

- 4.5.1 With regard to parking, the grant of permission HBBC ref. 23/00926/FUL included the reconfiguration of the existing parking facilities within the site, including the installation of EV charging points.

- 4.5.2 Furthermore, the recent planning permission for the roof tile facility committed the Applicant to the delivery of cycle parking spaces at the site. This application proposes to provide 12 cycle

parking spaces in the form of six Sheffield stands contained within an undercover and secure cycle store to encourage low-carbon and sustainable travel.

- 4.5.3 The existing parking facilities within the site can accommodate the staff that would be employed at the pipe manufacturing facility without further increases in the number of parking spaces within the site.

4.6 Biodiversity Enhancement

- 4.6.1 It is proposed to dedicate the western field to providing ecological improvements with the total area for enhancement across the entire site measuring to 3.81Ha. At present the western field features grassland with a V-shaped valley landform sloping down to a ditch created as part of the Cadeby Quarry restoration scheme. Existing habitats and vegetation within this field will be strengthened, as well as the addition of other ecological aspects to provide biodiversity benefits alongside the benefits derived from the proposed built development and proposed manufacturing operations.
- 4.6.2 The proposed biodiversity enhancements are illustrated on the Proposed Site Layout Plan.
- 4.6.3 The field will be diversified to include new native scrub, new hedgerow on the site boundary with Highfield House, and new hedgerow along the field boundary with the central field to create a 'double hedgerow'. It is also proposed to 'gap up' existing hedgerow.
- 4.6.4 The drainage ditch within the valley landform will be retained and realigned to create a more meandering channel with marshland conditions created within the valley to promote the use of the field by a diverse range of protected species.
- 4.6.5 Additionally, swales and ponds will be implemented within the eastern field, to the south of the factory, alongside additional vegetation to support the development of wetland habitats. Within this field, the bordering vegetation and hedgerows will also be retained.

4.7 Landscaping

- 4.7.1 Across the site, the structure of the three fields will be retained as the proposed layout respects the field pattern of the western, central, and eastern fields.
- 4.7.2 Supplementary hedgerow planting will be undertaken within the biodiversity enhancement area to support the existing field pattern alongside the creation of new hedgerows planted with native species.
- 4.7.3 Whilst the majority of the site is proposed to accommodate external storage on hardstanding, hedgerow and hedgerow trees located along the periphery of the site and along field boundaries will be retained, with one exception. A small part of hedgerow between the central and eastern fields is required to be removed to facilitate internal movement between the two fields.

- 4.7.4 Green buffers will be retained around the perimeter of the site, ensuring a 5m stand-off between the proposed external storage area and existing hedgerow. Where trees are present within the hedgerow, this buffer is extended to 10m.
- 4.7.5 The drainage ditch and swale feature is proposed to be utilised as part of the site's surface water management. Appropriate planting will be implemented within the ditch and swale.

4.8 Operating Hours

- 4.8.1 As an extension to the Applicant's existing site, it is not intended that the pipe factory have different operating hours from the rest of the permitted operations at the adjoining precast and roof tile facilities. Therefore, it is proposed to operate the site 24 hours a day Monday to Saturday. This is reflective of the flexible working arrangements at the Applicant's existing operations at Cadeby.
- 4.8.2 Like the precast and roof tile facilities, it is intended to operate with flexibility, but with usual operational times of 2am to 7pm (Monday-Friday with machinery starting at 4am) and 2am to 12.30pm on Saturdays, again with machinery starting at 4am.
- 4.8.3 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.

4.9 Ancillary Development

- 4.9.1 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). The proposed pipe manufacturing facility would benefit from a large roof space, half of which would have a gradient gently sloping to the south-east. This creates an opportunity for solar gains throughout the year in order to increase the self-sufficiency of the facility. The roof-mounted solar potential would result in a reduction of the carbon impact of the Applicant's operations.

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. 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 precast concrete facility and the approved roof tile manufacturing facility, which is partially build-out. The site itself is used as land for livestock grazing, comprising a mix of land that is not believed to ever have been developed and land which has been subject to sand and gravel extraction prior to its restoration to grassland approximately 15 years ago.
- 5.2.3 The main element of the proposal is the construction of a plastic pipe manufacturing facility to be operated 24 hours Monday to Saturday. In addition to the manufacturing building the proposal necessitates the development of external product storage areas and internal roadways. The site is also proposed to incorporate an area dedicated to biodiversity enhancement.
- 5.2.4 Overall, the proposed development represents an extension of the employment uses at Cadeby which comprise predominantly general industrial uses with elements of office and storage uses.

5.3 Amount

- 5.3.1 The site is divided into three fields, measuring 6.35Ha, 3.97Ha, and 1.83 Ha (east to west). No built development is proposed for the western field (1.83Ha) which is proposed to be dedicated to biodiversity enhancement. The central field (3.97Ha) is proposed to be utilised primarily for external product storage. The eastern field (6.35Ha) is proposed to accommodate the plastic pipe manufacturing building, areas of external product storage, and areas to be used for drainage which will also contribute to the ecological value of the site.
- 5.3.2 The pipe factory itself is proposed with a footprint of 5,469m², comprising the main element of the building and much smaller protrusion on the building's south-eastern elevation which contains the output conveyor.

- 5.3.3 Four silos are proposed to be located ‘behind’ the building on its north-western elevation, measuring a combined footprint of 96m² (24m² each).
- 5.3.4 The tallest aspect of the facility are the four silos that adjoin the factory. The factory itself is proposed to be constructed to a height of 7.8m to eaves and 12.2m to ridge. The Proposed Elevations & Floorplan illustrates the elevations and floorplan for the roof tile manufacturing building.
- 5.3.5 The remainder of the site is proposed to accommodate open product storage, internal roadways, and land dedicated to ecological enhancement, landscaping, and surface water management.

5.4 Layout

- 5.4.1 The application site spans three fields immediately south of the existing FP McCann facilities. The eastern field is situated to the southeast of the existing operations and can be accessed to the south of the pipe factory. The central field is located south of the existing FP McCann precast concrete facility and the western field is adjacent to Ashby Road (A447), southwest of the precast concrete open product storage area.
- 5.4.2 The intended layout of the proposed development can be seen on the Proposed Site Layout Plan. The siting of the proposed elements is summarised below:
- Main Site Area – The plastic pipe manufacturing facility will be the largest structure on-site. It is proposed to be located on the eastern field, which is southeast to the existing FP McCann operations, oriented similarly to that at the roof tile facility. The site access point is to the south of the roof tile facility, where the site internal access road travels to ‘behind’ the plastic pipe facility for unloading and loading. The remaining external area of the eastern field will 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.
 - External Storage Area – The central field, covering 3.81Ha, will be solely dedicated to external product storage of the same character as the approved external product storage areas of the adjoining precast concrete and roof tile facilities, with green margins.
 - Biodiversity Enhancement Area – This 1.83Ha field that is adjacent to Ashby Road has been dedicated to provide biodiversity enhancements. It will feature the creation of new habitats and the strengthening of existing habitats, where appropriate. Details regarding the specific habitats created and species supported are included in the Preliminary Ecological Assessment and Biodiversity Net Gain Report accompanying this Statement.

- 5.4.3 The overall layout of the site enables the efficient one-way movement of vehicles through the site, with vehicles entering and exiting the site via the existing two-way vehicle routeing within the Applicant's precast facility which accommodates the site office, parking areas, and connection with Brascote Lane.

5.5 Scale

- 5.5.1 The total site area is 12.1Ha, which as stated above is split across three fields. It is not proposed to introduce any built development (including hardstanding) to the western field. Built development within the site is limited to the plastic pipe factory and four silos. In total, these cover a footprint of 5,469m², which is less than 5% of the total site area. Therefore, the majority of the overall site area will comprise 'open land' either associated with product storage and the areas dedicated to ecological enhancement, landscaping, and drainage.
- 5.5.2 The proposed development represents an extension to the Applicant's existing employment operations at Cadeby. The proposal is of a smaller scale than the existing precast and approved (partially implemented) roof tile facilities. The character of development is similar to that of the existing facilities, with proportionately small built form compared with the space required for open product storage.
- 5.5.3 The proposed use of the site is predominately external product storage, with considerable proportions of the site dedicated to open ecological enhancement.
- 5.5.4 A maximum built height of 12.2m of the pipe factory (to ridge) is significantly smaller than the ridge height of the recently approved roof tile factory, which features a height to ridge of 21.5m.
- 5.5.5 For wider comparison between the two sites, the proposed pipe factory's footprint of 5,469m² is smaller than the adjoining permitted roof tile factory, which has an approved footprint of 6,398m².
- 5.5.6 The proposed pipe facility would include four silos with a maximum height of 16m. This is significantly lower than the recently approved roof tile facility's silos, which have an approved height of greater than 20m. Four silos associated with the roof tile facility were permitted, with a combined footprint of 1,400m². For comparison, the four silos proposed in this application have a combined footprint of 96m².

5.6 Appearance

- 5.6.1 The appearance of the development is dictated by its proposed function. The facades and detailing will be appropriate for the manufacturing of the plastic pipes in a controlled environment. The materials and colours used to construct the factory will match those of the existing FP McCann buildings to ensure consistency and to reduce landscape and visual impact.
- 5.6.2 Due to the facility benefitting from a large roof space, solar panels are proposed to be mounted to the roof within the confines of the Applicant's Permitted Development rights (GDPO Part

14 Class J). This will increase the self-sufficiency of the facility and therefore increase the sustainability of the factory.

- 5.6.3 Given the location of the site adjoining the existing busy and successful manufacturing facilities operated by the Applicant, it is not considered that implementation of the proposed development, when viewed from distance, will alter the character of the area. Greater detail regarding the visual impact of the proposed development is contained within the Landscape and Visual Impact Assessment accompanying this Statement.

5.7 Landscaping

- 5.7.1 Landscaping within the site has been prioritised to reduce the potential landscape and visual impacts of the proposal and to ensure that the proposal complies with the requirement to delivery biodiversity net gains of at least 10%, as specified under Schedule 7A of the Town and Country Planning Act 1990 (TCPA).
- 5.7.2 As previously mentioned, the western field area south of the precast concrete facility is proposed to solely accommodate ecological enhancements, which greatly contribute to the required biodiversity net gains. The western field is to be enhanced to provide new native scrub, new hedgerows and the enhancement of the existing hedgerows, as well as the realignment of the drainage ditch to create a winding waterbody bordered by marshland.
- 5.7.3 Within the eastern field, swales and ponds are proposed to be implemented to the south of the factory, this forms part of the surface water management for the facility. Additional vegetation will be planted to support the development of wetland habitats.
- 5.7.4 Across the site, hedgerows and hedgerow trees will be retained wherever possible and enhanced through 'gapping up' where appropriate. The proposed hardstanding to accommodate the external storage of products maintains a 5m stand-off from retained boundary hedgerows and a 10m stand-off from retained hedgerow trees.
- 5.7.5 Detailed consideration of the potential landscape and visual impacts of the proposal, and mitigation, is contained within the Landscape and Visual Impact Assessment accompanying this Statement.

5.8 Access and Movement

- 5.8.1 Brascote Lane is the sole vehicular access to the site, provided via Ashby Road (A447). Under permission 22/00420/FUL (for the roof tile manufacturing facility), Brascote Lane and its junction to the A447 has been subject to a number of significant improvements, including the junction being upgraded to a ghost right-turn and Brascote Lane being widened to better accommodate two-way movements.
- 5.8.2 As the site is adjacent to the existing FP McCann operations, no new or modified site access will be created as part of the proposal, due to the existing facilities already providing vehicular and pedestrian access into and throughout the site.

- 5.8.3 With regard to HGVs accessing the proposed pipe manufacturing facility, a one-way system will be utilised within the site, as shown on the Proposed Site Plan.
- 5.8.4 The existing parking facilities located at the precast concrete facility for employees are sufficient to accommodate the additional employees generated as part of this proposed development. In addition, twelve cycle parking spaces will also be made available in the form of six Sheffield cycle stands.
- 5.8.5 The accompanying Transport Assessment considers the acceptability of the proposed development from a highway safety and highway capacity perspective.

6 Planning Policy Considerations

6.1 Introduction

- 6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.1.2 In reaching a decision on this application the first consideration is, therefore, whether the proposals accord with the statutory development plan. Having done this, it is then necessary to have regard to all other material considerations. Other material considerations include relevant policy considerations contained in the emerging development plan and national policy and guidance through the National Planning Policy Framework (NPPF) (2024).
- 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 Material Considerations include:
- National Planning Policy Framework (2024).
 - Hinckley and Bosworth Local Plan Review 2020-2041 – Draft Plan (Reg 18), July 2024.
 - Hinckley and Bosworth Borough Council Landscape Character Assessment (2017).
- 6.2.3 The main points of relevance are considered to be as follows:
- Hinckley and Bosworth Core Strategy DPD (2009)**
- 6.2.4 The Hinckley and Bosworth Core Strategy, adopted in December 2009, 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.

Policies

- 6.2.8 **Policy 13: Rural Hamlets** states that the Council will support developments in Rural Hamlets, with Cadeby being identified as one, if the proposals align with various policies which relate to transport, character and appearance, environmental standards and local need.
- 6.2.9 **Policy 14: Rural Areas: Transport** 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.

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.”

Policies

- 6.2.13 **Policy DM1: Presumption in Favour of Sustainable Development** 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.
- 6.2.14 **Policy DM3: Infrastructure and Delivery** states that where development creates the need for additional/improved infrastructure, developers are expected to make such provision directly or indirectly via funding mechanisms.
- 6.2.15 **Policy DM4: Safeguarding the Countryside and Settlement Separation** aims to protect the value, beauty, open character and landscape character through safeguarding the countryside from unsustainable development. Development in the countryside is considered to be sustainable in Policy DM4 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
- 6.2.16 **Policy DM6: Enhancement of Biodiversity and Geological Interest** states that proposals should demonstrate how they conserve and enhance features of nature conservation and their long-term future management. Policy DM6 requires major developments to include measures

to deliver biodiversity gains, where 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.

- 6.2.17 **Policy DM7: Preventing Pollution and Flooding** 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.
- 6.2.18 **Policy DM10: Development and Design** aims to protect the privacy and amenity of neighbouring residents and adjacent buildings, as well as ensuring 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.
- 6.2.19 **Policy DM17: Highways and Transportation** states that proposals will be supported where they:
- 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.
- 6.2.20 Improvements to the highways and transportation networks will be undertaken, where appropriate, to limit any potential significant impacts arising from the development proposal.
- 6.2.21 **Policy DM18: Vehicle Parking Standards** 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.”
- 6.2.22 **Policy DM19: Existing Employment Sites** is considered to be somewhat relevant in the determination of this application as the land subject of this application would form an extension to an existing employment allocation (ref. CAD07) covered by DM19.

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:
- 6.2.24 **Policy M11: Safeguarding of Mineral Resources** aims to protect mineral resources from permanent sterilisation, including by non-minerals development. The application site is located within a sand and gravel mineral safeguarding area within the MWLP, by virtue of its geology and the former presence of sand and gravel reserves. The economic sand and gravel reserves within and close to the application site have been fully worked as part of the historic operations at Cadeby Quarry.

6.3 Material Planning Considerations

- 6.3.1 Other material considerations pertinent to the determination of this application include the following:
- The National Planning Policy Framework (December 2024);
 - Hinckley and Bosworth Local Plan 2020-2041 – Draft Plan (Reg 18) July 2024; and,
 - Hinckley and Bosworth Borough Council Employment Land Review (2024);
 - Hinckley and Bosworth Borough Council Landscape Character Assessment (2017); and
 - Cadeby Conservation Area Appraisal, Management Plan and Map (2007).

- 6.3.2 The main points of relevance to the consideration of the application are provided below.

The National Planning Policy Framework 2024

- 6.3.3 The National Planning Policy Framework (NPPF) was originally published in March 2012, with the latest version published in December 2024 and amended in February 2025. 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 7** 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 – to help build a strong, responsive and competitive economy
 - A social objective – to support strong, vibrant and healthy communities by fostering well-designed, beautiful and safe places, with accessible services and open spaces that

reflect current and future needs and support communities' health, social and cultural well-being; and

- An environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

6.3.5 **Paragraph 10** enshrines a presumption in favour of sustainable development at the heart of the NPPF which for decision-taking, means approving development proposals that accord with an up-to-date development plan without delay. **Paragraph 11** confirms that for decision-taking this means:

- a) approving development proposals that accord with an up-to-date development plan without delay; or
- b) 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 proposal; 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

6.3.6 **Paragraph 39** confirms that local planning authorities should approach planning applications in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

6.3.7 **Paragraph 85** of the NPPF emphasises the importance of building a strong and competitive economy through placing significant weight on the need to support economic growth by taking into account local business needs.

6.3.8 **Paragraph 88** explicitly states that planning decisions should support the sustainable growth and expansion of all businesses in rural areas. **Paragraph 89** emphasises that planning decisions should recognise that sites to meet local business needs in rural areas may have to be found adjacent to or beyond existing settlements, as long as 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.

- 6.3.9 NPPF includes guidance at **Paragraph 187** 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. Developments also should minimise impacts on and provide net gains for biodiversity.

Hinckley and Bosworth Local Plan 2020-2039 – Draft Plan (Reg 18) July 2024

- 6.3.10 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 2041. The Local Plan Review is currently being prepared; with the latest iteration of the emerging plan the ‘Draft Plan’ consultation paper published in July 2024.
- 6.3.11 At this stage of the emerging plan there are draft policies to consider. Below is a summary of draft policies relevant to the proposals.
- 6.3.12 **SP01 Sustainable Development** states that development that accords with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise.
- 6.3.13 **SP05 Mitigation and Adaptation to Climate Change** states that proposals will be supported where they support Hinckley and Bosworth becoming carbon neutral by 2050, through (where relevant): minimising carbon emissions; maximising carbon capture and storage; and mitigating and adapting to the impacts of climate change.
- 6.3.14 **SP06 Flood Risk** states that development proposals requiring a Flood Risk Assessment will 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. All development proposals should, where possible, include measures to reduce and manage surface water through sustainable drainage systems (SuDS) in accordance with the relevant Local Plan policies on Climate Change and Pollution Control.
- 6.3.15 **SP08 High Quality Design** encourages high standards of design, architecture, inclusivity, and place making.
- 6.3.16 **SP10 Preventing Pollution** states that development proposals 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.
- 6.3.17 **SP25 Enhancing Biodiversity and Habitat Connectivity** states that proposals must demonstrate how they conserve and enhance features of nature conservation and geological value and shall be considered in accordance with the mitigation hierarchy to avoid, mitigate and then compensate. This policy also emphasises the importance of creating new habitats within new developments and achieving a Biodiversity Net Gain.

- 6.3.18 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.
- 6.3.19 **SP26 Development in the Countryside and Settlement Separation** sets out that development will be permitted in rural areas if it meets certain criteria, including development necessary for the continuation of an existing enterprise, facility or operation that is compatible with its setting in the countryside. Development proposals, inter alia, should not have a significant adverse impact on the countryside, should not undermine separation between settlements, should not create ribbon development, and should have acceptable traffic impacts.
- 6.3.20 **SP27 Landscape Character** states that development proposals will conserve 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.
- 6.3.21 **HT01 Transport, Movement and Access** states that development proposals which are likely to have a significant impact on transport, movement and access to services and facilities must take account the need to reduce the transport impact of development.
- 6.3.22 Major development proposals that are expected to have a significant impact on transport should have a Travel Plan demonstrating the measures taken to minimise car use and supported by an up-to-date Transport Assessment. All proposals for new development should have regard to the most up to date guidance adopted by the relevant highways authorities and Active Travel England.
- 6.3.23 **SP31 Infrastructure and Delivery** states that 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.
- 6.3.24 **SP32 Water Supply and Wastewater Management** states that 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.
- 6.3.25 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 Employment Land Review (2024)

- 6.3.26 The latest Employment Land Review covering Hinckley and Bosworth Borough was published in July 2024 including, inter alia, a review of existing employment areas in the Borough and an Employment Land Needs Assessment.
- 6.3.27 The Employment Land Review lists land at the former Cadeby Quarry as an example of employment areas that have developed post-mineral operations.
- 6.3.28 The Employment Land Review also considers future supply and demand for employment floorspace within the Borough. It identifies that HBBC “should aim to identify a further 25 hectares of new allocations for general industrial purposes” in their emerging Local Plan.

Hinckley and Bosworth Borough Council Landscape Character Assessment (2017)

- 6.3.29 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.
- 6.3.30 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’.
- 6.3.31 The policies and objectives of this document will be considered as part of the Landscape and Visual Impact Assessment.

Cadeby Conservation Area Appraisal, Management Plan and Map

- 6.3.32 The application site is located approximately 20m east of Cadeby Conservation Area at its closest point, which is the western field (proposed for ecological enhancement only) on the opposite side of the A447.
- 6.3.33 The Conservation Area Appraisal (2007) and Conservation Area Management Plan (undated) have therefore being considered in the design of the proposed development. It is not considered that the proposals will materially impact upon the Conservation Area.

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 plastic pipe 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 its surroundings 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 represents an extension to the existing employment operations undertaken at the adjoining precast concrete and to be undertaken at the roof tile manufacturing facility. The existing employment operations are proposed to be extended in order to add plastic pipes to the portfolio of products produced by the Applicant at Cadeby.
- 7.1.2 The proposed development would facilitate the creation of approximately 60 new employment positions. 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.
- 7.1.3 The introduction of a facility to produce plastic pipes is a priority for the Applicant, who is aiming to build upon their reputation for delivering quality products for the construction industry by diversifying their business portfolio. Plastic pipes are an area of the industry that is experiencing growth and demand. This application intends to facilitate the diversification of the products manufactured at Cadeby which would assist in safeguarding existing jobs as well as providing new direct employment.
- 7.1.4 Wider economic benefits of the proposed development also include indirect employment and 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.
- 7.1.5 The implementation of the development proposed in this application would also generate short-term employment associated with the facility's construction.

7.2 Location of the Facility

- 7.2.1 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.
- 7.2.2 Practical benefits of the extension of employment uses onto adjoining land include the ability to share facilities such as car parking, as demonstrated in this application.
- 7.2.3 The site is located strategically close to the A447 via Brascote Lane, which is a long-established route for HGVs associated with the existing precast facility.
- 7.2.4 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 Environmental Benefits

- 7.3.1 The proposed development involves the expansion of employment development onto three fields which are currently used for livestock grazing.
- 7.3.2 The proposed development has been designed to maximise support for protected species in the parts of the undeveloped site that are not required to be utilised for the manufacture of pipe products, open storage, or movement of vehicles. The proposed layout of the site aims to provide effective landscaping and appropriate site drainage. The design of the site has been produced in collaboration with technical consultants across several disciplines, including ecology, to ensure that the landscaping and drainage measures proposed enhance the ecological value of the site. The proposed development therefore includes embedded ecological enhancements, the benefits of some which are multifaceted, such as new native hedgerow planting which acts as a visual screen as well as an important new vegetative feature for biodiversity.
- 7.3.3 The periphery of the three fields where they need undeveloped land beyond the application site would be devoid of built form or hardstanding to ensure coherence with the wider network of habitats in the locality. All boundary hedgerows and hedgerow trees located along the western, southern, and eastern boundaries of the site (i.e. all of the site boundaries that do not adjoin the existing precast and roof tile facilities) will be retained.
- 7.3.4 The proposed development will result in an 11.31% net gain in habitat units, 27.43% net gain in hedgerow units and 13.80% net gain in watercourse units. The habitats within the site that would be conserved and enhanced would be managed to ensure their success once the proposed development has been implemented.
- 7.3.5 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.

7.4 Supply of Products

- 7.4.1 The proposed pipe manufacturing facility would produce plastic pipes, with pipe diameters likely to range from 50mm up to 600mm. The pipe products would be manufactured, stored, and exported from the site to the Applicant's client base. At present, the Applicant's adjoining precast facility has the ability to produce concrete pipes which have a minimum diameter of 625mm. Therefore, at present, the Applicant is unable to offer the range of pipe sizes demanded by customers.
- 7.4.2 The proposed development therefore represents a diversification of the products supplied by the operations at Cadeby. The proposed development would assist in maintaining existing business contracts as well as facilitating the ability of the employment operations at Cadeby

to provide piping solutions that could comprehensively meet the needs of clients such as housebuilders.

- 7.4.3 This is especially relevant given the UK Government's ambitious housebuilding targets, which have increased local housing targets at planning authorities across the country. This is set to increase demand for construction materials and parts necessary to deliver the homes required in order to meet the ambitious targets. Locally, Hinckley and Bosworth Borough is an authority that is seeing its local housing target significantly increase under the updated method for determining how many homes should be built in each authority area. The demand for components required for housebuilding such as plastic pipes with diameters of <625mm is therefore increasing locally as well as nationally.
- 7.4.4 Coupled with the introduction of 'grey belt' in the December 2024-published NPPF, the measures to address the housing crisis by built more homes is increasing demand for housebuilding materials. It is the intention of this application to enable the Applicant's Cadeby facilities to offer housebuilders a comprehensive range of pipe solutions, as well as meeting demand for pipes with a dimension of less than 625mm from the Applicant's other established customers.

7.5 Meeting Employment Land Demand

- 7.5.1 Finally, the Employment Land Review for Hinckley and Bosworth Borough (2024) concludes that HBBC "should aim to identify a further 25 hectares of new allocations for general industrial purposes" in their emerging Local Plan. The proposed development would contribute to meeting an identified shortfall in supply of land for manufacturing uses in the Borough.

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

- 8.2.1 A Landscape and Visual Impact Assessment (LVIA) has been prepared by a Chartered Landscape Architect at Kedd Limited. 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.
- 8.2.2 The full LVIA is provided accompanying this Statement at Technical Appendix A.

LVIA Methodology

- 8.2.3 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.
- 8.2.4 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.
- 8.2.5 The full LVIA Methodology is included as Appendix B of the LVIA (Technical Appendix A).

Landscape Designations and Baseline Character

- 8.2.6 The site is not located within a nationally designated landscape; it is not within a National Park or National Landscape. There are no Listed Buildings, Scheduled Monuments, or Sites of Special Scientific Interest within the site, although there are listed buildings within the surrounding landscape context (Grade II).

- 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 With respect to public access, a section of Public Footpath S66 traverses the western boundary of the Site, along Brascote Lane. A number of further Public Rights of Way (PRoW) are located within close proximity to the site, including Footpath S65 which traverses agricultural land to the south of the site.
- 8.2.10 Photographs of the site's local landscape character and immediate context are shown on Photographic Sheet 1 appended to Technical Appendix A.
- 8.2.11 The fields comprising the application site are directly adjoining existing industrial and storage uses associated with the Applicant's existing operations. The fields are currently pastoral land management defined by native and non-native hedgerows of varying quality.
- 8.2.12 The western field parcel falls from approximately 130mAOD in the north to 127mAOD. The central field parcel falls approximately 131mAOD in the north to 1123mAOD in the south. The

eastern field parcel falls from approximately 124mAOD in the north to 113mAOD in the south. The existing FP McCann facility occupies higher land than the site, where levels typically rise northwards. Land levels to the south, east and west, gradually reduce. The A447 lies beyond surrounding agricultural land to south of the site, where a small roadside industrial complex is located. The residential property, Highfields, adjoins the western field parcel to its southern boundary adjacent to the A447. High coniferous hedging exists to this boundary.

Landscape Sensitivity

- 8.2.13 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:	Medium Sensitivity

Overall Potential for Landscape Impact

- 8.2.14 The proposed development would be a permanent feature within the landscape. It is considered that any construction phase would be a relatively short-term operation and has therefore not been considered separately in respect of its potential landscape change/effects. The main potential effects being associated with:
- Change of use of 8.34 Ha of land from agricultural grassland to industrial / commercial storage land and built form;
 - Erection of a pipe manufacturing factory with an overall footprint of 5,469m² and a principal height of 12.2m, incorporating 4No silos with heights of 16m; and
 - Use of land for external storage, with associated internal circulation by HGV.
- 8.2.15 The LVIA concludes that the overall magnitude of effect of the proposed development on landscape character is 'medium adverse'.
- 8.2.16 With regard to specific landscape character areas, a 'moderate adverse' impact is anticipated for the Bosworth Parkland Landscape Character Area (LCA) and the immediate site area. A 'slight adverse' impact is anticipated for the Charnwood Fringe Settled Forest Hills LCA and the Newbold and Desford Rolling Farmland LCA.
- 8.2.17 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 assessed significance of effect is not significant.

Visual Baseline and Potential for Impact on Visual Receptors

- 8.2.18 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.
- 8.2.19 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 Visual Influence (ZTVI) which is appended to Technical Appendix A.
- 8.2.20 The ZTVI includes the proposed built development, together with the proposed external storage areas. The highest levels of theoretical visibility of the site are concentrated to the immediate surroundings of the site (<1km from the application boundary). Wider potential visibility is fragmented, reaching distances of between 3km to the north east, east and west, and up to 4.5km to the east along the A447 Hinckley Road corridor.
- 8.2.21 However, visibility is restricted by the presence of both mature woodland / vegetation and existing built form and boundary features of the existing precast and roof tile facilities. Visibility is primarily restricted to those immediate locations and from receptors located to the south and south-west. Longer distance views are restricted to approximately 4km by a combination of topography and mature intervening vegetation.
- 8.2.22 The accompanying LVIA breaks down potential visual impacts into geographical zones and assesses specific impacts on visual receptors within each zone.
- 8.2.23 The main elements and features of the proposed development which have the potential for visual impact are the introduction of the pipe manufacturing building and adjacent silos and the change of use of land from agricultural to low level open storage.
- 8.2.24 The overall summary of visual impact is informed by the ZTVI information, desktop survey, and site survey work. Overall, 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. It is assessed that the proposed development may give rise to moderate adverse effects from a number of receptor locations, which is not significant. Generally, the proposed development would result in a very slight to slight adverse overall significance of effects which is not significant.

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:
- 3.81 hectares of the 12.15-hectare site is to be established as defined green infrastructure, including the dedication of all land within the western field parcel as an ecological enhancement area. Works within the site include the enhancement and ongoing management of existing mature vegetation and boundaries, together with supplementary native tree and shrub planting, delivering new native structural landscape elements and features, and wider habitat establishment, including to the site's southern boundary and land adjacent to the A447 Hinckley Road;
 - The siting of proposed built form within proximity to that of the existing FP McCann facility, but on lower landform levels to minimise the spread and / or fragmentation of built structures and to limit variation in height. The proposals being of generally similar built heights levels, block form and massing to those existing. The footprint of the structures have been minimised to reduce the scale of the development, whilst ensuring operation efficiency;
 - Utilisation of the existing FP McCann access, off Brascote Lane, together with associated parking provision and offices. Internal HGV access utilising the existing facility before entering the Site at an existing access point;
 - Retention, protection, enhancement and management of site external and internal vegetative boundaries;
 - Dedication of the western field as Biodiversity Enhancement Area, with wider ecological enhancements through site peripheral landscaping, including along the southern boundary of the eastern field;
 - Cladding and building materials to be in continuity with those observed elsewhere within the FP McCann facility, to maintain the current composition.

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 Kedd Limited. 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 The LVIA concludes that the proposed development will not result in any significant adverse effects on landscape character.
- 8.4.3 Similarly, although the sensitivity to change of visual receptors varies from low to high, due to the nature and scale of views, the existing adjoining FP McCann Depot and the generally contained nature of the site, its maximum predicted magnitude is assessed as medium adverse, resulting in a maximum significance of effect of moderate adverse, which is not significant. It is noted that this moderate adverse effect is assessed from 3 of the 35 identified visual receptor locations. No visual receptors have been assessed to receive a significant adverse visual impact.
- 8.4.4 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.

9.1.2 Furthermore, a Biodiversity Net Gain Report is submitted accompanying the application. The Report was prepared in accordance with DEFRA Guidance and calculations of biodiversity net gain were assessed using the DEFRA Statutory Biodiversity Metric (February 2024).

Policy & Legislative context

9.1.3 Alongside national guidance, the principles of ensuring that development proposals have an acceptable impact on ecology are set out in the local development plan, including a Site Allocations and Development Management Policies DPD Policies DM6 and DM7.

9.1.4 Further legislation relating to habitats and protected species form considerations relevant to the determination of the application, including the Wildlife and Countryside Act 1981 (as amended). The Wildlife and Countryside Act protects species from intentional killing, injury or sale, offering for sale, or possessing, transporting or publishing advertisements for the purposes of sale.

9.1.5 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 ecologists 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, if appropriate.
- 9.2.4 The site was inspected for evidence of, and its potential to support, protected or notable species. Potential protected species habitats in locations beyond the site boundary but located where indirect impacts may be possible were also considered.
- 9.2.5 Surveys identified specific habitats and features of confirmed or potential ecological interest. The site was inspected for the presence of any invasive weed species listed under UK legislation, including Japanese Knotweed. Some cotoneaster was identified within the site, which is not proposed to be disturbed as part of the proposed development. The PEA at Technical Appendix B outlines methods to control cotoneaster.

Potential for Impact on Designated Sites

- 9.2.6 There are no ecological statutory designated sites within a 2km radius of the site and no internationally designated sites for nature conservation within 10km of the site. 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 52 non-statutory designated sites within a 2km radius. The closest non-statutory site for nature conservation is the A447 Verge and Brascote Lane Hedgerows and Trees Local Wildlife Site (LWS) which adjoins the western field (proposed to be dedicated to ecological enhancement). No adverse impacts on the LWS or any other LWS are anticipated should the proposed development be implemented with adherence to suitable management plans such as a Dust Management Plan (DMP) and a Construction Environmental Management Plan (CEMP).

Potential for Impact on Habitats

- 9.2.8 The application site comprises a mix of habitats, predominantly modified grassland used for livestock grazing. There are no irreplaceable habitats within the site.
- 9.2.9 Table 9-1, reproduced from Technical Appendix B, summarises the habitats currently present within the site:

Baseline Habitat	Area (ha)/Length (km)
Main Habitats	
Modified grassland	8.33
Other neutral grassland	3.57
Fens (upland and lowland)	0.05
Mixed scrub	0.01

Bramble scrub (0.25ha degraded)	0.31
Rural tree	0.1058
Hedgerow Habitats	
Native hedgerow	0.5
Native hedgerow – associated with bank or ditch	0.44
Native hedgerow with trees	0.77
Native hedgerow with trees – associated with bank or ditch	0.64
Line of trees	0.09
Watercourse Habitats	
Ditches	0.67

Table 9-1: Baseline habitat areas.

9.2.10 The proposed development would result in the enhancement of the following habitat areas:

Habitat	Area (ha)/Length (km)
Main Habitats	
Modified grassland	2.25
Other neutral grassland	0.25
Hedgerow Habitats	
Native hedgerow – associated with bank or ditch	0.44
Native hedgerow with trees – associated with bank or ditch	0.45

Table 9-2: Proposed habitat areas to be enhanced.

9.2.11 Table 9-3 below lists the habitat areas proposed to be created.

Baseline Habitat	Area (ha)/Length (km)
Main Habitats	
Mixed scrub	0.31
Other neutral grassland	0.46
Ponds (non-priority)	0.53
Developed land; sealed surface	7.75
Reedbeds	0.33
Hedgerow Habitats	
Native hedgerow	0.18
Watercourse Habitats	

Ditches	0.13
Culvert	0.01

Table 9-3: Proposed habitat areas to be created.

- 9.2.12 Full details of the condition of each habitat type is contained within Technical Appendix B, along with photographs of each habitat type. A summary of their condition is provided below:

Habitat Type	Condition
Modified Grassland (8.33Ha)	Poor
Other Neutral Grassland (3.57Ha)	Poor
Fens (upland and lowland) (0.05Ha)	Moderate
Mixed Scrub (0.01Ha)	Poor
Bramble Scrub (0.31Ha)	N/A (removed)
Rural Trees (6No, not related to hedgerows, scrub or woodland)	All assessed as in Poor Condition
Native Hedgerow (3No parcels)	2No in Moderate Condition, 1No in Good Condition
Native Hedgerow (associated with bank or ditch)	Poor
Native Hedgerow with Trees	3No in Moderate Condition, 1No in Good Condition
Native Hedgerow with Trees (associated with bank or ditch)	Poor Condition, Moderate Condition
Line of Trees	Poor Condition, Good Condition
Ditches	Poor

Table 9-4: Habitat Type and Condition

- 9.2.13 The proposed development will impact upon the retained habitats within the site through their conservation and enhancement. Modified grassland is the dominant habitat type within the site. Post-development, grassland will remain the dominant habitat type other than 'sealed surface' (developed areas), albeit the areas of retained modified grassland will be enhanced to neutral grassland habitat with a target condition of 'good'.
- 9.2.14 Retained hedgerow will be enhanced and new hedgerows will be created within the biodiversity enhancement area.
- 9.2.15 Mixed scrub will be planted along the centre of the site along with other neutral grassland to act as marshy grassland around the enhanced diverted ditch within the biodiversity enhancement area. Ponds will also be created along the southern boundaries of the site to assist with site drainage but also provide habitat opportunities. Reedbeds will be created around the ponds to reduce run-off from the developed land, with a target condition of good.

- 9.2.16 Finally, with regard to functionality and connectivity, the network of hedgerows within the site will be retained and enhanced apart from a small section of hedgerow to be removed to allow for access between the eastern and central fields. New hedgerow planting and linear scrub patches will be created where possible across the site. Significant areas of new high distinctiveness reedbeds and medium distinctiveness grassland and aquatic habitats will be provided within the site. These measures will ensure that there is wider landscape habitat connectivity and that suitable habitat resources are available for protected species.
- 9.2.17 Beyond the site, the PEA has identified two areas of deciduous woodland located approximately 20-30m from the site boundary. One is located to the west and the other to the east of the site boundary. No direct impacts are anticipated on either woodland. A Dust Management Plan and CEMP would further reduce the risk of indirect impacts on the off-site woodlands.

Potential for Impact on Specific Species

- 9.2.18 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)

- 9.2.19 Within the site, suitable terrestrial habitat is limited to the perimeter of the fields due to their use for livestock grazing. There are 17 waterbodies located within 500m of the site. Some of these waterbodies are ephemeral.
- 9.2.20 Whilst the majority of the proposed development impacts modified grassland, the proposed development has the potential to impact GCN through removal of a small section of hedgerow and development on some wet areas of grassland.
- 9.2.21 It is proposed that in order to fully assess the potential impacts on GCN, eDNA surveys will be undertaken for ponds located within 500m of the site where the ponds are accessible and there are no barriers separating the waterbodies from the site. It is not proposed to assess ponds within 500m of the site that are west of (i.e. beyond) the A447 as this acts as a barrier to GCN movement.
- 9.2.22 eDNA surveys will be undertaken at an appropriate time of year, between mid-April and the end of June 2025. Once samples have been taken and analysed, the eDNA results will be provided to HBBC at the earliest opportunity.
- 9.2.23 Technical Appendix B contains a plan illustrating the location of the waterbodies within 500m of the site (Drawing No. FPM-009-C/PEA.004 within the PEA). It is important to note that the plan is based on OS base mapping, and that some ponds, such as Ponds 6 and 10, may no longer be present as they are man-made and associated with the operation of the former Cadeby Quarry.

Reptiles

- 9.2.24 The site contains some suitable habitat for reptiles, although the potential for impact on reptiles is limited as potential reptile habitat is not located in parts of the site proposed to be disturbed. Best practice will be followed during any vegetation removal and topsoil stripping to minimise potential for disturbance to reptiles.

Bats

- 9.2.25 Trees within the site have been assessed for their suitability to support roosting bats. Two individual trees were identified as providing potential bat roosting features. Direct impacts are not anticipated given the location of the two trees in relation to the proposed development.
- 9.2.26 However, indirect impacts are possible, given the close proximity of the trees to activities associated with the proposed development. In order to reduce the potential for indirect impact, a 30m stand-off from the trees will be implemented, best practice measures will be undertaken, and lighting will be kept to a minimum – only used where and when necessary at construction and operational phases.

Badgers

- 9.2.27 Badgers are specifically protected under the Badgers Act 1992. No evidence of badger setts was identified either onsite or within 30m of the site during site surveys by Heatons' ecologists. Badgers are highly transient in nature, and suitable commuting and foraging habitats are present within the site.
- To minimise the risk to badgers and other mammals that may be present at any point, mitigation measures as detailed within the PEA will be adhered to, including the below:
 - Ramps within open excavations to avoid badger entrapment (minimum a 45-degree angle and in place every 20-30m);
 - Reduction in speed limits;
 - Appropriate storage methods for potentially harmful chemicals;
 - Cap any exposed pipes overnight and when contractors are off site; and
 - Any stockpiled soil bund must be checked for evidence of badgers each day prior to any movement onto or off the bund and/or before any seeding / hydroseeding.

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. Operations are to be restricted to sub-optimal habitat with minor removal of hedgerows, ditches and scrub. Therefore, significant impacts to foraging and commuting bats are not anticipated. The grassland that comprises the majority of the site supports livestock grazing and is therefore unlikely to support important populations of birds.

9.2.30 Any ground disturbance within breeding season will be pre-empted by a nesting check and/or breeding bird survey within the 24-hour period immediately prior to works.

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 incorporates the entire western field, which will be utilised to enhance and support targeted habitats and species. The broad habitat types included within the field are:

- Marshy grassland;
- Other neutral grassland;
- Enhanced other neutral grassland;
- Created mixed scrub; and
- A re-routed watercourse to slow water flow and provide greater quantity of wet habitat.

9.3.3 Additional supplementary hedgerow planting will also be provided as illustrated on the Site Layout Plan. Newly-planted hedgerows will incorporate a variety of berry and seed-bearing species. Retained hedgerows will benefit from 'gapping up' where appropriate.

9.3.4 The proposed hardstanding to accommodate the external storage of products maintains a 5m stand-off from retained boundary hedgerows and a 10m stand-off from retained hedgerow trees. A 30m buffer is to be retained from the tree within the central field that has been identified as having bat roost potential. All buffers from hedgerow and hedgerow trees will be maintained as neutral grassland.

9.3.5 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.

9.3.6 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 confirmed that all birds have vacated the nest before any further hedgerow removal.

- 9.3.7 It is recommended that suitable bird and bat boxes targeting a number of species should be installed on retained trees within the site boundary and that hibernacula be created within an area of suitable habitat to provide refuge for amphibian and reptile species.
- 9.3.8 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.
- 9.3.9 The storage of any chemical and hazardous materials must be in line with best practice guidelines.
- 9.3.10 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.
- 9.3.11 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 Biodiversity Net Gain

- 9.4.1 Assessment of the habitats to be created post-development compared against the baseline habitats currently present within the site illustrates that the proposed development will result in an 11.31% net gain in habitat units, 27.43% net gain in hedgerow units and 13.80% net gain in watercourse units.
- 9.4.2 The proposed development therefore exceeds the national (NPPF) and local development plan requirements for net gains for biodiversity as well as the Environment Act 2021's mandate of a minimum biodiversity net gain of 10%.
- 9.4.3 To ensure the success of the proposed habitats the site will be subject to a Habitat Management and Monitoring Plan (HMMP). The HMMP will provide a mechanism for the implementation and ongoing monitoring and maintenance of the habitats created/enhanced as part of the proposed development.

9.5 Ecological Conclusions

- 9.5.1 A Preliminary Ecological Appraisal has been prepared in support of the proposed development. Impacts on ecological features as not assessed to be severe, nevertheless a series of enhancement and mitigation measures have been proposed to ensure that the construction and operational phases of the proposed development have minimal potential for adverse impact on ecology.
- 9.5.2 The proposed development would necessitate the loss of agricultural grassland to accommodate the pipe manufacturing facility and open storage areas. Sealed surface will cover 7.75Ha of the 12.15Ha site. However, 3.81Ha of the site would be dedicated to ecological enhancement.
- 9.5.3 Across the site, 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. The development incorporates significant areas to be dedicated for landscaping and ecological enhancement within the ecological enhancement area but also around the perimeter of the site. The scheme retains hedgerows and hedgerow trees wherever possible and incorporates habitat enhancements wherever practical.
- 9.5.4 The proposed development will deliver in excess of 11% biodiversity net gains which will be appropriately monitored and managed.
- 9.5.5 Potential for indirect impact on on-site and off-site ecological receptors would be limited through adherence with a Precautionary Working Method Statement (PWMS), Dust Management Plan (DMP) and a Construction Environmental Management Plan (CEMP).
- 9.5.6 Overall, the proposed development is in accordance with national and local objectives relating to habitat conservation and enhancement.

10 Noise

10.1 Legislative and Policy Context

10.1.1 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.

10.1.2 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.

10.1.3 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.

10.1.4 Section 15 of the National Planning Policy Framework seeks to ensure that development proposals conserve and enhance the natural environment. As outlined in paragraph 187, decision making should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water, or noise pollution or land instability.

10.1.5 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.

10.1.6 Paragraph 198 states that new development should be appropriate for its location, where necessary including mitigation to reduce potential adverse impacts resulting from noise from new development. Significant adverse impacts on health and quality of life will be avoided.

10.1.7 This Chapter presents the findings of an Acoustic Report prepared by Hoare Lea which accompanies this Statement. The full Acoustic Report can be found at Technical Appendix C.

10.2 Methodology and Existing Situation

- 10.2.1 BS 4142:2014 is the current British Standard relating to assessment of noise impacts. The general principle of the BS4142 assessment criteria is that noise nuisance can be avoided provided where is no significant change in the prevailing background noise conditions at any surrounding noise sensitive premises once the proposed development is operational.
- 10.2.2 Where noise assessment indicates that the noise rating level of new plant would be 10 dB or greater above the background noise level, the standard judges that sound to be of significant adverse impact. A difference of 5 dB is considered to result in an adverse impact.
- 10.2.3 Further corrections are to be made where plant noise contains tonal, intermittent and/or impulsive characteristics. The magnitude of these corrections is dependent upon the subjective perceptibility of the tones/impulses present.
- 10.2.4 The closest sensitive premises to the application site are illustrated on Figure 1 of the accompanying Acoustic Report. These include Highfield House and Orchard Farm located south-west of the site on Hinckley Road, and a Cottage located north-east of the site, part of the Naneby Hall Farm complex, on the far side of the approved roof tile manufacturing facility.
- 10.2.5 Hoare Lea, authors of the accompanying Acoustic Report, has extensive knowledge of the site and experience of noise monitoring at the Applicant's Cadeby facilities. Noise monitoring has been previously undertaken at three locations in close proximity to the site, ranging from mid-2017 to late 2021.
- 10.2.6 Further background noise monitoring was undertaken from Thursday 7th November 2024 to Wednesday 13th November 2024. The background noise data therefore includes noise generated by the Applicant's precast and roof tile manufacturing facilities, both of which benefit from the flexibility to operate 24 hours a day, if required.
- 10.2.7 Monitoring was undertaken at the closest sensitive property to the application site, at the rear of Highfield House. The exact noise monitoring position is shown on Figure 10-1 below, replicated from the accompanying Acoustics Report:



Figure 10-1 Location of Background Noise Monitoring (Position L4)

- 10.2.8 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 proposed operations. Full monitoring survey information is provided at Appendix B of the Acoustics Report.
- 10.2.9 The mean daytime ambient noise level was $L_{Aeq,16hr}$ 53dB, and the mean nighttime ambient noise level was $L_{Aeq,16hr}$ 47dB. Noise levels were found to be dominated by road traffic along Hinckley Road, with occasional distant activity from within the existing industrial uses north of the monitoring location, and from farming activities to the south-east.

10.3 Consideration of Potential Impacts

- 10.3.1 The Acoustics Report outlines that the proposed development has the potential for noise impact from the following:
- Break-out from the manufacturing building;
 - Storage yard activity;
 - HGVs; and
 - Use of plant/machinery.
- 10.3.2 The potential noise impacts associated with the above are considered in detail within Section 5 of Technical Appendix C and are summarised below.

Noise Break-out from Manufacturing Building

- 10.3.3 The BS4142 Assessment undertaken identifies that the calculated noise break-out at the nearest dwelling to the north (at the Naneby Hall complex) is 21 dB. The noise break-out at the nearest dwelling to the south (Highfield House on Hinckley Road) is 19 dB.
- 10.3.4 Noise is expected to break out of each of the facades, roof and doors., with sound reduction provided by the building fabric and distance between the building and the receptor. The orientation of the building has been designed to reduce potential break-out through openings in the elevations of the building. The building's output conveyor is located on the south-eastern elevation of the building, not facing the closest receptors.
- 10.3.5 The Acoustic Report concludes that the noise impacts of break-out from the manufacturing building, in accordance with BS412, would constitute 'low impact' for daytime operations and nighttime operations, at both of the closest sensitive properties to the proposed building.

Storage Yard Activity

- 10.3.6 A noise impact assessment of the operation of forklifts within the external areas was conducted using realistic assumptions regarding their use and proximity to the closest residential receptors. The assessment assumes that activities within the storage yard will take place at a typical distance of 150m from dwellings on Hinckley Road and 380m from the closest dwelling at Naneby Hall Farm.
- 10.3.7 Noise generated by storage yard activity is limited by the type of forklifts to be used associated with pipe manufacturing and product storage, which involves the use of small electric-powered forklifts as opposed to the larger vehicles used at the existing precast facility. The limited size and weight of the plastic pipe crates does not necessitate the use of larger (noisier) forklifts.
- 10.3.8 Activities in the western half of the storage area will be obscured from Naneby Hall Cottage at all times due to barrier screening provided by the existing FP McCann facilities. These provide a large degree of barrier attenuation (>10 dB) which in addition to additional distance propagation to this section of the yard, is likely to result in a significant reduction in noise levels when this section of the storage yard is in use.
- 10.3.9 It is concluded that the activities within the storage yard will not generate an unacceptable noise impact.

HGVs

- 10.3.10 HGVs will enter and exit the site from Brascote Lane, via the existing FP McCann precast facility. An assessment of the noise from HGV movements associated with the proposed development has been undertaken, using HGV movement figures based on the proposed pipe manufacturing facility at maximum output, generated 20 two-way HGV movements per day. This equates to 0.83 two-way HGV trips based on a 24-hour window for HGV movements or 1.25 two-way HGV trips based on a 16-hour window for HGV movements.

- 10.3.11 The Acoustics Report includes BS 4142 assessment of HGV movements at the closest dwellings to the site, at Naneby Hall Farm and those on Hinckley Road. The Report concludes that no property will experience noise associated with HGV movements beyond 'low impact'. This includes daytime and nighttime movements.

Use of Plant/Machinery

- 10.3.12 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.
- 10.3.13 The total cumulative plant noise limits have been derived as L_{Aeq} 36dB in the daytime and L_{Aeq} 33dB in the night time at Naneby Hall and L_{Aeq} 35dB in the daytime and L_{Aeq} 26dB in the night time at properties to the south on Hinckley Road. 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.
- 10.3.14 The above figures represent plant noise limit levels for the development which would enable a BS 4142 condition of 'low impact' to be achieved at all nearby dwellings at all times.

10.4 Noise Conclusions

- 10.4.1 The Acoustic Report submitted in support of this application was prepared to assess the impact of the proposed development on the nearby receptors, located at Naneby Hall Cottage and properties on Hinckley Road. The baseline noise levels onsite currently are attributable to road traffic noise in the area.
- 10.4.2 The Acoustics Report concludes that, at worst, noise levels would achieve 'low impact' (BS 4142). The Report also sets out the maximum sound pressure at nearby properties, which will be adhered to.
- 10.4.3 Overall, the proposed development could proceed without adversely impacting upon the nearby noise receptors, therefore in accordance with policies at a national and local scale.

11 Flood Risk and Surface Water Management

11.1 Legislative and Policy Context

11.1.1 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 Planning Practice Guidance (last updated 25th August 2022);
- Site Allocations and Development Management Policies DPD 2016: Policy DM7;
- Hinckley and Bosworth Strategic Flood Risk Assessment (SFRA) 2019; and
- NPPF 2024 Section 14.

11.1.2 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.

11.1.3 Chapter 14 of the NPPF seeks to direct development sequentially to the most sustainable and appropriate locations in areas at lowest risk of flooding.

11.1.4 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.

11.1.5 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 D. A summary of the findings is provided below.

11.2 Existing Situation and Methodology

11.2.1 The application site is located within Environment Agency Flood Risk Zone 1 (representing land at lowest risk of annual flooding from fluvial sources).

11.2.2 The Hinckley and Bosworth Strategic Flood Risk Assessment (2019) shows the site within 'Appendix A Maps Grid C3'. The Map shows the site not located within or close to any area at risk of surface water flooding, Flood Warning Areas, Flood Alert Areas, Area Susceptible to Groundwater Flooding, or Historical Flooding.

- 11.2.3 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 PPG: Flood Risk and Coastal Change (updated 2024).
- 11.2.4 For assessment purposes the application site is split within the FRADS between the existing built-out areas of the site (comprising parts of the existing precast and roof tile facilities) and the undeveloped areas of the site. The former benefit from independent drainage with separate discharge locations to local drainage channels not affected by the proposed development.

Baseline Conditions

- 11.2.5 The site generally slopes to the south-east with elevations ranging from 130mAOD at the far north corner of the site to 112mAOD at the southern boundary. The FRADS contains a copy of a topographical survey plan of the site, at Appendix A.
- 11.2.6 The western field where historic quarrying took place has been restored to generate earth grassed slopes, grading down to what would have been the base of the quarry. The field consists of an unnatural topographic low.

Hydrogeology and Hydrology

- 11.2.7 The site is underlain by bedrock deposits of the Triassic Gunthorpe Member (mudstone) being part of the Sidmouth Mudstone Formation, which are overlain by superficial deposits of Glaciofluvial sands and gravels. The Sidmouth Mudstone Formation is a 'secondary B' aquifer which is predominantly lower permeability strata which may in part have the ability to store and yield limited amounts of groundwater by virtue of localised features such as fissures, thin permeable horizons and weathering.
- 11.2.8 The site is not located within a Source Protection Zone for groundwater.
- 11.2.9 The site is located within the headwaters of the Thurlaston Brook catchment. The Brook 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.
- 11.2.10 There are small drainage channels adjacent to or within the site boundary. One of the channels is located in the western field and is isolated in the topographic low formed part of Cadeby Quarry's restoration. It is considered that this channel is groundwater fed or is a groundwater drain. The western field channel flows to a pond in a localised hollow beyond the site boundary.
- 11.2.11 Other drainage channels include a channel located between the eastern and central fields, which receives water from the exiting precast facility. The upper section of this channel could also be acting as a groundwater drain.

11.3 Flood Risk Potential Impact

- 11.3.1 Section 5 of the FRADS has considered the risk of flooding from the following sources; fluvial, pluvial, tidal, groundwater, 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.
- 11.3.2 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.
- 11.3.3 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.
- 11.3.4 The site is not at risk of tidal flooding.
- 11.3.5 The risk of surface water flooding is considered to be low, as per the Environment Agency Flood Map for Surface Water.
- 11.3.6 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.
- 11.3.7 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				

- 11.3.8 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.

11.4 Consideration of Potential Mitigation

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

SuDS Drainage Hierarchy Assessment

- 11.4.2 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).
- 11.4.3 Infiltration to ground - due to the natural soils on-site, the permeability of the soils is likely to be low and unsuitable for infiltration-based discharge methods such as soakaways and infiltration basins. Therefore, the specific use of infiltration e.g. soakaways has been discounted as a viable method of discharging runoff from the development. However, in open landscaping areas of the site, infiltration is expected to take place, albeit at a low rate.
- 11.4.4 Discharge to surface water body – The local drainage channel circumventing the eastern field area receives restricted runoff from the Applicant’s existing facilities. The drainage channel is considered suitable for receiving surface water from the proposed development. The channel discharges to Thurlaston Brook 65m downstream of the site.
- 11.4.5 Discharge to public surface water sewer – No public surface water sewer on site or surrounding area, therefore discounted.
- 11.4.6 Discharge to a combined sewer – there are no combined sewers on-site or in the surrounding area, therefore not considered further.
- 11.4.7 The proposed development involves the attenuation of surface water runoff on-site and discharge at a restricted rate to Thurlaston Brook. This is illustrated at Figure 6 of the FRADS and is outlined on the Proposed Site Layout Plan.
- 11.4.8 The drainage solution involves the creation of a swale system in the central field and cascading basins leading to a drainage pond in the eastern field.
- 11.4.9 In the central field, the swale system will start at a depth of 0.3m, progressively increasing to a depth of 1m. To maximise rainfall storage and hold back flows, the swales will have flow restrictors in the form of weirs at key locations and two new attenuation basins.
- 11.4.10 In the eastern field, drainage will consist of concrete capture swales to the northeast and northwest of the new building to prevent the ingress of runoff. The concrete swale will feed into a piped drainage system that discharges to a series of cascading basins. The basins will also receive runoff from the hardstanding within the eastern field.
- 11.4.11 The cascading basins will be interconnected via pipes and will run adjacent to the southwest field boundary, feeding into a final attenuation basin at the southernmost part of the eastern

field. The basins have been sized and designed to have a minimum 4m standoff from the existing local drainage channel that runs along the boundary.

- 11.4.12 The southernmost attenuation basin (the drainage pond) is the largest basin on-site and will provide circa 7,500m³ of storage. The base of the basin has been set at circa 111.4mAOD. The majority of storm events will not require this volume. However, because the final basin provides a restricted outflow and a drain down point for the whole drainage system, the seven day duration event becomes the critical storm for volume within the final basin. Whereas for short duration events such as the 15 minute and 30 minute events, the drainage attenuation system has been designed to spread the storage requirement and restrict flows via compartmentalisation across the site.
- 11.4.13 An existing drainage channel running along the southern boundary of the precast site will need to be culverted for a short section to accommodate a new vehicular route over the channel between the eastern and central fields.
- 11.4.14 No engineering for drainage purposes is required within the western field.
- 11.4.15 The drainage strategy has been modelled as detailed within the accompanying FRADS; the calculations for a 1 in 2, 1 in 30, 1 in 100 year, and the 1 in 100 year plus 40% climate change allowance storm event for all storm durations are presented in the FRADS at Appendix B. For all storm events up to and including the 1 in 100 year plus 40% climate change storm, the hydraulic calculations show that the discharge from the proposed attenuation basin is not greater than the Qbar greenfield runoff rate and that 300mm freeboard is provided in basins for the critical storm events.
- 11.4.16 Section 7 of the FRADS contains details of the management and maintenance of the SuDS.

11.5 Surface Water and Flood Risk Conclusions

- 11.5.1 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 flooding from the various sources is concluded to be Very Low, Low, and No Risk.
- 11.5.2 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.
- 11.5.3 Surface water within the central and eastern fields will be managed by a drainage system involving capture of runoff within drainage basins and the managed flow of runoff to a drainage pond located at the natural low point of the site. Outflow from the drainage pond will be a throttled discharge via an orifice flow control to the Qbar greenfield runoff rate.
- 11.5.4 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.

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

12 Transport Assessment

12.1 Legislative and Policy Context

12.1.1 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 development proposals. The key themes of the policies are the preservation of highway safety and facilitating sustainable transport methods. In particular:

- Hinckley and Bosworth Core Strategy (2009) Policy 14;
- Hinckley and Bosworth Site Allocations and Development Management Policies DPD (2016) Policies DM17 and DM18;

12.1.2 Furthermore, the following should be taken into consideration in the determination of this application:

- Leicestershire County Council Local Transport Plan 3 (2011-2026); and
- NPPF (2024) Section 9; and
- National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements'.

12.1.3 The thrust of the development plan policies most pertinent to the determination of this application from a traffic and transport perspective encompasses the advice in NPPF regarding the potential environmental disturbance caused by traffic. Paragraphs 109 to 123 set out the Government's development planning policies with respect to transport. These paragraphs focus on, and emphasise, the promotion of sustainable transport 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, taking into account all reasonable future scenarios" (paragraph 116).

12.1.4 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.”

- 12.1.5 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.
- 12.1.6 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 (‘ADL’). The full Transport Assessment 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 Transport Assessment prepared by ADL provides a thorough assessment of the implications of proposed development on the local highway network. Potential transport impacts have been assessed in order to draw conclusions regarding the acceptability of the proposed development in terms of impact on highway capacity and safety.
- 12.2.2 The Transport Assessment (TA) is appended to this Statement at Technical Appendix E.
- 12.2.3 The TA identifies the site’s access as a through the Applicant’s existing facility which incorporates precast concrete manufacture, roof tile manufacture, external storage areas, and office space. The existing site also contains staff and visitor car parking, with ample parking spaces to meet the needs of the existing facility as well as the parking spaces required to accommodate the proposed pipe manufacturing facility.
- 12.2.4 The site is accessed via Brascote Lane, which 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.
- 12.2.5 Brascote Lane is a single carriageway road which provides access to the Applicant’s existing facility, a small number of residential properties located along the Lane, and Naneby Hall Farm.
- 12.2.6 As part of the approved development permitted under permission 22/00420/FUL (to provide a roof tile manufacturing facility), Brascote Lane and its junction with the A447 has been

subject of significant improvements. The junction has been upgraded to a ghost right-turn and Brascote Lane has been widened to better accommodate two-way movements.

Accessibility by non-car modes of Transport

- 12.2.7 The TA includes isochrones that show the areas within typical walking and cycling distances of the site.
- 12.2.8 The village of Cadeby is located within a suitable walking distance of the site. Walking routes around Brascote Lane have been subject to a number of improvements in recent years, including improved connectivity to Footpath S66 to facilitate safe pedestrian movements between the site and the A447 / Brascote Lane junction.
- 12.2.9 With regard to cycling, Market Bosworth is located within suitable cycling distance of the site. Ibstock and Hinckley are located at the boundary of the 8km catchment, which is considered to be a suitable cycling distance for local journeys according to the Department for Transport's Cycle Infrastructure Design Local Transport Note (LTN 1/20).
- 12.2.10 The TA concludes that given the site's rural location adjacent to an A-road, the cycling infrastructure is considered to be acceptable.

Personal Injury Collision Data

- 12.2.11 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 (01/01/2019 – 31/07/2024). These figures are the most up to date available at the time of preparing the Transport Assessment.
- 12.2.12 In this period there is only two recorded collisions on the A447. One collision was classified as of 'slight' severity whilst the other collision was 'serious'. The 'slight' collision occurred at the A447 / Brascote Lane junction. Neither collision involved a HGV or a light goods vehicle.
- 12.2.13 No collisions have been recorded on Brascote Lane itself. The type and frequency of accidents recorded in the survey period suggests that there are no known highway safety issues to resolve as part of this application.

Existing Traffic Flows

- 12.2.14 Traffic survey data collected in the preparation of previous planning applications for employment development at Brascote Lane has been utilised in order to establish a baseline of existing traffic flows. This includes the use of data from a turning movement count survey of the A447 / Brascote Lane junction (dated Thursday 28th March 2019 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 2019 across a period of one week.

12.2.15 ATC data collected between Friday 2nd September 2022 and Thursday 8th September 2022 is also used in the assessment of baseline traffic conditions. The 2022 data was collected by ADL as part of the information provided relating to application HBBC ref. 22/00420/FUL.

12.2.16 The data shows that there was a marginal decrease in vehicle trips in 2022 compared to 2019. This is possibly due to the closure of Cadeby Quarry occurring between the dates that the data was collected. However, the data showed no significant change in the network peak hour and daily vehicle movements between the two ATCs undertaken on Brascote Lane.

12.2.17 Table 12.1 below replicates Table 4C of Technical Appendix E, showing average weekday vehicle flows on Brascote Lane.

Table 12.1 Average Weekday Vehicle Flows: Brascote Lane

	2019 ATC			2022 ATC		
	Northeast bound	Southwest bound	2-Way	Northeast bound	Southwest bound	2-Way
AM Peak (0800-0900)	31	20	51	25	26	51
PM Peak (1700-1800)	6	46	52	7	38	45
Daily	369	372	741	354	372	726

12.2.18 With specific regard to HGVs, the recorded HGV trips on Brascote Lane are summarised in Table 12.2 below, which replicated Table 4D of Technical Appendix E:

Table 12.2 Average Weekday HGV Flows: Brascote Lane

	2019 ATC			2022 ATC		
	Northeast bound	Southwest bound	2-Way	Northeast bound	Southwest bound	2-Way
AM Peak (0800-0900)	9	11	20	5	7	12
PM Peak (1700-1800)	1	1	2	2	1	3
Daily	87	86	173	61	56	117

12.2.19 Table 12.2 shows a significant reduction in HGV trips along Brascote Lane since the 2019 ATC, following the closure of Cadeby Quarry. The data suggests the equivalent of a HGV arriving or leaving once every five minutes.

12.2.20 However, the data was collected prior to the approval of application 22/00420/FUL for a roof tile factory adjacent to the Applicant's precast concrete facility. The TA at Technical Appendix E includes an assessment of forecast traffic generation associated with the roof tile factory. In summary, the roof tile factory, if fully implemented, would generate 316 two-way trips daily.

12.3 Assessment of Traffic Impact

- 12.3.1 No new or modified site access will be created as part of the proposed, with vehicular and pedestrian access to the site already provided through the FP McCann precast concrete and roof tile factory.
- 12.3.2 HGVs accessing the proposed factory would utilise an internal one-way system within the site.
- 12.3.3 It is proposed that the facility operates on a 24/7 basis.
- 12.3.4 The proposed development is likely to employ a maximum of 60 new staff, with three production shifts of a maximum of 20 persons per shift. The adjoining precast concrete facility has sufficient vehicle parking to accommodate all of the proposed staff for the pipe manufacturing facility.
- 12.3.5 To meet growing demand for electric vehicles, it is proposed to install one active EVCP parking space and two additional spaces with passive provision (cable routes).
- 12.3.6 In addition, 12 cycle parking spaces are being implemented at the adjoining precast concrete facility in the form of six Sheffield cycle stands with an undercover and secure cycle store.

Traffic Generation

- 12.3.7 FP McCann confirmed that the proposed development will result in a material output of approximately 116 tonnes over a 24 hour shift per weekday, in a worst-case scenario. On a 24-hours basis, this would generate 20 total HGV trips two-way:
- 8no two-way 29T tanker trips; and
 - 12no two-way 20% HGV trips.
- 12.3.8 This equates to less than one HGV trip per hour, over a 24-hour period. Technical Appendix E concludes that the impact of this quantum of HGV movements is imperceptible.
- 12.3.9 Over a 16-hour period, the volume of HGV movements increases to 1.25 two-way trips. This level of movements is not considered to be severe or unacceptable.
- 12.3.10 Additionally, the development is to create up to 20 jobs spread over three shifts within a 24-hour period. Even assuming a worst-case scenario in which all employees drive themselves individually, this would not generate a level of car trips that could have an unacceptable impact on highway safety and/or capacity.
- 12.3.11 Furthermore, it is proposed to shift changes occur avoiding peak hours, reducing the proposals' impact on the highway network when it is busiest.
- 12.3.12 Table 12.3 below replicates Table 6B of Technical Appendix E, illustrating the total proposed trip generation as a result of the proposed development:

Table 12.3 Total Proposed Trip Generation

		Cars	HGVs	Total
24-Hour	0800-0900	0	0.83	0.83
	1700-1800	0	0.83	0.83
16-Hour	0800-0900	0	1.25	1.25
	1700-1800	0	1.25	1.25
Daily		120	20	140

- 12.3.13 The trips generated by the proposed development are unlikely to result in more than one additional HGV travelling along Brascote Lane at any one time and are concluded within Technical Appendix E to be 'not severe'.
- 12.3.14 Recently agreed highway improvements to Brascote Lane enhance the carriageway's capacity to accommodate the two-way movements of HGVs along its length, and it is demonstrated that there are suitable passing places with adequate inter-visibility at any pinch points where a HGV might wait momentarily. Therefore, should more than one HGV be travelling along Brascote Lane at any time, the vehicles would be able to pass each other without conflict.
- 12.3.15 Furthermore, Technical Appendix E concludes that the A447/Brascote Lane junction would continue to operate within capacity with no perceptible change.

12.4 Consideration of Potential Mitigation

- 12.4.1 The findings of the TA are that the proposed development can operate without adverse transport and traffic impacts, having considered collision history, baseline traffic levels, and the potential impacts of the proposed development. and the junction will continue to operate well within capacity.
- 12.4.2 No additional mitigation measures are deemed necessary as part of the TA. It is considered that the highway improvement works in the process of being agreed with Leicestershire County Council in its role as Local Highways Authority via a Section 278 agreement will further improve Brascote Lane and the junction with the A447.

12.5 Conclusions

- 12.5.1 The Transport Assessment produced as part of the planning application considers the context of the application site as it is accessed by vehicular traffic via Brascote Lane and its junction with the A447. It also considers the baseline conditions of the surrounding highway network using ATC data and a junction capacity assessment conclude that the proposed development will not have an unacceptable impact on the highway, even in a worst-case scenario.
- 12.5.2 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 beyond the significant highway improvement works brought forward as part of the approved roof tile factory application are considered to be necessary.

- 12.5.3 Overall, it is concluded that the proposed development can operate acceptably with regard to the environment, accordance with the development plan, and the guidance within the NPPF.

13 Key Considerations and Planning Balance

13.1 Introduction

- 13.1.1 In this section the overall planning balance is undertaken, this is required to consider whether the proposed development represents sustainable development and whether the proposals are acceptable when considered in the context of the development plan and any pertinent material considerations. The overall benefits of the proposals should be considered against the policy tests set out within the development plan and relevant material considerations. This chapter gives due regard to the potential benefits and harm associated with the proposals and considers the overall economic, social, and environmental impacts of the proposals.
- 13.1.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) and Section 70(2) of the TCPA requires the determination of this application to be in accordance with these identified policies within the Local Plan unless material considerations indicate otherwise.
- 13.1.3 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.
- 13.1.4 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.
- 13.1.5 The above presumption in favour of sustainable development is contained within the local development plan at Policy DM1 of the Site Allocations and Development Management Policies DPD (2016).

13.2 Principle of Development

- 13.2.1 Whilst parts of the application site are allocated for employment uses in an adopted development plan document, the undeveloped parts of the site (the three fields comprising greenfield land) are neither within an existing allocation or a draft allocation in any emerging development plan document.
- 13.2.2 It is acknowledged that the proposal represents development of greenfield land in the countryside that does not benefit from existing planning permissions or consents.
- 13.2.3 The acceptability of developing the greenfield site should be considered in the context of an independently identified shortfall of land for manufacturing uses within the Borough, as established in the Borough's latest Employment Land Review (2024) which states that the emerging Local Plan should "identify a further 25 hectares of new allocations for general industrial purposes".
- 13.2.4 Importantly, it is considered that the application site is a sustainable location for development in accordance with Policy DM4 of the Site Allocations and Development Management Policies DPD (2016) which states that development in the countryside is considered sustainable where:
- "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"*
- 13.2.5 The proposed development meets the criteria set out in point c of Policy DM4 as detailed further in the following sub-sections of this Statement. Whether the proposed development would contribute "significantly" to economic growth is difficult to quantify. However, the proposed development significantly contributes to job creation as it would directly create up to 60 new jobs. The proposal would also enable the diversification of a rural business by facilitating the supply of plastic pipes from an established employment location.
- 13.2.6 The proposed development is not considered to conflict with any of the points i – v within Policy DM4.

- 13.2.7 In addition, the application site adjoins long-established operational employment uses. The parts of the application site that are already developed are within an Existing Employment Allocation (Site reference CAD07) as per Policy DM19 of the adopted Site Allocations and Development Management DPD. The remainder of the site (comprising the central and eastern fields, currently used for livestock grazing) are immediately adjoining the Existing Employment allocation.
- 13.2.8 The fields' location adjoining the established and approved employment uses provides multiple practical and spatial benefits. The proposed development has a direct relationship with the adjoining precast concrete and roof tile manufacturing facilities, sharing its access, office, and parking with the established employment site. This provides practical benefits for the application as there is no requirement to create any new access, built development to accommodate office space, or parking areas, as the infrastructure already exists.
- 13.2.9 Spatially, the proposed development represents an extension to existing employment facilities. The principle of general industrial uses with ancillary office and storage uses are already established in the immediately vicinity of the site. Although the proposed factory building and open product storage would be accommodated on land that is not previously developed land as per the definition within NPPF Annex 2, the land cannot be considered isolated or unsustainable, given its inter-connected relationship with existing employment uses at the Applicant's wider Cadeby operations.
- 13.2.10 Furthermore, although not classified as previously developed land, much of the site has been subject to mineral extraction within the last two decades. The land not subject to historic mineral extraction (the eastern field) is located next to the former Cadeby Quarry processing plant and stockpiles, which was utilised for intensive mineral operations for many decades.
- 13.2.11 The undeveloped elements of the application site therefore have a history of intensive human activity either on-site or in the immediate vicinity.
- 13.2.12 Overall, it is considered that the principle of the proposed development is acceptable. The proposals accord with the spatial objectives of the Hinckley and Bosworth Core Strategy DPD (2009), in particular Spatial Objectives 1 and 3. Spatial Objective 1 encourages the development of a strong diverse economy, specially "high value manufacturing businesses" such as the operations undertaken and proposed at FP McCann's Cadeby facilities. Spatial Objective 3 supports the development of strong and vibrant rural communities.
- 13.2.13 Further policy support is contained within the Site Allocations and Development Management Policies DPD (2016) at Policy DM4 which aims to protect the countryside by offering support to development proposals that have no significant adverse impact on the countryside's value, beauty, open character, and landscape character.
- 13.2.14 The proposed development would not result in an 'over-development' of the application site, which is proposed to remain overwhelmingly 'open' in character. The impact of the proposed

development on the countryside in terms of landscape and visual impacts are demonstrably acceptable, as supported by the Landscape and Visual Impact Assessment that accompanies this Statement.

13.3 Design

- 13.3.1 Finally, the design of the proposed development is considered acceptable and in accordance with the development plan. The proposal incorporates dedicated spaces for landscape enhancement and surface water management as well as significant proportions of the site dedicated to ecological enhancement. The design of the built form is consistent in materials and colour palette to that which exists on the adjoining precast and roof tile manufacturing facilities, albeit that the built development proposed in this application is of significantly smaller scale than the existing and approved buildings and infrastructure at the precast and roof tile facilities.
- 13.3.2 Whilst it is acknowledged that the proposed development would add build form in a location where none currently exists, it is concluded that the proposed development is in accordance with development plan policies relating to impact on landscape and visual receptors, and neighbouring properties. This includes accordance with Site Allocations and Development Management Policies DPD Policy DM10 which aims to protect the amenity of neighbouring residents and supports development proposals with a high standard of landscaping and design.

13.4 The Economic Role

- 13.4.1 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 both in the short-term through jobs at the construction phase, and new permanent employment positions created by the operation of the proposed facility.
- 13.4.2 The proposed development is expected to provide up to 60 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.
- 13.4.3 For direct comparison with the recently-approved adjoining roof tile manufacturing facility, the proposed pipe facility would generate approximately double the amount of new permanent employment positions, despite a comparatively much smaller built floorspace and built volume.
- 13.4.4 The existing FP McCann operations at Cadeby are already a major contributor to employment in the region, particularly in the generally rural setting of the site where employment opportunities are limited. The Applicant’s existing operations at Cadeby already support over

150 direct jobs, with other indirect jobs also supported. The proposed development would support the retention of existing jobs as well as directly generating new employment positions.

- 13.4.5 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.
- 13.4.6 Approval of the proposed development is considered to accord with the principles of positive planning in line with the aims of the NPPF and Policy DM4 of the Site Allocations and Development Management Policies DPD which states that development, even in countryside locations, is considered sustainable where “it significantly contributes to economic growth, job creation and/or diversification of rural business” subject to other criteria relating to the impacts of the development proposal.
- 13.4.7 Furthermore, approval of the proposed development would facilitate the delivery of an extension to a successful rural business, therefore contributing to meeting demand for employment floorspace within the Borough. This would assist in addressing a shortfall identified within the HBBC Employment Land Review (2024) which states that a further 25 hectares of new allocations for general industrial purposes should be identified in the Borough.
- 13.4.8 Overall, it is clear that the proposed development would bring about significant economic benefits which accords with the economic dimension of sustainable development as outlined in the NPPF. This should be afforded significant positive weight in the determination of this application.

13.5 The Social Role

- 13.5.1 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.
- 13.5.2 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.
- 13.5.3 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 where job opportunities are limited. The social benefits of achieving this should be afforded great weight in the determination of this proposal.

13.6 The Environmental Role

- 13.6.1 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.

- 13.6.2 In particular, the Preliminary Ecological Appraisal and Biodiversity Net Gain Report accompanying this application demonstrate that the proposed development can provide biodiversity enhancements.
- 13.6.3 The site at present contains parts of the Applicant's existing employment operations and undeveloped land comprising grassland used for livestock grazing. The management of the grassland with the site, achieved by livestock grazing, diminishes the quality of the grassland and reduces its potential to support protected species, as detailed within the PEA at Technical Appendix B.
- 13.6.4 The proposed development scheme has been designed with environmental considerations at the forefront, including 3.81Ha dedicated to ecological conservation and enhancement. The entire western field is to be dedicated to biodiversity enhancement achieved through the diversification of habitats. Other parts of the site are also to incorporate ecological enhancement where environmental gains are achieved through habitat creation that also serves a landscape enhancement and drainage purpose.
- 13.6.5 The ecological enhancement area within the western field is intended to support a variety of species within the area, including protected species. The proposed development will result in the addition of new habitats to the site, such as marsh and scrub, as well as strengthening existing vegetation and supporting wildlife that might already be using the site, including through the creation of double hedgerows.
- 13.6.6 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 Applicant's Cadeby operations. This could be delivered through the installation of roof-mounted solar panels across the built development proposed in this application.
- 13.6.7 In addition to the ecological assessments, the conclusions of the technical reports that accompany this Statement have also concluded that the proposed development can proceed without having any adverse significant impacts upon the natural or built environment.

13.7 Planning Balance

- 13.7.1 In the immediate sections above, the principle of development and its design have been considered alongside the economic, social, and environmental credentials of the proposal. These can be broadly summarised into a number of derived benefits that can be considered as part of the overall planning balance.
- 13.7.2 It is acknowledged that much of the application site comprises undeveloped 'greenfield' land. However, the proposed development is in accordance with the development plan. The principle of extending the Applicant's Cadeby operations onto adjoining greenfield land is specifically in accordance with Policy DM4 of the Site Allocations and Development

Management Policies DPD, which is the key local policy test regarding development proposals in countryside locations.

- 13.7.3 The proposal significantly contributes to economic growth (both directly and indirectly), creates 60 new jobs, and enables the diversification of a rural business. The proposed development would have a demonstrably acceptable impact on the site, its setting, and neighbouring land uses. In accordance with Policy DM4, the proposal would not have a significant adverse impact on the intrinsic value, beauty, open character, and/or landscape character of the countryside.
- 13.7.4 Whilst the harm derived from the proposed development would be limited, the benefits of the proposed development are multiple and include both socio-economic and environmental benefits.

14 Conclusions

- 14.1.1 The proposed development comprises an extension to the Applicant's existing employment uses at Cadeby and aims to diversify the range of products manufactured at the site whilst providing additional employment alongside ecological enhancement. The combined benefits of the proposal in economic, social, and environmental terms are considered to be substantial and must be given due weight.
- 14.1.2 The proposed scheme has been designed iteratively following comprehensive technical work carried out by suitably qualified specialists. The proposal has been designed to respect the character of the area and its surroundings, reflecting its location in the countryside albeit adjoining quite significant general industrial, office, and storage uses at the Applicant's precast concrete and roof tile manufacturing facilities. The proposed development therefore 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 with demonstrable biodiversity net gains.
- 14.1.3 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 pipe manufacturing facility. As an extension to existing employment uses of the same character as the development hereby proposed, the application site offers an excellent location to meet this need. The site benefits from an existing access, existing car parking and office, and is located with relatively few practical or planning constraints.
- 14.1.4 Weighing the contents of this Planning 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 respectfully requested that planning permission be granted.

Appendix: Statement of Community Involvement

The Applicant has engaged in pre-application consultation with Cadeby Parish Council in order to discuss the development proposed in this application. A draft copy of the Proposed Site Layout Plan submitted accompanying this planning application was provided to the Parish Council by the Applicant in January 2025 in order to seek initial comments regarding the scope and details of the proposed development.

The Applicant's liaison with the Parish Council provided the opportunity to raise any concerns or other comments which could be discussed further at either a physical or virtual meeting with the Applicant and representative(s) from the Parish Council in attendance.

Following the sharing of the draft Proposed Site Layout Plan and a summary of the proposals by the Applicant, a meeting was held on 12th February 2025. Representatives from Cadeby Parish Council and local residents, including those from Highfield House (the closest residential property to the proposed development) were able to give their opinions and discuss the proposals directly with the Applicant.

Following the meeting, the proposed layout for the site was finalised.