

Planning Statement

Land at Junction 22 of the M1, Cliffe Hill Farm

Date of report: September 2025

PREPARED FOR
Caddick Developments
Limited

savills

Contents

1.	Introduction.....	3
1.2	Planning Application Submission.....	3
2.	Site Context.....	10
2.1	Regional Context.....	10
2.2	Site Description.....	10
2.3	Statutory and Non-Statutory Designations.....	10
2.4	Planning History.....	11
2.5	Local Plan Promotion History.....	11
3.	The Proposed Development.....	12
3.2	Access and Highways.....	12
3.3	Scale and Massing.....	13
3.4	Blue and Green Infrastructure.....	14
3.5	Materials.....	15
3.6	Lighting.....	15
3.7	Utilities and Facilities.....	15
4.	Planning Policy.....	17
4.2	Hinckley and Bosworth Core Strategy DPD 2009.....	17
4.3	Site Allocations and Development Management Policies Development Plan Document (2016).....	18
4.4	Markfield Neighbourhood Plan.....	20
4.5	Emerging Plan.....	20
4.6	National Planning Policy Framework (NPPF).....	21
4.7	Employment Land Evidence Base.....	22
4.8	Savills Industrial & Logistics Needs Assessment (September 2025).....	23
5.	Planning Assessment.....	25
5.2	Principle of Development.....	25
5.3	Development Management Considerations.....	39
5.4	Conclusion.....	48
6.	Summary and Conclusion.....	49
	Contact.....	51

Document History

Issue	Date	Issued by	Comment
1.0	24.09.25	BP/CS/AK	Final

1. Introduction

- 1.1.1 This full planning application has been prepared by Savills (UK) Ltd on behalf of Caddick Developments Limited, for the development of a B2/B8 industrial and logistics park at Land at Junction 22 of the M1, Cliffe Hill Farm (referred to 'the Site' thereafter). The proposed masterplan included with this submission demonstrates that the Site has the potential to deliver 64,794 sqm of employment floorspace.
- 1.1.2 This submission follows discussions held between the Site promoter and developer, Caddick Developments Limited, and Hinckley and Bosworth Council, over a number of years.
- 1.1.3 There are several reasons to promote employment growth in this location, and in summary include:
- The opportunity for the Site to address currently unmet clear local and strategic employment development needs within both the Borough and Leicestershire market.
 - Its strategic position in close proximity to a key motorway junction is attractive to occupiers of both a national and local level.
 - The absence of designations or constraints which would preclude the delivery of development on the Site.
 - The potential of the Site to deliver cross-boundary growth.
- 1.1.4 This Statement assesses the key planning issues arising from the proposed development of the Site, having regard to planning policy at a national and local level. It considers the existing Site, its context, the proposed development, provides an overview of the Development Plan and other material considerations against which the acceptability of the proposed development will be assessed. It then evaluates the proposals against these policies.
- 1.1.5 A pre-application enquiry was submitted to Hinckley and Bosworth Borough Council (HBBC) on 15th of July and, following a meeting on the 28th August 2024, a formal written response provided on 16th October 2024.
- 1.1.6 Further pre-application discussions were undertaken from January 2025 specifically in regard to the landscape and visual impacts. This included consultation on the relevant view points to provide a comprehensive assessment. A written response was received from HBBC with the recommendations from this included within the final site design and therefore ensuring there are no significant adverse landscape impacts.
- 1.1.7 Public consultation was undertaken from 30 June to 21 July 2025. This included an online website with a supporting letter drop to 520 addresses, with feedback forms for interested parties to be able to respond. Engagement with local and strategic Councillors was also undertaken as part of this. This is summarised in the Statement of Community Involvement produced by Devcomms.

1.2 Planning Application Submission

- 1.2.1.1 The following documents and plans are submitted in support of this full planning application:

Documentation	Consultant	Filename Reference
Planning Statement	Savills	4.2 Planning Statement – Land at Junction 22-FINAL

Planning Statement

Economic Benefits Statement	Savills	25-09-09 J22 Markfield I&L Needs Assessment Issue
Statement of Community Involvement	DevComms	Markfield Cliffe Hill Farm- Caddick SCI - 19 September 2025
Architect		
General		
Typical Substation Detail & Elevations	UMC	24473-UMC-ZZZZ-ZZ-DR-A-0703-C02-Proposed Substation Plan and Ele
Typical Cycle Store	UMC	24473-UMC-ZZZZ-ZZ-DR-A-0704-C02-Proposed Typical Cycle Store Pla
Bin store	UMC	24473-UMC-ZZZZ-ZZ-DR-A-0705-C02-Proposed Typical External Bin St
Condenser compounds	UMC	24473-UMC-ZZZZ-ZZ-DR-A-0706-C02-Proposed Typical Condenser - Pla
Design and Access Statement	UMC	24473-UMC-ZZZZ-ZZ-RP-A-0201-C03-Design & Access Statement
Site Wide		
Site Location Plan		24473-UMC-ZZZZ-ZZ-DR-A-0503-C02-Site Location Plan
Existing Site Plan	UMC	24473-UMC-ZZZZ-ZZ-DR-A-0504-C02-Existing Site Plan
Site Masterplan	UMC	24473-UMC-ZZZZ-ZZ-DR-A-0601-C03-Proposed Masterplan
Boundary Treatments	UMC	24473-UMC-ZZZZ-ZZ-DR-A-0702-C03-Proposed Boundary Treatments Pla
Site finishes	UMC	24473-UMC-ZZZZ-ZZ-DR-A-0701-C03-Proposed Site Finishes
Unit 1		
Proposed Office GA Plan	UMC	24473-UMC-01MO-ZZ-DR-A-1002-C02-Unit 01 - Proposed Office GA Pla
Proposed Site Plan (individual unit)	UMC	24473-UMC-01SI-ZZ-DR-A-0601-C02-Unit 01 - Proposed Site Plan
Proposed Warehouse GA	UMC	24473-UMC-0100-00-DR-A-1001-C02-Unit 01 - Proposed Warehouse GA
Proposed Roof Plan	UMC	24473-UMC-0100-R1-DR-A-1003-C02-Unit 01 - Proposed Roof Plan

Planning Statement

Proposed Building Sections	UMC	24473-UMC-0100-ZZ-DR-A-1101-C02-Unit 01 - Proposed Building Sect
Proposed Elevations	UMC	24473-UMC-0100-ZZ-DR-A-1301-C02-Unit 01 - Proposed Elevations
Unit 2		
Proposed Gatehouse Plan & Elevations	UMC	24473-UMC-02GH-ZZ-DR-A-0801-C02-Proposed Gatehouse Plan and Elev
Proposed Office General a Plan	UMC	24473-UMC-02MO-ZZ-DR-A-1002-C02-Unit 02 - Proposed Office GA Pla
Proposed Site Plan (individual unit)	UMC	24473-UMC-02SI-ZZ-DR-A-0601-C02-Unit 02 - Proposed Site Plan
Proposed Transport Office	UMC	24473-UMC-02TO-ZZ-DR-A-1003-C02-Unit 02 - Proposed Transport Off
Proposed Warehouse GA	UMC	24473-UMC-0200-00-DR-A-1001-C02-Unit 02 - Proposed Warehouse GA
Proposed Roof Plan	UMC	24473-UMC-0200-R2-DR-A-1004-C02-Unit 02 - Proposed Roof Plan
Proposed Building Sections	UMC	24473-UMC-0200-ZZ-DR-A-1101-C02-Unit 02 - Proposed Building Sect
Proposed Elevations	UMC	24473-UMC-0200-ZZ-DR-A-1301-C02-Unit 02 - Proposed Elevations
Unit 3		
Proposed Office GA Plan	UMC	24473-UMC-03MO-ZZ-DR-A-1002-C02-Unit 03 - Proposed Office GA Pla
Proposed Site Plan (individual unit)	UMC	24473-UMC-03SI-ZZ-DR-A-0601-C02-Unit 03 - Proposed Site Plan
Proposed Warehouse GA	UMC	24473-UMC-0300-00-DR-A-1001-C02-Unit 03 - Proposed Warehouse GA
Proposed Roof Plan	UMC	24473-UMC-0300-R1-DR-A-1003-C02-Unit 03 - Proposed Roof Plan
Proposed Building Sections	UMC	24473-UMC-0300-ZZ-DR-A-1101-C02-Unit 03 - Proposed Building Sect
Proposed Elevations	UMC	24473-UMC-0300-ZZ-DR-A-1301-C02-Unit 03 - Proposed Elevations
Unit 4		
Proposed Office GA Plan	UMC	24473-UMC-04MO-ZZ-DR-A-1002-C02-Unit 04 - Proposed Office GA Pla

Planning Statement

Proposed Site Plan (individual unit)	UMC	24473-UMC-04SI-ZZ-DR-A-0601-C02-Unit 04 - Proposed Site Plan
Proposed Warehouse GA Plan	UMC	24473-UMC-0400-00-DR-A-1001-C02-Unit 04 - Proposed Warehouse GA
Proposed Roof Plan	UMC	24473-UMC-0400-R1-DR-A-1003-C02-Unit 04 - Proposed Roof Plan
Proposed Building Sections	UMC	24473-UMC-0400-ZZ-DR-A-1101-C02-Unit 04 - Proposed Building Sect
Proposed Elevations	UMC	24473-UMC-0400-ZZ-DR-A-1301-C02-Unit 04 - Proposed Elevations

Unit 5

Proposed Office GA Plan	UMC	24473-UMC-05MO-ZZ-DR-A-1002-C02-Unit 05 - Proposed Office GA Pla
Proposed Site Plan (individual unit)	UMC	24473-UMC-05SI-ZZ-DR-A-0601-C02-Unit 05 - Proposed Site Plan
Proposed Warehouse GA	UMC	24473-UMC-0500-00-DR-A-1001-C02-Unit 05 - Proposed Warehouse GA
Proposed Roof Plan	UMC	24473-UMC-0500-R1-DR-A-1003-C02-Unit 05 - Proposed Roof Plan
Proposed Building Sections	UMC	24473-UMC-0500-ZZ-DR-A-1101-C02-Unit 05 - Proposed Building Sect
Proposed Elevations	UMC	24473-UMC-0500-ZZ-DR-A-1301-C02-Unit 05 - Proposed Elevations

Unit 6

Proposed Office GA Plan	UMC	24473-UMC-06MO-ZZ-DR-A-1002-C02-Unit 06 - Proposed Office GA Pla
Proposed Site Plan (individual unit)	UMC	24473-UMC-06SI-ZZ-DR-A-0601-C02-Unit 06 - Proposed Site Plan
Proposed Warehouse GA	UMC	24473-UMC-0600-00-DR-A-1001-C02-Unit 06 - Proposed Warehouse GA
Proposed Roof Plan	UMC	24473-UMC-0600-R1-DR-A-1003-C02-Unit 06 - Proposed Roof Plan
Proposed Building Sections	UMC	24473-UMC-0600-ZZ-DR-A-1101-C02-Unit 06 - Proposed Building Sect
Proposed Elevations	UMC	24473-UMC-0600-ZZ-DR-A-1301-C02-Unit 06 - Proposed Elevations

Engineering

Ground & Levels

Planning Statement

Phase 1 Site Investigation	Burrows Graham	Geo2_4467.A_Markfield_PRA_21.08.25
Proposed Levels - sheet 1	Burrows Graham	30206-BGL-XX-XX-DR-C-00200 P12 Finished levels - Sheet 1

Flood Risk & Drainage

Flood Risk Assessment and Drainage Strategy	Burrows Graham	30206-BGL-XX-XX-RP-D-00001 P05 FRA and Drainage Strategy
---	-------------------	--

General

Tracking drawings 1	Burrows Graham	30206-BGL-XX-XX-DR-C-00101 P04 Vehicle Tracking Sheet 1
Tracking Drawings 2	Burrows Graham	30206-BGL-XX-XX-DR-C-00102 P04 Vehicle Tracking Sheet 2
Pump Station Detail	Burrows Graham	30206-BGL-XX-XX-SK-00009 P03 Adoptable Pump Station Compound
Retaining Wall Detail	Burrows Graham	30206-BGL-XX-XX-SK-00010 P04 Retaining Wall Sections

Transport

Reports

Interim Transport Assessment	Hub	T22523 TA rev C
Framework Travel Plan	Hub	T22523 FTP rev C
Road Safety Audit 1	RKS Associates	VRP2015-01 RSA 1 Land North East of M1 Junction 22, Markfield, Leicestershire + DR
Road Safety Audit 2	RKS Associates	VRP2015-02 RSA 1 Land North East of M1 Junction 22, Markfield, Leicestershire + DR
Road Safety Audit 3	RKS Associates	VRP2015-03 RSA 1 Land North East of M1 Junction 22, Markfield, Leicestershire + DR

Landscape

Landscape Visual Appraisal	FPCR	12507 LVA F
Photowires and Photomontages	FPCR	12507-Photowires and Photomontages Rev G
Landscape Masterplan	FPCR	12507-FPCR-XX-XX-DR-L-0001 Landscape Strategy P17
Landscape Enhancement & Management Plan	FPCR	12507E_ LEMP_ Rev B

Planning Statement

Detailed Planting Plan	FPCR	12507-FPCR-XX-XX-DR-L-0009-0015-P02-DETAILED UNIT PLAN
Detailed Landscape Plan	FPCR	12507-FPCR-XX-XX-DR-L-0002-0008-P07-DETAILED LANDSCAPE PLAN
Biodiversity Net Gain Report	FPCR	12507E_BNG Report_ Rev D
Biodiversity Net Gain Calculator	FPCR	12507 22.09.25 - The_Statutory_Metric_Macro_Enabled_1.0.4
Sections	FPCR	12507-FPCR-XX-XX-DR-L-0016-P02-Cross Sections

Ecology

Ecological Appraisal	FPCR	12507E Eco App_Sept 2025_Rev B
Bat Report	FPCR	12507E_Bat_Report August 2025_Rev B
Breeding Birds Report	FPCR	12507E - Land at J22 - Breeding Birds Report
Badger Report (CONFIDENTIAL)	FPCR	12507E_Badger Report Rev B
ECEMP	FPCR	12507E_ECEMP_Rev A_

Arboriculture

Arboricultural Impact Assessment	Lightwoods Green	A50 Markfield AIA Sept 2025
----------------------------------	------------------	-----------------------------

Air & Noise

Air Quality Assessment	SLR	410.066282.0001_Land at Junction 22 of the M1, Cliffe Hill Farm_AQA_v2.0
Noise Impact Assessment	SLR	410.066282.00001_Markfield_Noise Impact Assessment_v3.0

Agriculture

Agricultural Land Classification Report	LRA	Markfield ALC report full
---	-----	---------------------------

Heritage

Archaeological Desk Based Assessment	Cotswold Archaeology	Markfield Heritage Assessment (Reduced file size)
Ridge & Furrow Assessment	Cotswold Archaeology	Markfield Commercial Development (Ridge and Furrow Assessment)
Geophysical Survey Report	Headland Archaeology	MARK25-Report-v4 (for issue)

Lighting

Planning Statement

External Lighting Layout	ESP	50091-E-112 External Lighting Layout_P04
Roadway Lux Levels	ESP	50091-E-111 Road Way Lux Levels_P04
External Lux Levels	ESP	50091-E-110 External Lighting Lux Levels_P04
Lighting Impact Assessment	ESP	50091-ESP-XX-XX-CRP-E-0001-02 Markfield External Lighting Report

Security

Security Needs Assessment	KABSEC	Markfield J22 RevB
---------------------------	--------	--------------------

2. Site Context

2.1 Regional Context

- 2.1.1 Leicestershire is one of the most important industrial markets in the UK, sitting within the 'Golden Triangle' and at the heart of the country's motorway network. Hinckley and Bosworth Borough is positioned centrally within this 'Golden Triangle' between the M1, M6 and M42 motorways. This makes the District an attractive location for the industrial and logistics industry where strong demand exists, from a range of occupiers, including valuable local businesses. The Land at Junction 22 is considered to occupy a position of strategic importance, sitting in a key position on the strategic road network in the East Midlands. The M1, has only one junction within the district – J22, which is adjacent to this Site.

2.2 Site Description

- 2.2.1 The Site is located in close proximity to Markfield, within the Hinckley and Bosworth administrative area. Markfield is located circa 11km North West of Leicester and around 9km south west of Loughborough.
- 2.2.2 The Site is located outside of the settlement boundaries of Markfield, to the North West. The Site extends to 28.26 hectares and currently comprises agricultural land with agricultural buildings, stables and a bungalow (associated with Cliffe Hill Farm) and an equestrian menage.
- 2.2.3 To the west, the Site is bound by the M1, with Junction 22 forming the south western boundary of the Site. The A50 represents the Site's southern boundary. Some residential dwellings located off Whitwick Road are located past the eastern boundary of the Site. Open countryside extends to the north. It is noted Junction 22 is the only Motorway junction of the M1 in Hinckley and Bosworth Borough.
- 2.2.4 A Public Right of Way (PRoW) runs along Cottage Lane.
- 2.2.5 A bus stop is located directly south of the Site, the number 29 and 29A bus provides regular sustainable transport links to Coalville and Leicester.

2.3 Statutory and Non-Statutory Designations

- 2.3.1 The Site is not located within the Green Belt. The site is located within the 'Charnwood' National Landscape Character Area and the 'Charnwood Forest' Landscape Character Area. It is not considered within the Landscape Sensitivity Study undertaken by Hinckley and Bosworth Council. The location, screening and topography of the site directly adjacent to the motorway minimises its landscape value. This is assessed further in the Landscape Visual Appraisal (LVA) by FPCR which accompanies this application.
- 2.3.2 The Site is not in a Conservation Area and there are no listed buildings on or within close proximity to the Site.
- 2.3.3 There are no TPOs located on the Site.
- 2.3.4 The Site is considered within the Agricultural Land Classification as good to moderate (3).
- 2.3.5 The Environment Agency Flood Maps detail that the Site is located entirely in Flood Zone 1 (lowest risk of flooding).

- 2.3.6 Most of the Site is at 'very low' risk of surface water flooding.
- 2.3.7 There are no statutory ecological designations on or within close proximity to the site. The Cliffe Hill Quarry SSSI is located over 500m southwest of the Site and separated from it by the A50 and M1.

2.4 Planning History

- 2.4.1 There is no planning history of relevance to this proposal.

2.5 Local Plan Promotion History

- 2.5.1 The LPA began work on a new Local Plan in 2018 and this Site was successfully promoted through the plan making process as a suitable location to address the acute employment land requirement in the district. Following representations submitted to the Hinckley and Bosworth Draft Plan (Regulation 18) consultation in August 2021, a Report published by the Director of Environment and Planning was published to update members on the progress of the Local Plan preparations. This Report identified the Site as a potential draft allocation for employment development in recognition of the suitability of the Site to meet the Council's identified employment need.
- 2.5.2 Subsequent comments received by the LHA (Local Highway Authority) (erroneously made in respect to the proposed point of access) resulted in the Site being removed from the plan and shortly afterwards, the Local Plan review was suspended in 2022. Caddick's highways advisors have continued to develop the proposals in consultation with the LHA and are confident that the scheme can be safely accessed in accordance with the relevant policies and highways design guidance.
- 2.5.3 An updated Local Development Scheme (LDS) with a new timetable for the production of the Local Plan, was published in March 2025. The LDS programmes Regulation 18 consultation to take into account changes in national planning policy for Autumn 2025. Submission of the Plan is expected in November 2026, with Final adoption of the Plan is not expected until Late 2027.
- 2.5.4 The Site is included as a proposed employment allocation in the draft Regulation 18 Local Plan. This demonstrates that the Council continue to view the Site as an important part of their employment land supply.

3. The Proposed Development

- 3.1.1 The description of development is as follows:
- 3.1.2 *'Full Planning Application for the redevelopment of the site at Cliffe Hill Farm and J22 of the M1 for storage and distribution uses (Class B8), general industry (Class B2), ancillary office space (Class E(g)(i)), together with associated development including access, landscaping, earthworks, ancillary infrastructure, and parking'*
- 3.1.3 The proposed development comprises B2 and B8 units with ancillary offices, landscaping, parking, drainage, open space and associated infrastructure. At this stage it is anticipated that circa 20% of the Site would be for B2 uses and the remaining circa 80% would be for B8 uses; this is dependent on future occupiers. The detailed masterplan demonstrates that the Site will accommodate 64,794 sqm (697,440 sqft) of floorspace across six units which are of a range of unit sizes.
- 3.1.4 As shown on the masterplan accompanying this application, the units range from 2,639 sqm to 21,065 sqm. This demonstrates the Site's ability to deliver large strategic units alongside smaller and medium scale employment units to meet local needs across Hinckley and Bosworth. Advice from commercial agents indicate that the proposed units would be positively received by the market and there would be very strong demand from both local and regional occupiers in this location.
- 3.1.5 Following extensive pre-application consultation, Caddick Developments Limited have chosen to submit a full planning application which clearly sets out the proposed development parameters and therefore allows HBBC to fully assess the benefits and impacts of the proposals. The proposals are summarised below.

3.2 Access and Highways

- 3.2.1 The Site access and egress design is shown on '*Drawing T22523.001 rev E*'. Inbound traffic would come via the A50 eastbound lane through an auxiliary Diverge Lane. Additionally, the proposed development Site will accommodate two laybys alongside the internal road network.
- 3.2.2 Forward visibility splays have been calculated through the use of speed surveys at the 85th percentile and show the site can be accessed safely by HGVs and buses. New tactile paving will be provided at this access.
- 3.2.3 This access will also see bus diversion through the site via the relocation of the bus stop on the A50 Layby to be within the site. This allows the bus route to service the development and exit the site via Whitwick Road. The operator of the route, Arriva, have confirmed that the proposal is acceptable in principle, and could support extra service provision.
- 3.2.4 The site is to be accessed via Whitwick Road for outbound traffic, as illustrated on '*Drawing T22523.004revD*'. This would be via an egress priority junction designed in accordance with DMRB standards. The access was designed including speed surveys to assess the 85th percentile speeds to understand the required visibility splays.
- 3.2.5 Swept path analysis shows that HGV movements can be accommodated through the proposed junction.
- 3.2.6 As part of the proposals the A50 westbound junction with Whitwick Road is to be improved through replacing the existing splitter island with a small island and providing a dedicated lane for right turn movements. This would allow merging of lanes.
- 3.2.7 A 2m pedestrian footway is proposed to connect to the existing pedestrian route at the bridge over the A50. A further crossing with tactile paving and dropped kerbs is proposed to facilitate crossing

from the western to eastern side of Whitwick Road, as well as the existing crossing to be upgraded. A new street lighting scheme is proposed along with new tactile paving, resulting in improved access for visually impaired users.

- 3.2.8 A 3m shared pedestrian/cycle way is proposed between Altar Stones Lane and the Site. Altar Stones Lane is a quiet road with 6m width that supports both cycling and walking and leads into Markfield. It also provides access to the westbound bus stop on the A50 through a signalised toucan crossing.
- 3.2.9 The internal highways layout is designed in line with the Manual for Streets and Leicestershire Highway Guide.
- 3.2.10 The proposed development will provide parking for all types of needs and vehicles to ensure standards are met. This is set out in Table 3.2.1 below.

Table 3.2.1. – Vehicle Parking per unit

Unit	Unit Area (sqm)	Vehicle Parking							Cycle Parking
		Car EV Charging	Car Share	Accessible Car	Accessible Car EV Charging	Total Car Parking Spaces*	Motorcycle	HGVs	
1	14,287	30 (103%)	10 (143%)	7 (175%)	2 (200%)	142 (97%)	8 (50%)	39 (108%)	48 (112%)
2	21,065	44 (102%)	11 (100%)	9 (180%)	2 (200%)	211 (97%)	8 (35%)	74 (140%)	72 (114%)
3	6,265	14 (108%)	4 (133%)	1 (50%)	2 (100%)	62 (95%)	4 (50%)	22 (138%)	24 (126%)
4	11,824	24 (100%)	6 (100%)	4 (133%)	2 (200%)	116 (95%)	8 (62%)	46 (153%)	36 (103%)
5	8,714	18 (100%)	5 (100%)	3 (100%)	2 (200%)	87 (97%)	8 (80%)	20 (91%)	36 (138%)
6	2,639	6 (120%)	2 (200%)	0 (0%)	2 (100%)	28 (104%)	4 (100%)	6 (86%)	12 (150%)
Total	64,794	136	38	24	12	646	40	207	893
Total % of requirement met		103%	115%	126%	300%	97%	54%	126%**	N/A

* Total of Standard, EV Charging, Car Share, Accessible Car, and Accessible Car (EV Charging)

** This includes trailer spaces that can be used for HGV parking or just trailer parking. Not all spaces will be used by trailers at the same time

- 3.2.11 The Public Right of Way at Cottage Lane from Whitwick Road to the A50 is retained through the south-east corner of the site. Footways are provided either side of internal roads, and a further footway leading from the proposed internal roundabout to the A50 will be created.
- 3.2.12 As part of the internal road layout, separated pedestrian and cycle routes are proposed adjacent to the highway. This allows pedestrians and cyclists to safely move around the site and leave the development through two separate access points to the A50 which align to the locations of crossings.

3.3 Scale and Massing

- 3.3.1 The site Masterplan sets out the quantum of proposed development and how this layout will fit into the landscape.
- 3.3.2 The largest units are Unit 1 and 2 which are located in the north of the site, where the landscape of the site is the least sensitive. This is further mitigated by substantial cut which lowers the perceived height of the buildings in this area. The smallest unit, Unit 6, is located in the south-east corner of the site, close to where the access is taken from.

Table 3.1 – Unit size

	Floorspace (GIA) (sqm)
Unit 1	14,287 sqm
Unit 2	21,065 sqm
Unit 3	6,265 sqm
Unit 4	11,824 sqm
Unit 5	8,714 sqm
Unit 6	2,639 sqm

- 3.3.3 The main entrance to all units will be 'wheelchair friendly' level entry with automatic or manual opening doors. All disabled car parking spaces are located as close to the main entrance as possible.
- 3.3.4 Each unit is served by its own parking (including cycle, motorcycle, HGV, Accessible Spaces, and Electric Vehicle) and service yards including loading bays. A 2.4 metre high perimeter fencing is proposed around each units' service yards. A 0.55 metre timber fence is proposed around each attenuation pond. This is shown in drawing '24473-UMC-ZZZZ-ZZ-DR-A-0702-C03'.

3.4 Blue and Green Infrastructure

- 3.4.1 As part of the ground investigation, infiltration testing was undertaken which showed the site to be unsuitable for soakaway drainage. In line with the drainage hierarchy, it is proposed to discharge surface water runoff to the existing watercourse to the east of this site.
- 3.4.2 As part of the Flood and Drainage Strategy (ref: 30206-BGL-XX-XX-RP-D-00001 P05), eight attenuation ponds are proposed on the site, this is shown on the Masterplan.
- 3.4.3 It is proposed that foul flows will be pumped to an existing public foul sewer located outside of the site to the south within Ashby Road. This shall be agreed in principle with Severn Trent Water. This Adoptable Pump Station Compound is shown in drawing '30206-BGL-XX-XX-SK-S-00009 P03'.
- 3.4.4 A detailed Landscape Strategy, shown in drawing: '12507-FPCR-XX-XX-DR-L-0001', including a detailed planting schedule has been produced by FPCR which sets what and where new planting of habitats will be across the site. There will be significant tree planting to create new woodland and scrub in the north-eastern edges of the site This creates a new habitat as well as providing visual screening of the site to both its immediate surroundings, as well as the wider landscape.
- 3.4.5 Smaller sections of woodland will be created throughout the site including on the western boundary and in between proposed units. Such woodlands are connected via additional individual tree planting which is planted within a flowering meadow. These are planted across the site, creating a habitat corridor for potential fauna, as well as creating an attractive environment for future users of the site.
- 3.4.6 In total, approximately 17,000 trees will be planted across 2.3 ha of woodland and 516 individual trees across the site. In addition 1.4 ha of scrub will also be planted.
- 3.4.7 Two wildlife tunnels are also provided, one in the north and one in the middle of the site, under the internal road to help support the site's potential to support wildlife, including protecting Badger populations.

- 3.4.8 Fibre-reinforced rootzone rich grassland, with a Hedgerow interspersed with trees, is planted on the perimeter of many buildings and car parks, providing a transition between the built development and biodiversity habitats.
- 3.4.9 Each unit has its own amenity area to serve future occupiers. A walking route is also provided through the landscaped area of the site to allow active movement of users of the site. Further amenity area is provided in a central location of the site within an area of proposed meadow rich grassland, allowing future occupiers to utilise the extensive nature provided on the site.

3.5 Materials

- 3.5.1 The proposed material used for the buildings are set out in the Design and Access Statement by UMC Architects (ref: 24473-UMC-ZZZZ-ZZ-RP-A-0201-C03). To maintain a visual cohesion throughout the site, the buildings all cohabit to identical design principles.
- 3.5.2 In summary, all materials are high quality products for business or industrial applications:
- Greys, Browns, and Greens colour cladding;
 - Profiled, and flat metal cladding;
 - Large format window and curtain walling systems;
 - Feature building elements in strong colours or accent materials; and,
 - Translucent glazing, polycarbonates or membrane technology.
- 3.5.3 These have been used in the context of the landscape led, development which considers how the site can match the natural environment and therefore blend into the landscape.

3.6 Lighting

- 3.6.1 To support the planning application, an External Lighting Report has been produced by ESP (ref: 50091-ESP-XX-XX-CRP-E-0001-02 *Markfield External Lighting Report*). The site lighting shall be provided via a combination of external lighting column post-top mounted luminaires mounted at either 6m or 8m and building mounted floodlight luminaires installed at 3m AFFL.
- 3.6.2 High efficacy LED version luminaires(>123 luminaire L/W) with directional optics shall be installed throughout. To promote further optimisation and energy savings, dedicated zoned/area lighting controls shall be provided as applicable. Each individual unit shall be provided with a dedicated lighting installation to serve the external yard lighting; it is proposed this is installed with dedicated area control with automatic controls with manual override facility.
- 3.6.3 Individual external luminaire proposals shall be strategically located, installed and commissioned accounting for the luminaire orientation, tilt angle and installation of dedicated anti-glare/cut-off diffusers as applicable to reduce/limit light pollution to local habitat and mitigate overspill beyond the site boundary and neighbouring properties/highways.

3.7 Utilities and Facilities

- 3.7.1 Dedicated areas for refuse will be provided to allow for adequate bin storage / compactors to suit the occupiers' operations. Sufficient turning areas will be provided for refuse vehicles.
- 3.7.2 The proposed development can provide for the careful and sustainable disposal of waste during and post construction. Modern methods of design and construction will help to keep waste arising to a

minimum. Post construction, the building will be provided with a dedicated area for the provision of refuse and re-cycling facilities, tailored to operational requirements.

- 3.7.3 There are various measures that will be incorporated to reduce water consumption and demand. The specification of water efficient appliances such as spray taps and low volume W/Cs will assist. In addition to toilets, shower rooms with changing and locker areas will be provided within the main offices. These amenities will be available for all personnel based at the facility, thus providing for those who choose to cycle to work.
- 3.7.4 Several substations are proposed to support the development; this is shown in drawing 24473-UMC-ZZZZ-ZZ-DR-A-0703-C02 and the Masterplan (24473-UMC-ZZZZ-ZZ-DR-A-0601).
- 3.7.5 The following active safety measures are proposed:
- Physical protection. This is the application of physical security measures to prevent or deter unauthorised access.
 - Surveillance opportunity. Ensuring there are multiple surveillance opportunities (natural, formal and informal) ensures the development is protected from casual intrusion and opportunist criminals.
 - Access control. Both natural and man-made access control measures can be applied in this context to create single, clearly identifiable points of entry to the site or site buildings
 - Territoriality. This can be the actual definition or subconscious assertion that the development belongs, although not formally, to a legitimate user group.
 - Maintenance. Ensuring an area remains well-maintained in the future will reduce the likelihood of further ASB, loitering and criminality.

4. Planning Policy

- 4.1.1 This section sets out the relevant development management policies adopted by the Council and the National Planning Policy Framework (NPPF) policies of relevance to this application.
- 4.1.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that Local Planning Authorities determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.
- 4.1.3 In this case, the Hinckley and Bosworth Development Plan consists of :
- i. Hinckley and Bosworth Core Strategy Development Plan Document (DPD) adopted 2009;
 - ii. Hinckley and Bosworth Site Allocations and Development Management Policies DPD (SADMP) adopted 2016; and,
 - iii. Markfield Neighbourhood Plan – ‘Made’ 2021.
- 4.1.4 The Core Strategy and Site Allocations and Development Management DPDs are both out of date. In addition, both of these documents plan for the period 2006 to 2026. The policies contained within these DPDs and the weight to be attached to them are considered further in this Statement.
- 4.1.5 The Local Planning Authority progressed a new Local Plan to Regulation 19 stage prior to work being paused in 2022 due to the Spatial Strategy not being deliverable. Work began on a revised Local Plan with Regulation 18 consultation undertaken in March 2024. A further Regulation 18 consultation is scheduled to take place in Autumn 2025. Adoption is not anticipated until late 2027. The policies contained within the draft Local Plan and the weight to be attached to them are considered further in this Statement.
- 4.1.6 Consideration is also given to the policies contained within the Markfield Neighbourhood Plan and the weight to be attached to them.
- 4.1.7 Other Material Considerations are also identified. In this instance, the following are considered to be relevant material considerations:
- i. NPPF December 2024;
 - ii. Hinckley and Bosworth Employment Land Review (July 2024);
 - iii. GL Hearn, Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change (2021);
 - iv. Savills Industrial and Logistics Need Assessment (September 2025); and
 - v. Appeal Decisions - APP/K2 420/W/21/3274706 and APP/K2420/W/21/3279939 – Land North of Stanton Lane (November 2021); and,
 - vi. Secretary of State Decision – Hinckley Rail Freight Interchange (March 2025).
- 4.1.8 All of these are considered further below.

4.2 Hinckley and Bosworth Core Strategy DPD 2009

- 4.2.1 The Core Strategy sets out strategic level policies and vision to guide the delivery of development investment decisions and the overall future of the District. The following policies within the adopted Local Plan are relevant and likely to be taken into account in determining any forthcoming application on Site.

- 4.2.2 Spatial Objective 1 of the Core Strategy seeks to strengthen and diversify the economy by providing sufficient, sustainably located, good quality land and to encourage appropriate sectors with growth potential including high-value manufacturing businesses and business services.
- 4.2.3 The Core Strategy identifies Markfield as a 'Key Rural Centre'. Policy 7 specifies that the LPA will seek to ensure there is a range of employment opportunities within the Key Rural Centre. In order to achieve this, the LPA will support the enhancement of allocated employment sites in Key Rural Centres, as well as the development of employment uses within the settlement boundary.
- 4.2.4 With regards to Markfield specifically, the Core Strategy Policy 8 seeks to support additional employment provision to meet local needs in line with Policy 7, as well as to support measures to reduce the noise and air pollution currently experienced by the village due to its proximity to the M1.
- 4.2.5 The Core Strategy identifies a net outflow of employees to Leicester, Blaby, Nuneaton and Bedworth. This daily commuting accounts for many of the higher paid jobs which are located outside of the District, with local jobs on average comparatively low paid. The high proportion of outward commuting is also identified as having subsequent impacts on the vitality of local shops, rural services and the sense of community.
- 4.2.6 The Core Strategy Policy 21 supports development within the National Forest Strategy provided that the site and scale of the proposed development is appropriately related to its setting; it respects the character and appearance of the wider countryside; and the development does not adversely affect the existing facilities and landscape.
- 4.2.7 Policy 22 supports similar proposals which are specific to the Charnwood Forest, with additional emphasis on the cultural heritage of the area, and support rural diversification.

4.3 Site Allocations and Development Management Policies Development Plan Document (2016)

- 4.3.1 The Site Allocations and Development Management Policies Development Plan Document allocates land to deliver the development requirements outlined within the Core Strategy, including for housing, employment, recreation, green spaces, community uses and leisure uses. The document also sets out development management policies which apply across the Borough and which will be used in the determination of planning applications.
- 4.3.2 Allocations within Markfield for employment use constitute only the existing Markfield Industrial Estate (MARK23). There are no other additional employment allocations with the adopted site plan. The settlement boundary for Markfield does not include the Site, which is therefore located within the countryside.
- 4.3.3 Development Management Policy DM4 seeks to safeguard the countryside and maintain settlement separation through only allowing sustainable development in these locations. The policy considers development to be sustainable when:
- a) *It is for outdoor sport or recreation purposes; or*
 - b) *It involves the change of use re-use or extension of existing buildings; or*
 - c) *It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or*
 - d) *It relates to the provision of stand-alone renewable energy development; or*

e) *It relates to the provision of accommodation for a rural worker.*

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; and*
- iv. *It protects the function of green wedges; and*
- v. *It contributes to the National Forest Strategy in line with Core Strategy Policy 21.*

4.3.4 Paragraphs 5.29 to 5.34 of the Site Allocations DPD relate specifically to Markfield. With regard to employment sites, the DPD states:

'The Core Strategy requires a range of employment opportunities within Markfield with support for additional provision. The existing Markfield Industrial Estate is identified through the Employment Land and Premises review and safeguarded through Policy DM19. Additional employment provision will be supported in line with Policy DM20.'

4.3.5 The Site Allocations DPD also outlines a number of Development Management policies which will be material planning considerations in the determination of any planning applications.

4.3.6 Policy DM1 'Presumption in Favour of Sustainable Development' states that planning applications that accord with the policies within the Local Plan will be approved without delay unless material considerations indicate otherwise. Where there are no policies relevant to the application, or where relevant policies are out of date at the time of the decision, the Council will grant permission unless material considerations indicate otherwise.

4.3.7 Policy DM6 'Enhancement of Biodiversity and Geological Interest' requires major developments to deliver biodiversity net gain by utilising opportunities to restore, enhance and create valuable habitat, ecological networks and ecosystem services.

4.3.8 Policy DM7 'Preventing Pollution and Flooding' seeks to minimise adverse impacts from pollution and to locate development away from areas of flood risk unless adequately mitigate against, in line with National Policy.

4.3.9 Policy DM10 'Development and Design' seeks to ensure that the amenity of nearby residents and occupiers is protected and that the development is designed to complement or enhance the character of the surrounding area.

4.3.10 Policy DM11 'Protecting and Enhancing the Historic Environment' and Policy DM13 'Preserving the Borough's Archaeology' set out several requirements for proposals which have the potential to affect a heritage asset, its setting or sites of archaeological interest.

4.3.11 Policy DM17 'Highways and Transportation' supports proposals which make the best use of existing public transport services and provides opportunities for improving and sustaining the viability of those services and seeks to ensure that there are convenient and safe access for walking and cycling to services and facilities. This policy also requires proposals to demonstrate that there is not a significant adverse impact upon highway safety.

4.3.12 Policy DM18 'Vehicle Parking Standards' requires proposals for new development to provide an appropriate level of parking provision, including disabled parking.

- 4.3.13 Policy DM20 'Provision of Employment Sites' supports the development of sites for B1, B2 and B8 use outside of allocated sites, where they are located within the settlement boundaries or on previously developed land. Proposals which are located outside of the settlement boundary and on Greenfield sites are only considered acceptable where it is demonstrated that there are no suitable alternative sites identified sequentially against the employment areas identified in the prevailing Employment Land and Premises Review. in the following locations:
- a) *Within settlement boundaries;*
 - b) *On previously developed land;*
 - c) *Adjacent to existing employment areas;*
 - d) *Adjacent to settlement boundaries.*
- 4.3.14 The Local Plan only intends to guide development until March 2026 and therefore the needs Policy DM20 is intending to meet have expired in respect to new planning applications.

4.4 Markfield Neighbourhood Plan

- 4.4.1 Following an independent examination and a positive referendum result, the Council formally 'made' the Markfield Neighbourhood Plan in September 2021.
- 4.4.2 At paragraph 7.5, the Neighbourhood Plan supports economic growth to create jobs and prosperity, reduce the need for people to travel to work, and provide opportunities for the expansion and growth of local enterprise. The Neighbourhood Plan does not allocate sites.
- 4.4.3 Paragraph 7.7 recognises Markfield's location near the M1 and the A50/A511 making it an attractive location for strategic warehousing (B8) development and references sites which have been put forward through the Local Plan review, including part of the Site.
- 4.4.4 At paragraph 7.9, the Neighbourhood Plan recognises that the Borough Council may need to consider further employment land allocations in the new Local Plan.
- 4.4.5 The site is located within the Altar Stones viewpoint as identified in Map 3 of the Neighbourhood Plan. Policy M2 of the Neighbourhood Plan states that development should be located and designed in a way that is sensitive to its landscape setting, retaining and, where possible, enhancing the distinctive qualities of the landscape character area.
- 4.4.6 Policy M3 of the Plan sets out that development proposals must demonstrate how they avoid significant harm to key features of the Green Infrastructure network. Where harm is demonstrated to be unavoidable proposals must mitigate and compensate for that harm.
- 4.4.7 Policy M5 of the Neighbourhood Plan states that to be supported development proposals that will result in the unavoidable loss of trees or hedgerows must include replacement planting of native species in locations where they would have the opportunity to grow to maturity, increase canopy cover and contribute to the local ecosystem and the appearance of the area.

4.5 Emerging Plan

- 4.5.1 A Local Plan Review is current being undertaken by Hinckley and Bosworth Council. The emerging Local Plan will identify development needs and the land allocations to meet those needs over the period 2024 to 2045.

- 4.5.2 The latest Local Development Scheme (March 2025) sees the production of the plan, submission for Examination and eventual adoption extending to late 2027. The amended timescale is considered necessary to allow the Council to undertake further Regulation 18 consultation in respect to national policy updates, but also to identify sufficient housing and employment sites to meet identified needs.
- 4.5.3 The most recent iteration of the Plan (July 2024) identifies the need for 194.68 ha of employment land for the period 2020 – 2041. Since then, the plan period has changed to 2024 – 2045 and therefore the development needs will need to be updated to match this plan period. However, such updates are considered to be updates to existing reports, as opposed to wholly new reports or major changes.
- 4.5.4 The site is allocated in the emerging Local Plan Regulation 18 Consultation Draft Plan (July 2024) under reference LPR95. The gross area of the site is 28.3 hectares and is allocated for general employment uses.
- 4.5.5 Caddick Developments Limited have engaged in the plan making process for this Plan through every consultation stage. The Site will continue to be promoted through this Plan.

4.6 National Planning Policy Framework (NPPF)

- 4.6.1 The NPPF was revised in December 2024 (last updated February 2025) and sets out the overarching planning policy aims and objectives for development proposals including, at its heart, a 'presumption in favour of sustainable development'.
- 4.6.2 For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay or, where the policies which are most important for determining the application are out of date, granting planning 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.*
- 4.6.3 Paragraph 8 outlines the three overarching objectives of achieving sustainable development. This includes:
- a) *An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.*
- 4.6.4 At the heart of the NPPF is the Presumption in Favour of Sustainable Development at Paragraph 11 which makes clear that development which accords with an up-to-date development plan should be approved without delay. It also sets out where the Local Plan is out of date permission should be granted for development unless assets of particular importance provide a strong reason for refusal; or the adverse impacts of development would significantly and demonstrably outweigh the benefits when assessed against the Framework.
- 4.6.5 Paragraph 34 sets out that Local Plans should be reviewed at least once every five years, and should be updated if necessary.

- 4.6.6 Paragraph 49 outlines how weight can be attached to an emerging Plan depending on three factors: the stage of preparation; the extent of unresolved objections; and the degree of consistency with the national framework.
- 4.6.7 Paragraph 85 of the NPPF places significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 4.6.8 Paragraph 86 requires Local Planning Authorities to set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration. The same paragraph also requires the Local Planning Authorities to take a flexible approach to accommodate needs not anticipated in the plan.
- 4.6.9 Paragraph 87 requires decision makers to recognise and address the specific locational requirements of different sectors, including making provision for storage and distribution operations at a variety of scales and in suitably accessible locations, highlighting the importance of such uses on the supply chain, transport innovation and decarbonisation.
- 4.6.10 Paragraph 111 of the NPPF supports the development of larger scale sites to minimise the number and length of journeys needed for employment and other activities and provide for any large-scale transport facilities that need to be located in the area.
- 4.6.11 Chapter 15 sets how the natural environment should be protected and enhanced. Paragraph 187 recognises the importance of valued landscaped and the intrinsic character and beauty of the countryside. It also supports providing net gains for biodiversity and establishing coherent ecological networks.

4.7 Employment Land Evidence Base

- 4.7.1 Hinckley and Bosworth Council are currently reviewing their employment land evidence base and are undertaking a further 'Call for Sites' exercise until 17 October 2025 to inform the preparation of their Strategic Housing and Economic Land Availability Assessment (SHELAA). This will inform the preparation of the new Local Plan (due to be published for consultation shortly). In the previous iteration of the Local Plan the Site is included as a draft employment allocation and this is expected to be retained.
- 4.7.2 An Employment Land Review (ELR), including an Employment Land Availability Assessment and Employment Needs Assessment, (July 2024) has been prepared by Lambert Smith Hampton on behalf of HBBC, which forms part of the emerging Local Plan evidence base. The report recognises the importance Logistics developments have on the local and national economy and the need for large sites (at least 25 hectares) with good access to the Strategic Road Network¹.
- 4.7.3 The ELR builds on work conducted by GL Hearn and Iceni Projects on the Warehousing and Logistics need in Leicester and Leicestershire (April 2021) and recognises that demand has outstripped supply in recent year in the Functional Economic Market Area which has caused occupiers to locate away from the Borough. It finds there is an unmet need within this area, with HBBC being the best positioned authority in respect to the 'Golden Triangle'. The ELR outlines there are only two sites in HBBC which would be suitable to meet the demonstrable logistics need, with Junction 22 being one of the sites, and the other being at the junction of the A50 and A46 at Groby.
- 4.7.4 The report concludes by stating more land should be allocated for Industrial and Logistics development in HBBC. This includes the need for 46 – 55 ha for B2/B8 uses, for which 33 ha will

¹ Lambert Smith Hampton, Employment Land Review (July 2024), Paragraph 8.4

need to come from new allocations. This is in addition to the needs for strategic logistics land which is set out in GL Hearn report.

- 4.7.5 Appendix 7 of the ELR carries out an assessment of potential employment areas in HBBC, including assessing the size, availability, planning constraints, achievability and sustainability. This found that Junction 22 was the most suitable site in HBBC without a planning consent, and suggested Junction 22 should be allocated for employment purposes. No other site from this assessment was proposed to be allocated. As such, following this criteria Junction 22 is sequentially the most appropriate site in HBBC.

4.8 Savills Industrial & Logistics Needs Assessment (September 2025)

- 4.8.1 Caddick Developments Limited commissioned Savills to undertake a review of the employment land position to inform their site promotion work through the Local Plan. An updated version (September 2025) of this report accompanies this planning application.
- 4.8.2 The Industrial & Logistics (I&L) Needs Assessment provides an evidence-based overview of the market potential for new I&L development within Hinckley and Bosworth and its wider Functional Economic Market Area (FEMA). The I&L Needs Assessment is submitted in support of this planning application.
- 4.8.3 The Assessment considers the factors which affect supply and demand to find the 'true need' for Industrial and Logistics land in HBBC. Hinckley & Bosworth's location within the golden triangle means that it experiences very strong demand from logistics occupiers and this puts pressure on the supply of employment land across the Borough. There is a considerable amount of pressure on both local and strategic supply and this is increasing.
- 4.8.4 Analysis of market trends demonstrates that occupiers are seeking increasingly large units and that overall, demand is accelerating.
- 4.8.5 The structural economic change brought about by the growth in e-commerce has resulted in a step-change in the demand for floorspace in terms of overall quantum of demand and also unit size required. Forecasts suggest that this trend will continue as retailers have invested in infrastructure to support and streamline their online operations and consumer shopping habits have changed.
- 4.8.6 There has been record breaking take up of logistic floorspace nationally and regionally from 2020 and consequently supply has fallen dramatically; there is a critical shortage of floorspace in prime locations nationally and within the East Midlands.
- 4.8.7 The I&L Needs Assessment identifies key issues and inconsistencies within the evidence base documents used to inform the 2021 Submission Draft Local Plan, namely the Employment Land and Premises Study and the SHELAA. It also evaluates the Employment Land Review (2024) finding that it does not account for historic supply constraints, and the methods used are completely different to the methods used by the Strategic Warehouse Study.
- 4.8.8 The report sets out an alternative assessment using an NPPG compliant methodology which presents a true need figure of between 185ha to 260ha of employment land.
- 4.8.9 The conclusions of the Industrial and Logistics Needs Assessment make it clear that the employment need of 195 hectares identified in the Regulation 18 Draft Local Plan (2024) over the plan period is a positive approach to planning for economic growth.

- 4.8.10 However, the supply is heavily reliant on the Hinckley National Rail Freight Interchange (HNRFI) which would primarily cater for large occupiers in the national and international supply chains. Furthermore, the HNRFI was refused by the Secretary of State for Transport on 10th March 2025 and therefore is not considered a deliverable site. As such, there is a significant shortfall in land against employment needs.
- 4.8.11 The I&L Needs Assessment ultimately concludes that there is a strong needs case for further Industrial and Logistics Development across Hinckley and Bosworth.

5. Planning Assessment

- 5.1.1.1 This section considers the key matters relating to the proposed development in the context of relevant planning policy, as well as material considerations.

5.2 Principle of Development

- 5.2.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.2.1.2 In this case, the Development Plan consists of the Core Strategy Development Plan Document (DPD) adopted 2009 and the Site Allocations and Development Management Policies DPD adopted 2016. Both of these documents plan for the period 2006 to 2026. The Markfield Neighbourhood Plan was 'made' (adopted) in September 2021.
- 5.2.1.3 The Development Plan is also informed by Supplementary Planning Documents and Guidance, as well as Evidence Base Supporting Studies, including the Employment Land Review (July 2024).
- 5.2.1.4 In addition, the proposals should also be considered in the context of the NPPF², the presumption in favour of sustainable development and the engagement of the tilted balance in situations where the Development Plan is out of date. It is recognised that the NPPF³ confirms the presumption in favour of sustainable development, but does not change the statutory status of the Development Plan as the starting point for decision making.

5.2.2 Weight to be attached to the adopted Local Plan policies

- 5.2.2.1 The Core Strategy DPD is out of date given the adoption date of 2009. The Site Allocations and Development Management Policies DPD is also out of date given the adoption date of 2016, and there have been no subsequent updates to either document.
- 5.2.2.2 Since the adoption of the Local Plan documents, there have been six updates to the NPPF. The Local Plan was assessed against consistency with the February 2019 NPPF following its publication⁴, but no further assessments have taken place. In particular, the December 2024 iteration of the NPPF sees major updates including the importance of logistics land in Paragraphs 85 – 87.
- 5.2.2.3 In addition, both adopted DPD documents have Plan periods up to March 2026. Given the likely 'best case' determination period associated with this planning application and the associated construction timescales, delivery of the proposed development will be well beyond this date.
- 5.2.2.4 Land is not allocated for employment uses beyond this Plan period and therefore development needs are not being met. This has previously been established by Appeal⁵. This is evidenced through evidence base documents which have been produced subsequently, as well as an Industrial and Logistics Needs Assessment produced by Savills, which demonstrate development needs are not being met.
- 5.2.2.5 We therefore consider the adopted Local Plan DPDs to be out of date both in terms of the adoption dates themselves, the period of time they plan for and consistency with the NPPF. Therefore very limited weight should be attached to the policies contained therein. This applies to the identification

² Ministry of Housing, Communities and Local Government, National Planning Policy Framework (2024), Paragraph 11

³ Ministry of Housing, Communities and Local Government, National Planning Policy Framework (2024), Paragraph 12

⁴ Hinckley and Bosworth Borough Council, Consistency of the Hinckley and Bosworth Local Plan with the National Planning Policy Framework (2019)

⁵ APP/K2 420/W/21/3274706 and APP/K2420/W/21/3279939

of development needs and the allocation of land to meet those needs. When considering the principle of development more up to date evidence should therefore be relied on.

- 5.2.2.6 This also applies to development management policies including DM4 and DM20. The proposals are assessed against these policies and, in the event of any conflicts with these policies, more limited weight should be attached to these conflicts when compared to other policies and the benefits of the proposals.

5.2.3 Weight to be attached to the emerging Local Plan policies

- 5.2.3.1 The new Local Plan has been emerging over several years. HBBC first consulted on a new Local Plan in August 2021. This was titled 'Draft Local Plan Consultation'. An accompanying evidence base was also published.
- 5.2.3.2 A Regulation 19 Submission Draft was published in August 2022 with an accompanying evidence base. The evidence base that accompanied these consultations is considered below.
- 5.2.3.3 In order to reflect revisions to the NPPF, a Regulation 18 consultation was undertaken in September 2024. An updated accompanying evidence base was also published. Draft Policy SP02 makes provision for 194.68ha of employment land during the period 2020-2041. Part c) of SP02 makes provision for between 33ha and 55ha of general employment land allocations spread across 6 sites, including 28.3ha on land at Cliffe Hill Farm (Junction 22, M1) Markfield under site reference LPR95.
- 5.2.3.4 In addition, to reflect the latest version of the NPPF and wider changes to the planning system, a further Regulation 18 consultation is proposed to be undertaken in Autumn 2025. The applicant will be submitting representations to this process.
- 5.2.3.5 In accordance with Paragraph 49 of the NPPF, weight can be afforded to an emerging Plan depending on its stage of preparation, the extent of unresolved objections, and consistency between policies. Whilst the emerging Local Plan is at Regulation 18 Stage, a detailed evidence base has been produced to support the emerging Plan.
- 5.2.3.6 Given the Regulation 18 status of the emerging Plan, it is therefore considered that only limited weight can be attached to these policies at this stage.
- 5.2.3.7 However, the emerging Plan does set out a 'direction of travel' and is also supported by relevant up to date evidence which can be considered as a material consideration. This evidence base contains several detailed documents including an Employment Land Review which have undergone Regulation 18 consultation.

5.2.4 Weight to be attached to the adopted Markfield Neighbourhood Plan

- 5.2.4.1 The Markfield Neighbourhood Plan was formally 'made' in September 2021. It therefore forms part of the statutory Development Plan and is up to date in respect of being adopted within the last 5 years.
- 5.2.4.2 However, there have been three versions of the NPPF published since then and consideration should be given to where specific policies of the Neighbourhood Plan may conflict with National Policy.
- 5.2.4.3 Significant weight can therefore be attached to the policies within this Plan which are consistent with National Policy.

5.2.5 Assessment against adopted Local Plan policies – the principle of development

- 5.2.5.1 The Core Strategy sets out strategic policies. Policy 7 specifies that the LPA will seek to ensure there is a range of employment opportunities within Markfield. This is furthered through Policy 8 which seeks to support additional employment provision to meet local needs in line with Policy 7.
- 5.2.5.2 The proposals will deliver, in part, the objectives that the policies are seeking to achieve namely adding to the range of employment opportunities and provide additional employment provision to settlements and their rural hinterland. The policies also do not preclude other development so no conflict arises and the proposed development is considered to have compliance with Policies 7 & 8.
- 5.2.5.3 Furthermore, neither of these policies identify what the employment needs for the Plan period are (focusing solely on local needs within settlements) or allocate strategic locations to meet such needs. The Core Strategy also does not address strategic employment needs in the wider market area, including cross-boundary needs. In this regard the policies can be considered out-of-date and limited weight should be attached to them.
- 5.2.5.4 The Site Allocation and Development Management DPD policies seek to allocate land for employment purposes to the period up to 2026, but does not consider development needs beyond this period. This is done in the absence of an identified employment need in the Core Strategy. In this instance, the application site is not allocated for development in this DPD forming part of the Development Plan. However, the policies within the Plan are flexible and acknowledge there are development needs which may not be considered when the plan is created; thus policies allow for non-allocated sites to come forward providing there is a clear development need, and there are no sequentially preferable sites.
- 5.2.5.5 In addition, the dated nature of the DPD and the fact that the Plan period will have expired prior to the delivery of the proposals, it is considered that very limited weight should be attached to the fact the site is not allocated within the Development Plan.
- 5.2.5.6 Furthermore, Policy DM1 makes clear that when such policies are out-of-date the Presumption in Favour of Sustainable Development applies.

5.2.6 Assessment Against adopted Local Plan Policies DM4 and DM20

- 5.2.6.1 The Core Strategy is supportive of employment development and recognises the requirement to ensure a range of employment opportunities, including, in addition to allocated sites, where there is a development need.

Policy DM4

- 5.2.6.2 Policy DM4 seeks to control development in the countryside and sets out a number of criteria to consider whether development proposals should be considered as sustainable. Criteria a) relates to proposals for outdoor sport or recreation purposes which is not relevant in this situation. Criteria b) relates to proposals for the change of use re-use or extension of existing buildings which again is not relevant to this development proposal. Criteria d) & e) relate to renewable energy provision and accommodation for a rural worker, both of which are also not relevant.
- 5.2.6.3 Criteria c) is relevant and relates to proposals which significantly contribute to economic growth, job creation.... In terms of economic benefits of the proposed development are significant. These are set out in more detail in the Savills Employment Needs Assessment⁶. These can be summarised as :

⁶ Savills, Industrial and Logistics Needs Assessment (September 2025), Chapter 6

- The creation of around 368 full time equivalent jobs during construction (including professional, technical and administrative occupations, generally paying more than the national average);
- New growth hub attracting major employers in the area;
- A total construction cost of £70m including an estimated total value of £7m in procurement from local businesses in the construction phase;
- 1,019 new full time equivalent jobs in the operational phase, of which circa 361 would be expected to be Hinckley and Bosworth residents;
- Diverse range of jobs created including operational, managerial, skilled trades and administrative roles;
- Eight apprenticeships and three work experience placements would be expected to be delivered during the construction phase;
- £52.5 million GVA per annum in operational phase;
- Business rates growth of £892,500 per annum for Hinckley and Bosworth; and
- Support to Growing SMEs through the development of small and medium sized units.

- 5.2.6.4 These are considered to be significant economic benefits. It is therefore considered that the proposed development is in accordance with Policy DM4 criteria c). In this regard there is compliance with the Development Plan.
- 5.2.6.5 In addition, the NPPF sets out the importance of storage and distribution operations have on the economy, both directly and their indirect support to other industries, including the importance of them being accessible locations for the handling of goods⁷. It makes clear that planning policies should be flexible when considering economic needs as needs may not be anticipated at the time of plan making, as well as the importance freight and logistics have on facilitating other forms of economic growth⁸.
- 5.2.6.6 The support for such uses was strengthened in the December 2024 iteration of the NPPF, with it making clear such uses have significant intrinsic benefits to the economy by virtue of their nature. Such amendments were made post-adoption of the SADMP and therefore there is some inconsistency between the extent of support for Industrial and Logistics between the NPPF and SADMP.
- 5.2.6.7 Furthermore, the development needs for Industrial and Logistics is considered to have increased for a variety of reasons, as set out in the ELR (2024) and the Savills Industrial and Logistics Needs Assessment, since the adoption of Policy DM4. It is considered this is a material change in circumstances.
- 5.2.6.8 Where Planning Policies are out-of-date the amount of weight given to them should in part be considered against their compliance with the NPPF⁹. It is therefore important to consider Policy DM4 in this context.
- 5.2.6.9 Policy DM4 also sets out the development management requirements which any scheme will need to achieve in parts i) to v). Of relevance to the Site is the requirement not to have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside. From the outset, Caddick have developed their proposals in response to the landscape character of the Site and sought to minimise impact on the wider area; this has included a separate pre-application process with HBBC specifically with the appointed landscape officer on behalf of HBBC to establish the landscape considerations most relevant for determining the impacts of development of the site.

⁷ Ministry of Housing, Communities and Local Government, National Planning Policy Framework (2024), Paragraph 87 b)

⁸ Ministry of Housing, Communities and Local Government, National Planning Policy Framework (2024), Paragraph 86

⁹ Ministry of Housing, Communities and Local Government, National Planning Policy Framework (2024), Paragraph 11

- 5.2.6.10 FPCR have prepared a Landscape and Visual Appraisal (LVA) (September 2025) which is included with the application submission. The Site and its immediate context is located within the 'Charnwood' National Landscape Character Area and the 'Charnwood Forest' Landscape Character Area. It is not considered within the Landscape Sensitivity Study undertaken by Hinckley and Bosworth Council. However, the site itself is largely defined by its location adjacent to two major roads and the associated noise impacts which reduce the site's intrinsic beauty, open character and tranquillity; and therefore does not conflict with part i) of the Policy.
- 5.2.6.11 The site has no impact on the separation between settlements, is not within a 'Green Wedge' or contributes to ribbon development and therefore does not conflict with ii) – iv).
- 5.2.6.12 The Site sits within a landscape well vegetated with tree belts, field boundaries and woodland which limit the extent of visibility of the proposed development. The development proposals build on this through circa 13 ha (51% of the total area) of the site dedicated to blue and green infrastructure including the planting of 516 new individual trees and the creation of 2.3 ha of woodland planting, which is approximately 17,000 trees, and 1.4 ha of scrub planting. This is targeted at the most sensitive areas of the site to the surrounding landscape including in the north-east of the site.
- 5.2.6.13 This proposed increase of woodland on site supports the National Forest Strategy as set out in part v) of the Policy and Policy 21 of the Core Strategy. The siting and scale of the proposals have been carefully worked to ensure it relates well to its setting within the forest, and therefore respects the character and appearance of the wider countryside.
- 5.2.6.14 The pre-application landscape response from Node and HBBC highlighted two viewpoints with moder/major impacts on the landscape, with recommendations given to how impacts could be minimised to reduce the impacts. All of these recommendations have been taken on board in the final site design including the planting of more Evergreen trees, amending the locations of units and the colouring of buildings. Visualisations of these views are included within the LVA.
- 5.2.6.15 As such, the impacts on the landscape of the area does not exceed a moderate impact on any views in the medium – long term.
- 5.2.6.16 It is therefore considered that the proposed development is in accordance with Policy DM4 as a whole. In this regard there is compliance with the Development Plan.

Policy DM20

- 5.2.6.17 Policy DM20 'Provision of Employment Sites' is supportive of development proposals for B1 (now Class E), B2 and B8 use outside of allocated sites, where they are located within the settlement boundaries or on previously developed land. Proposals which are located outside of the settlement boundary and on Greenfield sites are only considered acceptable where it is demonstrated that there are no suitable alternative sites identified sequentially in the following locations:
- i. Within settlement boundaries;
 - ii. On previously developed land;
 - iii. Adjacent to existing employment areas;
 - iv. Adjacent to settlement boundaries.
- 5.2.6.18 The Savills I&L Needs Assessment¹⁰ sets out a list of requirements and criteria which are essential for developers and occupiers of I&L development. The criteria are :
- **Direct Motorway/major A-Road Access** – HGV travel time is a key operational requirement determining efficiency of employment uses. Furthermore HGVs are not designed to for residential or rural streets. Consequently direct and reliable access onto the

¹⁰ Savills, I&L Needs Assessment (September 2025), Page 45

Strategic Road Network, at points with sufficient capacity to accommodate proposals and with short journey times to the major UK motorways providing north-south connectivity, is essential.

- **Size of Development Site** – Larger sites can accommodate a greater variety of unit sizes and therefore a more diverse mix of companies; this allows clustering which supports lower maintenance costs of sites, supply chain linkages, and knowledge spill between firms.
- **Access to Workforce** – proximity to a potential workforce who can access the site by a range of transport methods is a key consideration for occupiers.
- **24 hour Operation** – Modern requirements include shorter delivery timeframes which require sites to be operational 24 hours to meet such timescales.
- **Market Access** – Occupiers typically want to be within 1 – 4 hours drive time of their end customers and suppliers.
- **Access to Intermodal Facilities** – Occupiers require to be located where freight is handled including through air, rail and ports.

5.2.6.19 The Employment Land Review (ELR) (2024) and GL Hearn Report (2021) set out a similar occupier criteria¹¹, which consider whether a site is suitable is based on the '*operational requirements, planning and sustainability considerations including traffic impact and accessibility for workers*'.

5.2.6.20 The GL Hearn Report (2021) also sets out 6 key opportunity areas for future Industrial and Logistics development, for which the Site is located in the confluence of four of these opportunity areas¹².

5.2.6.21 The Savills I&L Needs Assessment concludes that there is a strong needs case across HBBC for further I&L development. It demonstrates that the site is one of the best-located sites within HBBC to meet occupier requirements.

5.2.6.22 On this basis the sites have been assessed in HBBC which meet the above requirements, and have been compared against the criteria of Policy DM20. To be considered sequentially suitable, sites must be able to accommodate the type and size of the proposals which can meet logistics needs, whilst also being deliverable in respect of other planning constraints including highways, noise and flood risk. Sites which cannot meet the developer requirements set out in the Savills Industrial & Logistics Needs Assessment should be discounted, as should any which have land or planning restrictions.

5.2.6.23 All sites were in Appendix 7 of the ELR (2024) were considered, with an initial sift undertaken to identify those sites that fall in the sequence of a)- d) and are of sufficient gross area (over 25 gross hectares) to accommodate and meet operational requirements of the proposed scheme. This identified three sites for more detailed analysis against the requirements of DM20 as outlined below:

- **LPR16, Land East of Hinckley Park (230 Ha)** – The site is not within or adjacent to an existing settlement boundary and is not previously developed land. It also is not adjacent to an existing employment areas as identified on the SADMP policies map, however a small part of its boundary is adjacent to a site containing employment uses. Nevertheless, the majority of the land would be an irregular extension into the countryside which would not constitute an acceptable extension of an existing employment area. Furthermore, the site is not 'available' or 'developable' from a planning perspective and would not meet operational requirements of the proposed development as the site does not have proximate access to the major motorway network. The A5 which has significant capacity issues which would need to be resolved through major infrastructure improvements before any planning

¹¹ Hinckley and Bosworth Borough Council, Employment Land Review (2024), Paragraph 8.4.6.

¹² GL Hearn, Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change (2021), Page 139, Figure 15.

permission could be granted and development brought forward. There are also no bus stops in close proximity to the site on the A5 or B578 which will reduce accessibility to workers. The site is also in multiple ownerships which would require site assembly. Furthermore the site also contains significant amounts of Grade 2 agricultural land (approximately 50 Ha including on areas best related to neighbouring employment buildings), with the remainder being Grade 3, though given proximity of Grade 2 land it is likely a significant proportion of this would be Grade 3a. Development of this site would therefore be less acceptable in planning terms as it would result in the loss of higher value and more Best and Most Versatile Agricultural Land (BAMV) than development of the subject site. Consequently, this site is not a suitable alternative for the proposed development.

- **LPR22A, Farmland west of Dodwells Bridge Ind Est (64 ha)** – The site is not within or adjacent to an existing settlement boundary and is not previously developed land, however it is adjacent to an existing employment site. This site would require further development of Dodwells Bridge Industrial Estate (impacting operational employment buildings) before appropriate access could be provided and it could become available for development. Furthermore, the site is not ‘available’ or ‘developable’¹³ from a planning perspective, and would not meet operational requirements of the proposed development, as it does not have proximate access to the major motorway network, but via minor roads, the A47 and A5, the latter of which has capacity issues which would need to be resolved through major infrastructure improvements before any planning permission could be granted and development brought forward. A significant area of the site is also at elevated risk of surface water flooding associated with preferential flow routes and it is further constrained by a high-pressure gas main which crosses it and power lines. Consequently, this site is not a suitable alternative for the proposed development.
- **LPR44, Hinckley Sewage Treatment Works (26.8 ha)** – The site is within a settlement boundary and constitutes previously developed land, however Severn Trent Water have advised the Council that around 11ha is developable at this time. It is therefore not a sufficient scale to meet the abovementioned criteria as it is below 20 hectares, and is therefore not capable of accommodating the proposed development. The site is also in a residential area and development would cause negative impacts on residential amenity through noise and traffic which would compromise operational requirements and are considered unlikely to be acceptable in planning terms. Consequently, this site is not a suitable alternative for the proposed development.

5.2.6.24 The sites above are the three sites identified in the ELR¹⁴ as potentially meeting the occupier requirements. As set out above, of these sites (LPR44) does not meet the size criteria once a more detailed view is undertaken and is also subject to additional constraints. This site is therefore discounted from further assessment as it cannot accommodate the proposed development.

5.2.6.25 The remaining two sites LPR16 and LPR 22A are adjacent to employment areas or areas occupied by employment buildings (LPR16 only in limited part). However, both have significant constraints to development as outlined above and which is recognised in the ELR (2024). Site LPR6 is judged as ‘not yet developable’ and LPR22 A includes an assessment that *“access would require new junction on A5; the limited capacity of road network could constrain large scale development in this location”*. Consequently, these sites are not ‘available’ due to significant technical and policy constraints, and therefore would not be suitable for the proposed development.

¹³ As per the definitions set out in the Glossary in the National Planning Policy Framework (2024)

¹⁴ Hinckley and Bosworth Borough Council, Employment Land Review (2024), Appendix 7

- 5.2.6.26 This Sequential Test exercise demonstrates that there are no alternative suitable sites: within or adjacent to settlements, or on previously developed land, or adjacent to existing employment land. It is therefore considered that the proposed development is in accordance with DM20.
- 5.2.6.27 Notwithstanding the above, if it is considered there is some non-compliance with DM20, then limited weight should be attached to this non-compliance due to the Development Plan being out of date and only planning for the period to 2026.

5.2.7 Assessment against Neighbourhood Plan policies

- 5.2.7.1 At paragraph 7.5, the Neighbourhood Plan supports economic growth to create jobs and prosperity, reduce the need for people to travel to work, and provide opportunities for the expansion and growth of local enterprise. The Neighbourhood Plan does not allocate sites to fulfil these objectives.
- 5.2.7.2 Paragraph 7.7 recognises Markfield's location near the M1 and the A50/A511 making it an attractive location for strategic warehousing (B8) development and references sites which have been put forward through the Local Plan review, including part of the Site (to which this planning application relates).
- 5.2.7.3 At paragraph 7.9, the Neighbourhood Plan recognises that the Borough Council may need to consider further employment land allocations in the new Local Plan.
- 5.2.7.4 Policy M1 of the Markfield Neighbourhood Plan seeks to protect the open countryside, although supports its development where the proposed development is in accordance with national policies and/or strategic policies and allocations. As aforementioned, the proposed development is in accordance with both the Core Strategy and Allocations DPDs. As such, the development complies with Policy M1.
- 5.2.7.5 Moreover, Policy M1 could be considered in conflict with national policy. Policy M1 states that countryside should be '*protected*' in respect to its character, which is contrary to the wording of the NPPF Paragraph 187b) which states that the character of the countryside should be '*recognised*'. However, given the level of compliance with national strategic policies, it is considered that the proposals are in accordance with M1 when read as a whole.
- 5.2.7.6 Within the Neighbourhood Plan the site is identified as being within the Ulverscroft Wooded Valley Landscape Character Area, which is identified as being an area defined by elevated topography and woodland. Policy M2 sets out that development should be located and designed to conserve and enhance the character area where possible, as well as include soft edges to development. The proposed development includes the planting of 516 individual trees and a further 17,000 trees across 2.3 ha of woodland, and 1.4ha of scrub, which provide soft edges to the site. This is an uplift against the current baseline and therefore an enhancement of the Wooded Valley.
- 5.2.7.7 Policy M2 also outlines the need to retain trees, hedgerows and woodland where possible unless this is not viable or practicable. Due to the nature of industrial and logistics sites, individual units require development plateaus which are not flexible in their design and therefore make it difficult to retain all hedgerows and trees. Therefore, there are some losses of trees and hedgerow on the site but these have been avoided where possible which has been established through extensive pre-app discussions with HBBC in respect to landscaping. In total 64.9% of healthy trees across the site are to be retained. It is accepted that some losses are inevitable and that these are compensated for through extensive planting.
- 5.2.7.8 The policy also seeks to protect long range views, including from the viewpoint at Altar Stones stating development should not '*significantly harm the long views from the publicly accessible locations at... Altar Stones*'. It is not clear the exact location(s) of the view and what element of it should be protected.

- 5.2.7.9 Generally, Altar Stones is at an elevated topography and provides views over the site although there are numerous trees around some footpaths which limit the extent of views. The site is of a lower topography and only constitutes one part of this wider viewpoint, with the main aspect of the view being to the south and west and therefore our site is not impacting upon this. The proposed building heights ensure that views from Altar Stones are protected and the long-range views can still be viewed beyond the site.
- 5.2.7.10 Moreover, the buildings have been designed to blend in with the landscape in terms of the colour of each building and with significant planting in and around the site. This include Evergreen trees which help ensure the Site is screened through all seasons of the year. This has been considered through the Landscape and Visual Appraisal by FPCR which concludes there is not a significant impact on the long range views from Altar Stones.
- 5.2.7.11 Policy M3 requires development proposals to demonstrate how they avoid significant harm to key features of the Green Infrastructure Network (GIN), which is set out on Map 4 in the Plan. Where harm is demonstrated to be unavoidable, proposals must mitigate and compensate for that harm. There are two parts of the GIN which intersect the site, a woodland along Cottage Lane and a small woodland in the centre of the site. Both of these are to be retained with enhancement through additional planting.
- 5.2.7.12 Furthermore, the site includes significant habitat planting which includes corridors of green infrastructure through the site allowing networks on and off site to be connected together, including two wildlife tunnels. Overall the Site achieves a biodiversity net gain and therefore protects the GIN in the Neighbourhood Plan, whilst also providing significant habitat gains.
- 5.2.7.13 Policy M4 in the Neighbourhood Plan seeks to protect a range of nature reserves, geological sites and local wildlife sites. As set out in the Ecological Appraisal by FPCR, the site has no connection to any of such sites and therefore has limited impact. This is supported by an Ecological Construction Environmental Management Plan by FPCR which ensure that any impacts caused by construction are minimised and mitigated against.
- 5.2.7.14 In addition, the proposed development protects on-site habitats and contains significant new planting which produces a biodiversity net gain. Therefore the proposals accord with Policy M4.
- 5.2.7.15 Policy M5 requires where there is an unavoidable loss of trees or hedgerows, that there should be planting of native species in suitable locations. From the outset, development of the proposals has been informed by work undertaken by an Arboriculturist (summarised in an Arboriculture Impact Assessment by Lightwoods Green). The Assessment sets out that the only losses of trees are those which are unavoidable due to the nature of the proposals, and this is compensated by substantial planting of individual trees, woodland and hedgerows. This includes approximately 17,000 new trees to be planted across the site.
- 5.2.7.16 We therefore consider that the proposed development is in accordance with the Neighbourhood Plan. Given that this Plan is up to date, it is considered that significant weight can be attached to this element of the Development Plan.

5.2.8 Assessment against Emerging Local Plan Policies

- 5.2.8.1 Policy SP02 sets out the Development Strategy which makes provision for 194.68 ha of employment land for the period 2020 – 2041. This includes between 33 and 55 ha of general employment land allocations including 28.3ha at Junction 22 (Cliffe Farm - reference: LPR95).
- 5.2.8.2 The emerging Local Plan therefore supports the development of Junction 22 for employment uses. The emerging Plan sets out a 'direction of travel' and is also supported by relevant up to date evidence. The development proposals fully accord with this emerging Plan and the policies contained therein.

- 5.2.8.3 It is therefore considered that limited weight can be attached to the emerging Local Plan and the policies contained therein. Assuming the Plan progresses as envisaged, over time, additional weight can be attached in decision making. It should also be noted that the employment land evidence base is up to date and identifies significant development needs. Weight can be attached to this factor as a material consideration.

5.2.9 Employment Evidence Base Documents

- 5.2.9.1 As part of the emerging Local Plan process outlined above there have been a number of evidence base documents published looking at the likely employment needs over the plan period. A chronology of these is provided below.

Hinckley and Bosworth Employment Land and Premises Study (ELPS) 2020

- 5.2.9.2 This Study was created as an evidence base document to support the emerging Local Plan Regulation 19 Submission Draft Plan (March 2022), by identifying the future employment land needs to the then plan period of 2036. The ELPS' preferred employment needs methodology is the historic land take-up model which does not consider the suppressed demand or net absorption of the industrial and logistics market. It also does not consider the strategic needs and focusses on more local needs.
- 5.2.9.3 It therefore significantly underestimates the 'true demand' for Industrial and Logistics needs, with the Study setting out that HBBC will be required to plan for 62.48 ha of employment land to 2036.
- 5.2.9.4 This Study was published for consultation in March 2022 but the Plan was ultimately paused and therefore was not independently examined by the Planning Inspector. In support of the July 2024 Regulation 18 Plan, a new evidence base was compiled which did not include any work undertaken in this Study.
- 5.2.9.5 Given the age of the report, lack of scrutiny and critiques of the methodology, limited weight can therefore be attached to the ELPS.

2021 GL Hearn – Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change.

- 5.2.9.6 The Report was conducted on a Functional Economic Market Area basis which covers Blaby, Charnwood, Harborough, Hinckley & Bosworth, Melton, North West Leicestershire, Leicester City, and Oadby & Wigston Local Planning Authorities. The Report specifically addresses the FEMA's needs in respect to warehousing and logistics specifically for facilities of 9,000 sqm, up to the period 2041.
- 5.2.9.7 The Report assesses multiple methodologies for calculating future growth, including labour demand, historic trends, and replacement & traffic growth. The preferred model used is 'high replacement, sensitivity test traffic growth' which estimates a need of 2,571,000 sqm of new floorspace up to 2041. This considers a replacement build of 70% of stock needing to be replaced due to age, totalling 1,620,000 sqm by 2041; and a growth build which focuses on increases in demand that have occurred since the Covid 19 Pandemic, which totals 308,000 sqm to 2041. Once a five-year margin is added this equates to the 2,571,000 sqm need for new floorspace.
- 5.2.9.8 The Report also considers the current and future supply of logistics floorspace, which once removed from the demand leaves a total net need of 1,160,000 sqm to 2041. This equates to 419 hectares of land that needs to be allocated for logistics (units over 9,000 sqm in size). This need is not defined on a local authority basis, although it is noted that Hinckley and Bosworth has the most land within the 'golden triangle' for logistics.

- 5.2.9.9 This report remains up-to-date as the most recent evidence base document specifically related to strategic level logistic needs. It is therefore a material consideration in the determination of planning applications and should carry significant weight.

Savills I&L Needs Assessment March 2022

- 5.2.9.10 Savills submitted representations to the Publication Plan (Regulation 19) (March 2022) which included an Industrial and Logistics Assessment (March 2022). This assessment assessed the true needs across HBBC based on the needs from the FEMA and looking at suppressed demand modelling. This model is Planning Practice Guidance compliant¹⁵ and has been used when assessing the needs for other FEMAs.
- 5.2.9.11 Based on the Savills methodology it was estimated that FEMA wide I&L demand to be 2,141 ha of land over the 19-year Local Plan period. Depending on the level of apportionment, it was considered that H&B should look to plan for between 267 ha to 313 ha of I&L land over this period. This is significantly higher than the 43.1 ha of employment land proposed for allocation in H&B's Draft Local Plan under Policy EP01.
- 5.2.9.12 It is noted that the Regulation 19 Plan was paused following Regulation 19 consultation due to the spatial strategy not being deliverable, including finding a need to account for a shortfall of Leicester's economic needs¹⁶. This included the need to produce new evidence base documents.

Hinckley and Bosworth Employment Land Review (LSH) July 2024

- 5.2.9.13 The Report was commissioned following HBBC's decision to reconsult on their emerging Plan, with the document used to identify the needs of the Borough across the updated plan period to 2041. This Report considers the Borough's needs for general employment (i.e. not strategic level logistics). Therefore, the findings of the report are for a separate employment need to those identified in the 2021 GL Hearn report.
- 5.2.9.14 The Report does not establish a preferred scenario but sets out options on labour demand, past completions and sectoral growth. This shows a need for 46 – 55 ha of B2/B8 space between 2020-2041, excluding strategic warehousing needs.
- 5.2.9.15 The ELR also considers the suitability criteria based on market factors for logistics sites, which was set out in the 2021 GL Hearn Report, to be over 25 ha (10ha if adjacent to existing employment area) and to be within 2km of a junction on the Strategic Highway Network¹⁷. The report also assessed the relevant planning criteria such as flood risk, sustainability, and availability, to establish a criteria for identifying the preferred site(s) for development.
- 5.2.9.16 The ELR identifies a list of potential sites which could serve all types of development in Appendix 7. It considers the constraints and opportunities for each site identifying whether it is available, achievable and sustainable. From this list it sets out a list of preferred sites for allocation, for which Junction 22 is classed as one of the sequentially most favourable site in the Borough, with it suggesting it should be allocated to meet the employment needs of the area.
- 5.2.9.17 The ELR (2024) acts as the primary evidence document for assessing the future needs, and the potential sites which could meet such needs, of HBBC across the emerging Plan period. The findings of this report have informed the emerging Local Plan requirement of 33 – 55 ha for general employment needs as set out in Policy SP02. Junction 22 is allocated for 28.3 ha of general employment land (B2/B8) in Policy SP02.

¹⁵ Ministry of Housing Communities and Local Government, Planning Practice Guidance, Housing and Economic Needs Assessment, Paragraph 31 (2019)

¹⁶ Hinckley and Bosworth Council, Regulation 18 Consultation (2024) – How has the Plan been reviewed so far.

¹⁷ Employment Land Review (2024), Paragraph 8.4.6.

Hinckley and Bosworth Emerging Plan – Sept 24 Reg 18

- 5.2.9.18 Policy SP02 sets out the Development Strategy for the Borough. The policy makes provision for 194.68ha of employment land during the period 2020-2041. Part c) of SP02 makes provision for between 33ha and 55ha of general employment land allocations spread across 6 sites, including 28.3ha on land at Cliffe Hill Farm (Junction 22, M1) Markfield under site reference LPR95.
- 5.2.9.19 The conclusions of all these evidence base documents are clear. The emerging Local Plan will need to allocate significant land for employment development, including I&L uses close to the motorway network. The evidence base documents vary in the extent of employment needs (range), but all of them identify a significant need. Significant weight can be attached to this evidence. It is this identified need that the current proposals seek to partially fulfil.

5.2.10 Savills Industrial and Logistics Need Assessment – September 2025

- 5.2.10.1 Savills has developed its own methodology to estimate future I&L demand which takes a market signals approach. The Assessment considers the 'supressed demand' of the FEMA, which is understanding the extent to which demand for development has been supressed by a lack of supply in the market area.
- 5.2.10.2 The Assessment shows that since 2012 the rental growth in Hickley and Bosworth, Leicester and Leicestershire FEMA, and the M1 Corridor has all been 85%+; whereas inflation in the same period has been 39%. This correlates with available stock for I&L in each area consistently being below the 8% equilibrium rate. At this level available supply becomes tight and rents rise due to demand competing for the limited available stock.
- 5.2.10.3 The availability of all unit sizes are constrained across each of the subject areas, demonstrating there is a clear need for all types of development¹⁸.
- 5.2.10.4 The Assessment shows that the years of immediately available supply in HBBC is just 3.5 years, with a similarly low level in the Leicester and Leicestershire FEMA. As such, the lack of supply will continue to be constrained by a restriction of development.
- 5.2.10.5 Based on Savills' demand methodology, Savills estimate that demand for future I&L land in H&B over a 21-year forecast period to be between 260ha under the baseline scenario and 185ha under the lower demand scenario.
- 5.2.10.6 Savills demand estimates are significantly higher than those of the Strategic Warehouse Study (2021) and the Hinckley & Bosworth Employment Land Review (2024). This is due to the Savills methodology being more market-facing, taking account of historic supply constraints.
- 5.2.10.7 The Savills I&L report notes that the Regulation 18 Draft Local Plan makes provision for 195ha of employment land which is significantly higher than the estimates provided in the Hinckley & Bosworth Employment Land Review (2024) and represents a positive approach to planning for economic growth in Hinckley & Bosworth Borough.
- 5.2.10.8 The Report finds that the supply in the draft Plan is heavily reliant on the Hinckley National Rail Freight Interchange (HNRFI) which will primarily cater for large occupiers in the national and international supply chains. The HNRFI was refused by the Secretary of State for Transport on 10th March 2025 and therefore is not considered a deliverable site. As such, there is a significant shortfall in Industrial and Logistics supply in both the Borough as well as the East Midlands.
- 5.2.10.9 This Assessment also considers the requirements future occupiers would require for Industrial and Logistics land. This includes proximity to the Strategic Road Network and large enough site / unit

¹⁸ Savills, Industrial and Logistics Needs Assessment (September 2025), Table 5.1

sizes. There are very few limited available and developable sites in HBBC which meet such requirements.

- 5.2.10.10 The conclusions of the Savills Need Assessment is clear. The emerging Local Plan will need to allocate significant land for employment development, including I&L uses close to the motorway network. The Savills Need Assessment considers this to be in the region of 185 – 260 ha. Significant weight can be attached to this evidence. It is this identified need that the current proposals seek to partially fulfil.

5.2.11 Other Material Considerations

National Planning Policy Framework

- 5.2.11.1 The NPPF is a Material Consideration in the determination of all planning applications.
- 5.2.11.2 The Adopted Local Plan is out-of-date and therefore the presumption in favour of sustainable development applies. The NPPF makes clear at Paragraph 11 that permission should be granted unless development affects assets of particular importance or adverse impacts of development would significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework¹⁹. As such, significant weight should be given to the NPPF.
- 5.2.11.3 The NPPF is clear at Paragraphs 85 - 87 that there are significant benefits of Industrial and Logistics development, with specific focus on the need for storage and distribution development in suitably accessible locations, and the need to take a flexible approach to accommodate needs not anticipated in the plan.
- 5.2.11.4 In Footnote 65 of the NPPF, it identifies that where that where significant development of agricultural land is demonstrated to be necessary, areas of poor quality land should be used in preference to higher quality. The site consists of 33% (9.2 ha) Grade 3a and 63% Grade 3b (17.7ha) agricultural land, with the rest not being in agricultural use²⁰. There are three separate areas which form the Grade 3a land with them being separated by land is Grade3b and by Cottage Lane and therefore this 9.2ha could not be farmed as one continuous extent. Whilst there is some harm caused by the loss of BAMV, it limited by the quantum of this compared to non-BAMV land and it not being one continuous patch.
- 5.2.11.5 Furthermore, the majority of land in HBBC is either Grade 3 or Grade 2 Agricultural land²¹, with the Site constituting just 0.113% of all Grade 3 (a & b) land in the District. When including land available for industrial and logistics development identified in the ELR (2024), there are no sites identified which are available and developable which are in a lower agricultural land classification. Therefore there is not other land available for the proposed development that is of poor quality agricultural land, and as such the proposed development complies with Footnote 65 of the NPPF.

Appeal Decision(s) - APP/K2 420/W/21/3274706 and APP/K2420/W/21/3279939 – Land North of Stanton Lane

- 5.2.11.6 During the determination of two twinned recent appeals for the erection of buildings for storage and distribution (B8) and general industry (B2), careful consideration was also given to the need for employment land in HBBC. These appeals (determined in November 2021) established that there is a demonstrable need for more employment land in the Borough.

¹⁹ Ministry of Housing, Communities and Local Government, National Planning Policy Framework (December 2024), Paragraph 11d)

²⁰ Land Research Associates, Agricultural Quality Of Land At M1 Junction 22, Markfield, Leicestershire (11th August 2025)

²¹ Natural England, Agricultural Land Classification (August 2025)

- 5.2.11.7 Since then, no new land has been allocated through the Local Plan process, nor has there been major employment developments granted planning permission in the Borough. It is therefore clear that there remains substantial need for I&L demand.

Secretary of State Decision – Hinckley Rail Freight Interchange

- 5.2.11.8 The substantial weight given to such needs was established in the Secretary of State for Transport decision on the Hinckley Rail Freight Interchange (HRFI) Development Consent Order (March 2025), substantial positive weight was given towards the employment land needs in southwest Leicestershire, as well as substantial weight for the significant job creation in the Leicestershire area. Whilst the development proposals differ, this decision clearly shows the substantial importance of jobs and employment land in the wider area.
- 5.2.11.9 This national planning decision, whilst not directly relevant to the proposed development, has identified the significant employment needs which exist in Hinkley and Bosworth. These were identified by the Planning Inspector and were accepted by the Secretary of State. We therefore consider that significant weight can be attached to this factor.

5.2.12 Conclusion on the Principle of Development

- 5.2.12.1 This section has demonstrated that the proposed development is in accordance with the adopted Development Plan when read as a whole. Where some minimal conflict exists, minimal weight should be attached to this conflict due to the Plan being out of date and the imminent expiry of the Plan. The proposals are fully in accordance with the emerging Plan. Given the relatively early stages of preparation limited weight can be attached to this compliance. The Neighbourhood Plan has been made and the proposals are in accordance with this part of the Development Plan with significant weight attached. Overall, the proposals are in accordance with the Development Plan when read as a whole with the resulting significant weight attached.
- 5.2.12.2 The evidence base employment land reviews supporting the emerging Local Plan process are all material considerations in the determination of this planning application. All of these studies have identified significant employment needs. This was further evidenced by appeal decisions APP/K2 420/W/21/3274706 and APP/K2420/W/21/3279939 in November 2021. It is clear these needs exist and significant weight can be attached to these factors in the planning balance. In addition, the Savills Need Assessment has also identified significant employment needs. Again, significant weight can be attached to this factor in the planning balance. Overall, there are several evidence base documents and other evidence which all demonstrate the need for the proposed development.
- 5.2.12.3 The NPPF is a material consideration in the determination of all planning applications. The Framework identifies the importance of meeting development needs in full. The presumption in favour of sustainable development is engaged when the Development Plan or key policies are considered to be out of date. In this instance key parts of the Development Plan are clearly out of date and development needs are not being met. Significant weight should therefore be attached to this factor.
- 5.2.12.4 Overall, there are significant levels of Development Plan compliance, but there are compelling levels of identified employment development needs which are not currently being met and the presumption in favour of development is engaged. The proposed development is seeking to contribute to fulfilling those needs on an identified site in an appropriate location. The principle of development is therefore established.

5.3 Development Management Considerations

5.3.1 Access and Highways

- 5.3.1.1 The Local Highways Authority (LHA) have previously provided comments in relation to the development of this Site. Concerns were raised regarding the proposed access' compliance with design guidance (not safety related) and the lack of up to date survey data. These concerns have been addressed through extensive pre-application discussions between the LHA and the applicant, with the LHA having no such objections to proposals now.
- 5.3.1.2 A Transport Assessment by Hub Transport Planning demonstrates that a safe and suitable access arrangement can be delivered with minimal impact on the local highways network and fully in accordance the relevant design guides and therefore in accordance with Site Allocations DPD Policy DM17.
- 5.3.1.3 The Site access and egress design is shown in the Appendix of the Transport Assessment '*Proposed A50 Site Access with Auxiliary Lane*'. Inbound traffic would come via the A50 eastbound lane through an auxiliary Diverge Lane, which has been based on two 18.5 metre Heavy Good Vehicles and therefore provides a robust assessment. The development proposals would necessitate the loss of a layby to provide access to the development. Survey data illustrates only occasional use of the layby, during the peak hour periods it is only full 8% of the time and there are other laybys nearby with capacity. Additionally, the proposed development Site will accommodate a replacement layby alongside the internal road network, to potentially displace vehicles from this layby.
- 5.3.1.4 Forward visibility splays have been calculated through the use of speed surveys at the 85th percentile and show the site can be accessed safely by HGVs and buses. New tactile paving will be provided at this access.
- 5.3.1.5 This access will also see bus diversion through the site via the relocation of the bus stop on the A50 Layby to be within the site. This allows the bus service to service the development and exit the site via Whitwick Road. Arriva find the proposal acceptable in principle, and could support extra service provision. The proposals would therefore be well served via bus, and have the opportunity to improve the frequency of the service.
- 5.3.1.6 The site is to be accessed via Whitwick Road for outbound traffic shows in the Appendix of the Transport Statement on drawing '*Proposed Whitwick RD/A50 Westbound Slip Rd Mitigation*'. This would be via an egress priority junction designed in accordance with DMRB standards. The access was designed including speed surveys to assess the 85th percentile speeds to understand the required visibility splays.
- 5.3.1.7 Swept path analysis shows that HGV movements can be accommodated through the proposed junction.
- 5.3.1.8 As part of the proposals the A50 westbound junction with Whitwick Road is to be improved through replacing the existing splitter island with a small island and provided a dedicated lane for right turn movements. This would allow merging of lanes.
- 5.3.1.9 A 2m pedestrian footway is proposed to connect to existing pedestrian at the bridge over the A50. A further crossing with tactile paving and dropped kerbs is proposed to facilitate crossing from the western to eastern side of Whitwick Road, as well as the existing crossing to be upgraded. A new street lighting scheme is proposed along with new tactile paving, resulting in the scheme improved access for visually impaired users.

- 5.3.1.10 A 3m shared pedestrian/cycle way is proposed between Altar Stones Lane and the Site. Altar Stones Lane is a quiet Road with 6m width that supports both cycling and walking and leads into Markfield. It also provides access to the westbound bus stop on the A50 through a signalised toucan crossing.
- 5.3.1.11 The internal highways layout is designed in line with the Manual for Street and Leicestershire Highway Guide.
- 5.3.1.12 Car parking standards are set out in the LCC Highway Design Guide (2024) (HDG) which require a minimum of 1 lorry space per 400 sqm of B8 floorspace and 1 car parking space for every 120 sqm of B8 floorspace. For B2 floorspace, the standards require 1 car parking space per 55 sqm and 1 lorry space per 400 sqm. The proposed development will provide 646 car parking spaces which is 97% of the standard and 207 lorry spaces which is 126% of the standard.
- 5.3.1.13 The proposed development also provides 24 accessible bays which is above the 19 required in the HDG. The proposed development will also provide 40 motorcycle spaces.
- 5.3.1.14 Secure covered cycle parking, as well as ancillary facilities such as showers and lockers, will be provided for each unit, totalling 228 cycle spaces across the development. This meets the minimum requirements for cycle storage, set out in the BREEAM UK New Construction as well as the HDG which requires 194 sheltered spaces.
- 5.3.1.15 It is considered the above parking provision meets the requirements in Policy DM18, which includes meeting the relevant minimum standards for cycle and accessible parking provision.
- 5.3.1.16 Trip generation on the basis of 65,000 sqm of development (52,000 sqm B8 and 13,000 sqm B2) has also been considered. These have been agreed with LCC and National Highways with the consideration given to the 90th percentile of the TRICS Database which therefore provides a robust assessment. This shows up to 531 two-way vehicle movements in the AM peak and 348 two-way vehicle movements in the PM peak. A further 63 two-way HGV movements in the AM peak, and 43 two-way HGV movements in the PM peak would be created.
- 5.3.1.17 Such trip generation has been considered on its impacts on the local and strategic highway network, with base dates agreed with LCC. The modelling is underway and waiting to be received.
- 5.3.1.18 The LHA have previously advised on a number of proposals for which S106 contributions would be sought in connection with the development of this scheme. Further discussion on the potential S106 commitments between the applicant, LPA and LHA will continue in order to inform the proposed application.
- 5.3.1.19 Overall, the proposed development accords with the highway and parking requirements as set out in Policy DM17 and DM18 in the SADMP, and Policy M10 of the Neighbourhood Plan.

5.3.2 Design and Layout

- 5.3.2.1 The detailed masterplan demonstrates that the Site will accommodate 64,794 sqm (697,440 sqft) of floorspace across six units which are of a range of unit sizes.
- 5.3.2.2 As shown on the masterplan accompanying this application, the units range from 2,639 sqm to 21,065 sqm. This demonstrates the Site's ability to deliver large strategic units alongside smaller and medium scale employment units to meet local needs across Hinckley and Bosworth.
- 5.3.2.3 The development of the Site would be sufficiently distanced from residential dwellings in Markfield to avoid amenity issues. The tallest and largest units are Unit 1 and 2 which are located in the north of the site, where the landscape of the site is the least sensitive. The smallest unit, Unit 6, is located in the south-east corner of the site, close to where the egress is taken from.

- 5.3.2.4 To minimise the visual affect from outside of the site inwards, and mitigating any sense of enclosure, the scheme adopts strategic topographical design which allows the buildings to be sunk, minimising their visual affects while retaining standardised and rationalised building heights.
- 5.3.2.5 The colour palette the buildings endorse is holistically reflective of the vegetative context they sit in, with minimal integrations of industry monotone standards. Planted buffers are utilised to further hide the development from outside view.
- 5.3.2.6 As set out in the Design and Access Statement and LVA, this design has evolved, including through extensive pre-application discussions with HBBC specifically on landscape, which has led the proposed development to take advantage of the site's topography and incorporation of existing landscape features to ensure it is sensitively designed within its surroundings, nearby dwellings and wider landscape, in line with the requirements of Policy M10 of the Neighbourhood Plan and DM10 of the SADMP.
- 5.3.2.7 This consideration of landscape and nearby dwellings has resulted in the proposed development integrating into the landscape through a mix of the colouring of buildings and substantial planting around the periphery of the Site. This is shown on the proposed Sections which accompany this application. This also includes the linking of habitats from areas outside of the site to the woodland in the centre of the site, and to other areas in the periphery. This ensures the site keeps the distinctive woodland character of the area and therefore complies with Policy M10 of the Neighbourhood Plan.
- 5.3.2.8 The layout also includes public spaces at each unit as well as a central amenity area and footpaths throughout the site. Parking, including for cycles, disabled persons, electric vehicles and motorcycles is included for each unit, in addition to waste collection and other servicing needs. This therefore ensures all users of the sites are adequately provided for in line with Policy DM10 of the SADMP and M10 of the Neighbourhood Plan.
- 5.3.2.9 The Masterplan, and the proposed Sections which accompany the application, demonstrates that the amenity of the nearby residents is protected and it is complementary to the character of the surrounding area in accordance with Site Allocations Policy DM10 and Neighbourhood Plan Policy M10.

5.3.3 Landscape and Visual Impact

Extensive pre-application discussions were undertaken between Caddick Developments Limited and Node Urban Design who were appointed by HBBC as an external consultant to advise on the landscape impacts of the scheme. A summary of these discussions is set out below.

Landscape and Visual Assessment

- 5.3.3.1 FPCR have prepared a Landscape and Visual Appraisal (September 2025) which is included with the application submission. The Site and its immediate context are within is located within the 'Charnwood' National Landscape Character Area and the 'Charnwood Forest' Landscape Character Area. It is not considered within the Landscape Sensitivity Study undertaken by Hinckley and Bosworth Council.
- 5.3.3.2 The Site sits within a landscape well vegetated with tree belts, field boundaries and woodland which will help limit the extent of visibility of the proposed development. The Landscape design and objectives are as follows:
- Provide a sustainable yet welcoming and attractive setting which promotes well-being for staff and recreational users of the site.

- Respect and relate well to the character and appearance of the proposed development context, particularly Old House Lane, Cottage Lane and Whitwick Road along with the residential properties bordering the site, as well as the overall characteristics and features of the site landscape and its surroundings in accordance with Local Plan Policy 22 and Neighbourhood Plan Policy M2.
- Conserve and enhance the site's existing perimeter and retained internal vegetation to create a strong green infrastructure framework and setting for the new development. This will introduce new elements, promoting biodiversity as well as recreation to create a high-quality, sustainable, rich and diverse place to work, as well as an additional amenity for existing residents, that has potential to contribute positively towards quality of life, health and social wellbeing in accordance with Local Plan Policies 21, 22 and Neighbourhood Plan Policies M2, M3.
- Minimise potential effects upon the local landscape and visual receptors in accordance with Neighbourhood Plan Policies M2, M3.
- To appreciate the site's location within Charnwood Forest as part of the National Forest in Policies 21 and 22 in the Core Strategy.

5.3.3.3 To meet the landscape and design objectives, the LVA identified that the main potential visual receptors for the development would be users of adjacent roads, users of the Public Right of Way (PRoW) which runs along Cottage Lane and residential receptors in close proximity to the Site. In respect to the PRoW, it is not well used and terminates with no formal crossing of the A50 provided.

5.3.3.4 These visual receptors have been agreed with HBBC and their appointed advisors, Node Urban Design and the applicant through an extensive landscape specific pre-application process, which was extended to cover specific considerations in regards to relevant viewpoints to sufficiently assess the landscape impacts of the site. Consideration has been given to the importance of each view, the seasonal differences within the view, and how the development will be viewed from zero – fifteen years from construction.

5.3.3.5 These objectives have influenced the final design of the scheme which includes a number of key landscape proposals embedded within it as follows;

- The provision of circa 13 hectares of land dedicated to landscape, GI, habitat related proposals and public open space. This represents approximately c.51% of the total site area.
- Reinforcement of the site boundaries, particularly the north and east, with new native structural landscape planting to include areas of woodland and scrub.
- Retention of internal vegetation wherever possible – i.e. the belt of Scot's pine, individual trees and hedgerows or sections of – and enhancement of such features with new native planting.
- New avenue trees along all vehicular routes and further tree planting on the building plateaus to help filter, soften the appearance of, and integrate the units within the landscape as far as practicable, minimising potential visual effects upon surrounding identified receptors while strengthening local landscape character.
- A new recreation route will provide opportunities for exercise as well as connecting to the existing PRoW crossing the south of the site along Cottage Lane.
- Establishment of new habitats including extensive areas of meadow grassland with tree planting, in addition to woodland, scrub, tree and hedgerow cover, to increase opportunities for wildlife across the site.
- SuDS features include a series of attenuation ponds which have been designed to maximise biodiversity value, further benefitting wildlife habitats locally.

5.3.3.6 The proposed development is visualised through the use of Photomontages within the LVA which shows what the site would look like from the date of construction as well as fifteen years from development. This is considered from each of the key viewpoints agreed through the pre-application process. The images are based and supported from the Proposed Sections which accompany the application.

5.3.3.7 The impacts of the development were assessed through the landscape pre-application. It was considered that views south-west from Old House Lane, and views from Cottage Lane would have major / moderate adverse impacts, with considerations given to measures which could reduce these impacts. Following these discussions, the considerations were taken on board and the following measures have been implemented in the proposed development:

South West from Old House Lane

- Significant additional planting of large mature trees to ensure the site is not visible in the winter including the connection of the woodland planting in the north-east of the site;
- There is considerable cut into slope which lowers the perceived height of Unit 02 (formerly Unit 300); and,
- The configuration of Unit 02 (formerly Unit 300) has been altered to be shorter and therefore protrude less far north, minimising impacts on the long range views between Unit 01 and Unit 02.

Cottage Lane

- Significant additional planting of large mature trees along the length of Cottage Lane, as well as increasing the width of the landscape buffer to the south of Unit 5, to ensure the site is not visible in the winter;
- The creation of a singular unit (Unit 06), rather than four smaller units, has been created to allow a smaller development footprint;
- Creation of a bund to minimise visibility to the site; and,
- The layout of now Unit 05 to be located further to the west and the planting buffer increased to minimise impacts on views.

5.3.3.8 The LVA therefore assesses each of these key viewpoints and concludes that none achieve above a Moderate Impact on the landscape. As such, the proposed development does not have significant adverse impacts on the intrinsic value, beauty or landscape character of the countryside and therefore accords with Policy DM4 in the SADMP.

5.3.3.9 Furthermore, through the proposed mitigation measures, including the planting of approximately 17,000 trees which help screen the site and soften the urban edge, and the protection of long range views, the site accords with the requirements set out in Policy M2 of the Neighbourhood Plan.

5.3.4 Ecology, Biodiversity and Trees

5.3.4.1 FPCR have undertaken an Ecological Appraisal of the site (June 2025). No statutory designated sites are located within or adjacent to the Site. No statutory designated sites of international importance are recorded within 10km of the site boundary. Two SSSIs lie within 2km of the Site boundary however the Site does not share common habitat or direct linkage to these SSSIs and, due to the intervening distance and/or physical barrier (M1 motorway), significant impacts are not anticipated.

- 5.3.4.2 Moreover, the Local Wildlife Sites, Local Nature Reserves and Important Geological Sites identified in Policy M4 of the Neighbourhood Plan have also been considered but lack common habitat linkages, due to the presence of the M1 and A50 and therefore are not considered significant to the site. This and the addition of new habitats throughout the site which link to existing habitats external to the site result in the proposed development avoiding harm to ecological sites and therefore the proposals are in accordance with Policy M4 of the Neighbourhood Plan and Policy DM6 of the SADMP.
- 5.3.4.3 Ecological surveys were undertaken to establish the presence of badgers, bats, and breeding birds. It was established that the habitats would largely be unsuitable for most bird species, and that the proposed green infrastructure could provide suitable habitat for birds. Whilst disruption would occur through the construction phase, this would be temporary and birds will likely be able to utilise created/retained marginal areas of hedgerow and scrub which will be subjected to less disturbance.
- 5.3.4.4 Badgers were found to be present on site across four active or partially active setts, the location of this is to remain confidential except to the appropriate consultees. The Badger Report (confidential) by FPCR concludes that the impacts of the proposed development on badgers are limited to minor temporary negative impacts from removal of two outlier and one recently created subsidiary sett and short–midterm foraging habitat loss on site. However, long term, there will be a minor foraging habitat gain for badgers with the habitat creation proposed.
- 5.3.4.5 The site was surveyed for potential suitable habitats for bat roosting and nocturnal surveys; no bats were found roosting at the site. Survey data indicates the Site supports an assemblage of foraging and commuting bats, with activity recorded by transect and the statics detector surveys consistently dominated by common pipistrelle and soprano pipistrelle, which are both widespread and abundant species.
- 5.3.4.6 Reptile Surveys were also undertaken to establish the potential suitability of the site for reptile populations. As detailed in the Ecological Appraisal, no reptiles were recorded during any of the seven surveys undertaken.
- 5.3.4.7 The site was also surveyed to establish the presence of breeding birds. Across the four surveys, 30 species of bird were recorded within the site, of which 10 are considered notable species. To avoid disturbance to breeding birds, ground and vegetation clearance works will be undertaken prior to the bird-breeding season (i.e. avoiding March to August, inclusive). There will be some impacts as a result of development through the loss of habitats, however, the report considers there would be negligible impact in the long-term due to the limited value of the habitats and the post-development enhancements. The report considers that disturbance impacts through the construction stage is considered minor adverse, and disturbance impacts are considered negligible in the operational stages.
- 5.3.4.8 The application Site largely consists of modified grassland and smaller parcels of other neutral grassland. These are considered to provide low value habitat for commuting and foraging bats as the habitat do not support high numbers of invertebrates upon which bats prey. However, commuting/foraging bats may utilise such habitats to get to the smaller pockets of richer habitat or commute offsite. Therefore, the loss of such habitats is unlikely to significantly affect the favourable conservation status of the species recorded using the Site.
- 5.3.4.9 A biodiversity baseline (Metric 4.0) has been established on the site through the statutory metric. The site has a total of 104.86 habitat units and 31.98 hedgerow units. The majority of the site is modified grassland which is primarily in poor condition. There are no habitats above medium distinctiveness.
- 5.3.4.10 A significant amount of green space has been incorporated into the masterplan, to benefit the wellbeing of the Site users and to maximise the opportunity for biodiversity enhancement. Through

this habitat creation across the site, the proposed development would total 113.44 habitat units and 41.27 hedgerow units, a gain of 8.58 and 9.29 units respectively. This results in a net gain of 8.18% for habitat units, and 29.04% for hedgerow units. This therefore complies with the objective of Policy DM6 in the SADMP to deliver a biodiversity gain and create ecological networks through new habitat planting.

- 5.3.4.11 Whilst the site provides a biodiversity net gain, there is a small shortfall in habitat units compared to the required +10% net gain. This is despite extensive planting and maximising opportunities on the site. As the applicant does not have any further land they control in the local area, the applicant will purchase off-site credits to make up this shortfall to +10%. It is considered this meets the biodiversity hierarchy set out in Planning Practice Guidance.
- 5.3.4.12 The proposed development includes new trees and planted areas which will offer screening as well as an anticipated improvement in biodiversity. Areas between the buildings will include a mixture of hard and soft landscaping, as well as planting and the use of SuDS ponds to attenuate rainwater runoff created by the development.
- 5.3.4.13 An Arboricultural survey of the Site has been undertaken. Many of the higher quality boundary trees will be retained as part of the development proposals, but internal tree and hedgerow loss are inevitable with Industrial and Logistics development due to plot sizes and infrastructure requirements. Where possible trees and hedgerows have been retained in line with Policy M2 of the Markfield Neighbourhood Plan.
- 5.3.4.14 The loss of trees and hedgerows are compensated for through 3.6km of proposed hedgerow planting, of which the majority includes tree planting, providing a linear habitat network through the site. In total 160 trees (excluding Category U trees) are expected to be lost, none of which are identified as being covered by a Tree Preservation Order (TPO). Extensive tree planting is proposed throughout the site totalling approximately 17,000 new trees.
- 5.3.4.15 An Ecological Construction Environmental Management Plan has been produced by FPCR which details proposed habitat and protected and/or notable species management for the purpose of protecting ecological features during the construction period.
- 5.3.4.16 In summary, the development proposed can accommodate any necessary mitigation and compensation. This will be achieved by:
- Overall enhancement of green infrastructure on Site to provide improved ecological connectivity throughout.
 - Retention of priority habitats or replacement on like-for-like basis.
 - Provision of additional valuable habitats to increase biodiversity.
- 5.3.4.17 This accords with Policy DM6 of the SADMP and Policies M3, M4 and M5 of the Markfield Neighbourhood Plan.

5.3.5 Ground Conditions

- 5.3.5.1 Geo2 have undertaken a Phase 1 Geo-environmental Assessment (ref: 25/4467A.2) on behalf of Burrows Graham have which accompany the proposed planning application. Both the historical and current activities of the site have been limited to agriculture with the vast majority of the site being undeveloped. No known leaks or significant spills are known.
- 5.3.5.2 The site is underlain by mudstone and localised volcanoclastic siltstone bedrock beneath, therefore it is considered the risk to underlying aquifers is to be Low.

- 5.3.5.3 Due to the likely presence of Made Ground soils in a limited area of the site, the risk to end users from contaminants is considered to be low.
- 5.3.5.4 Also, the risk to surface waters from contamination arising from the site and to site end users from ground gases has been assessed as Low.
- 5.3.5.5 Earthworks will need to be undertaken at the Site to create suitable plateaus for the multiple commercial units proposed. It is expected that the ground conditions are suitable for the proposed development.
- 5.3.5.6 A Phase 2 Site Investigation including intrusive works will be undertaken to support the proposed development.

5.3.6 Drainage and Flooding

- 5.3.6.1 Burrows Graham have undertaken a detailed Flood Risk Assessment and Drainage Strategy. This has been used to inform the final site design of the Masterplan.
- 5.3.6.2 The Site is wholly located in Flood Zone 1 (lowest probability of flooding).
- 5.3.6.3 There are some areas on the site associated with medium/high risk of surface water flooding which will be mitigated against through the proposed development levels and drainage designs. The surface water drainage hierarchy has been considered and the preferred drainage solution for disposal of surface water is to discharge to a watercourse. There are two watercourses which serve the site, the proposal is to discharge the whole site to the 'eastern watercourse'.
- 5.3.6.4 It is proposed foul flows will be pumped to an existing public foul sewer located outside of the site to the south within Ashby Road. This shall be agreed in principle with Severn Trent Water.
- 5.3.6.5 The use of Sustainable Drainage Systems (SuDS) has been considered. Pollution prevention and site control methods will be utilised prior to outfall. Eight attenuation ponds are proposed to contain surface water run off. Due to the attenuation discharge to the eastern watercourse, even from the whole site there will be less discharge than existing, providing downstream benefits. Similarly, the reduction in discharge to the western watercourse alleviates known flooding issues offsite.
- 5.3.6.6 As such, the development will not adversely impact the water quality, ecological value or drainage functions. The development is therefore in accordance with Policy DM7 of the Site Allocations DPD.

5.3.7 Heritage and Archaeology

- 5.3.7.1 A Heritage Assessment has been undertaken by Cotswold Archaeology. There are no built heritage assets or historic landscapes that would be impacted by the proposed development. This includes locally valued heritage assets and known archaeological remains as set out in Policy M9 of the Neighbourhood Plan. Therefore, the proposals accord with Policy DM12 of the SADMP and Policy M9 of the Neighbourhood Plan.
- 5.3.7.2 The Heritage Assessment showed the archaeological potential for earthworks of former ridge and furrow in the south-east of the site. The potential for the presence of buried archaeology is unknown due to only limited previous investigations in the wider area. As such, a Ridge and Furrow Assessment was undertaken by Cotswold Archaeology which finds the proposed development would result in the loss of area of c.2.7ha of very eroded and poorly preserved remnant ridge and furrow earthworks. There is better preserved ridge and furrow in Markfield and therefore this loss is not considered significant.

- 5.3.7.3 In line with Policy DM13 of the SADMP, a Geophysical Survey by Headland Archaeology has been undertaken. The results of the survey provide a reasonable indication of the archaeological potential of the site, which on the basis solely of the results of the survey, is assessed as low. As such, further archaeological work is not required.

5.3.8 Noise

- 5.3.8.1 A Noise Impact Assessment has been undertaken by SLR. Through a noise survey with receptors across the site and nearby vulnerable uses to noise, cumulative sound ratings have been established for worst case scenarios for morning evening and night.
- 5.3.8.2 It has been established that, due to a minor difference in road traffic composition in the local area, that worst-case *negligible adverse* noise impacts would result. This traffic would be disseminated at the connecting road junctions, as to result in *no change* within the wider road network.
- 5.3.8.3 Commensurate noise mitigation has been provided in following of overarching requirements for planning and noise and in the consideration of planning approval. The development would not cause noise or vibrations to a level which disturb tranquil areas and therefore complies with Policy DM7 in the SADMP. It also does not cause significant adverse impacts to nearby residents and therefore complies with Policy M10 in the Neighbourhood Plan.
- 5.3.8.4 It has been concluded from the findings of this assessment that the range of noise impacts for the proposed employment use development would be acceptable with respect to overarching requirements for planning and so, noise should not present reasonable grounds for planning refusal.

5.3.9 Air Quality

- 5.3.9.1 An Air Quality Assessment (AQA) has been undertaken by SLR. The Assessment concludes that during the construction phase the Site is at worst 'medium risk' in relation to dust soiling effects on people and property, and 'low risk' in relation to human health impacts. With effective mitigation measures, which are outlined in the report, the residual impacts from dust emissions are deemed to be 'not significant'.
- 5.3.9.2 During the operational phase, the assessment finds there would be negligible impacts caused by the proposed development on the assessed receptor locations. The proposed development will also result in no likely significant effects on the Groby Pool and Woods SSSI.
- 5.3.9.3 As such, the development will not contribute to poor air quality and therefore complies with DM7 in the SADMP. The receptors in the AQA also considered impacts on local residents and found there were no significant adverse impacts on these and therefore complies with Policy M10 in the Neighbourhood Plan.

5.3.10 Public Engagement

- 5.3.10.1 A Statement of Community Involvement has been prepared by Devcomms which sets out how the community and affected stakeholders have been engaged. Public consultation was undertaken from 30 June to 21 July 2025. This included an online website, with hard copies requestable, with a supporting letter drop to 520 addresses, with feedback forms for interested parties to be able to respond.
- 5.3.10.2 Engagement with local and strategic Councillors was also undertaken which included notifying the three ward members and five strategic elected members of the public consultation and providing stakeholder briefing sessions.

- 5.3.10.3 Following the notification of public consultation Leicestershire Live and Insider Media published articles using the consultation information on the development. The consultation and proposals were also shared across social media by various people.
- 5.3.10.4 As such, a range of methods have been used to notify and engage with local stakeholders. In total 28 responses were received from the public consultation. Comments from stakeholders have been considered in the design of the final application submission.

5.4 Conclusion

- 5.4.1 The principle of development is set through the demonstrable need for Industrial and Logistics development, which complies with both the Development Plan and national policy.
- 5.4.2 Whilst there are some negative impacts caused by the proposed development, most noticeably landscape impacts, through the design of the proposed development these have been mitigated against so far as possible.
- 5.4.3 Overall, it is considered the development provides significant employment benefits and complies with the Development Plan. This outweighs any perceived harms on development management considerations.

6. Summary and Conclusion

- 6.1.1 Land at Junction 22 of the M1, Cliffe Hill Farm, represents an excellent opportunity to bring forward a strategically located employment site to meet the needs of Hinckley and Bosworth and the wider FEMA to make a significant contribution to supply. The Site has the potential to accommodate high value storage and distribution units (B8) as it has immediate access to the strategic road network, as well as a flexibility for E(g)(i), (ii) and (iii)/B2 accommodation given the changing nature of employment floorspace where occupiers want greater flexibility of use. Its close proximity to major road networks and North West Leicestershire District means the project would contribute to cross boundary growth within the Leicestershire Functional Economic Market Area (FEMA). The Site is well located to provide employment opportunities and investment into the Key Rural Centre of Markfield.
- 6.1.2 This is supported by the compelling need for more employment land in HBBC, including through the ELR (2024) which also considers there to be a shortage in the current supply and recommends the allocation of more land for such uses. The ELR sets out development requirements for new employment land and considers this against available sites within HBBC and their deliverability. This found that there are no sites preferable to the Site and recommended the Site is allocated for employment uses.
- 6.1.3 Technical assessments have been undertaken which demonstrate that the Site is deliverable, developable and suitable for employment use. Key technical assessments have been consulted upon with HBBC through extensive pre-application discussions. In summary, there are no technical constraints which would prevent development coming forward on the Site in the short term.
- 6.1.4 The development of the Site will result in changes to the local landscape and views, which will have some impact on the Charnwood National Landscape Character Area and the 'Charnwood Forest' Landscape Character Area. The design of the proposed development and its green infrastructure will aim to mitigate these effects. An LVA supports the application to assess the effects of proposed development of the Site upon landscape and visual receptors, which have been agreed with the Council pre-submission of the application. This assessment includes how appropriate soft landscape proposals are included as part of the application.
- 6.1.5 Access and Highways work undertaken to date indicates that a safe and suitable access and egress in accordance with the relevant design guides can be accommodated. The proposed Site access junction will operate well within capacity and with minimal queues and delays.
- 6.1.6 This planning application has been submitted following extensive pre-application discussions with the Council. It was acknowledged during these discussions that the Site is well located to accommodate employment development and would meet an identified need. Representations have been made to previous Local Plan consultations, with the ultimate objective of demonstrating that the Site is deliverable in line with the NPPF. We welcome the inclusion of the site in its entirety as a proposed employment allocation in the latest version of the draft local plan, for which further Regulation 18 consultation is due shortly (subject to Council approval).
- 6.1.7 The proposed development accords with the adopted Development Plan when read as a whole. However, the Plan does not plan for development beyond 2026 and there are no sequentially preferable sites in the Borough. Notwithstanding the above, the Development Plan is considered out-of-date by virtue of its age and development needs not being met. Therefore limited weight should be given to policies contained within the Core Strategy and SADMP.
- 6.1.8 As such, the proposals should also be considered against the NPPF. The proposed development accords with the Framework with substantial weight being given to the significant need for Industrial and Logistics and the wide ranging economic benefits the scheme provides. It is clear that the

substantial benefits of the scheme demonstrably outweigh the limited adverse impacts of development as set out in the Presumption in Favour of Sustainable Development.

- 6.1.9 The proposals also meet the objectives of the Markfield Neighbourhood Plan to improve employment opportunities whilst also respecting key landscape and biodiversity considerations.
- 6.1.10 Therefore, the application should be approved without delay.
- 6.1.11 Caddick Developments Limited are committed to working with Hinckley and Bosworth Council to ensure that a high quality employment scheme can be delivered on this Site, to meet the significant identified needs of a range of occupiers and to support the economic growth objectives outlined within the emerging Local Plan.

Contact

Catherine Strofton
Associate Director

Direct telephone
+447977472008
catherine.strofton@savills.com

Ben Parkes
Senior Planner

Direct telephone
+447977339632
ben.parkes@savills.com

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

Savills (UK) Limited. Chartered Surveyors. Regulated by RICS.
A subsidiary of Savills plc. Registered in England No. 2605138. Registered office: 33 Margaret Street, London, W1G 0JD

savills