



Land South of Cliffe Hill Road

Horsepool Grange

Design & Access Statement

April 2026





Document Title: Design and Access Statement

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Section One

Introduction

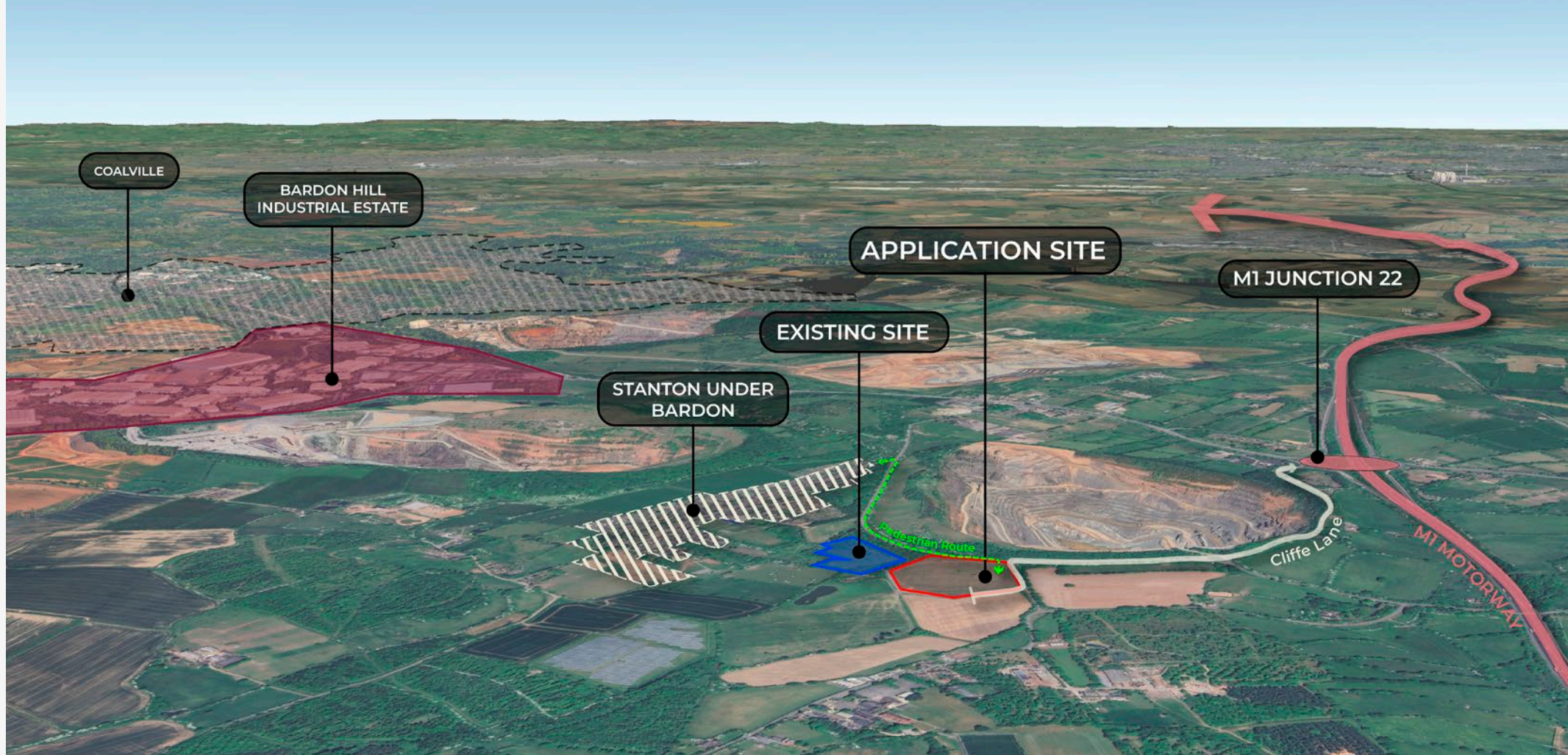
1.1 Purpose of the Statement

This Design and Access Statement has been prepared to support an outline planning application submitted by Paul Milner for the development of land known as Horsepool Grange, located near Markfield, Coalville, Leicestershire.

The application seeks outline consent for Class B2 and B8 development, with all matters reserved except access. The red-line application site extends to approximately 4.1 hectares and represents an extension to the existing Horsepool Grange employment site with the purpose of providing additional operational capacity, for which there is an identified demand. The existing access arrangement from Elliot's Lane is proposed to be utilised.

In order to assist the Local Planning Authority, statutory consultees, and other interested parties in understanding how the site could be brought forward appropriately, an indicative development layout has been prepared. This is illustrative only and does not seek approval of detailed design.

The purpose of this Statement is to explain how the indicative scheme has been informed by the site context, constraints and opportunities, and to set out the design principles, movement strategy, and access considerations that underpin the proposed development.



EXTENSION AND ENHANCEMENT TO AN ESTABLISHED INDUSTRIAL ESTATE



Excellent connectivity
with direct access to
Junction 22 of the M1



Flexible unit sizes
to suit a range of
operational needs



Green buffers and
planting soften edges
and support biodiversity

Section Two

Context

2.1 Site Location

The application site is located to the south of Cliffe Hill Road, Markfield, and lies immediately north of the existing access road that serves the established Horsepool Grange employment site. This access road is approached from the western side of Elliot's Lane, providing a direct and established route into the wider industrial estate.

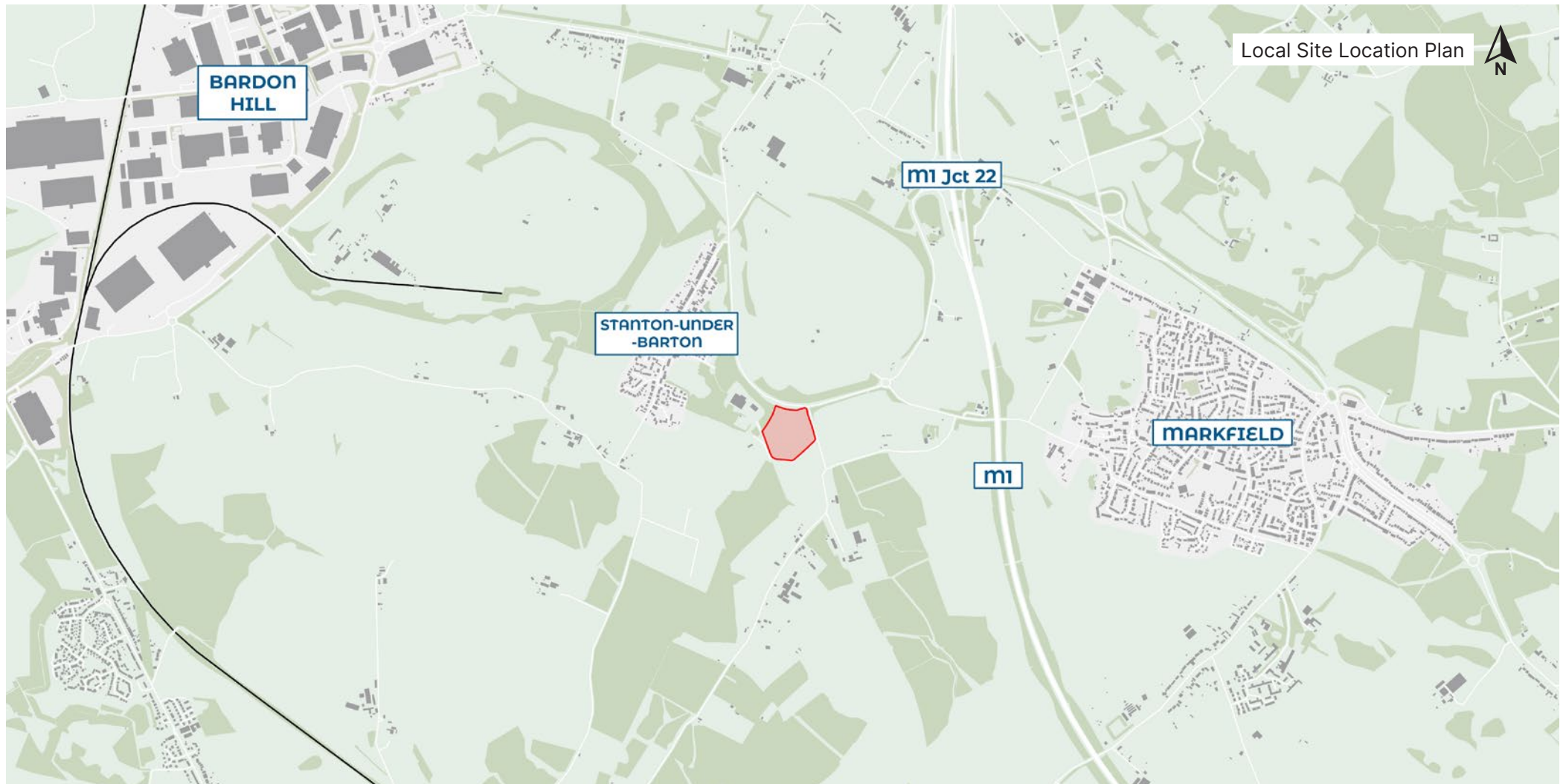
The planning application site extends to approximately 4.1 hectares and comprises undeveloped land that is currently free from buildings. The site is not subject to any statutory planning designations, and there are no identified heritage, environmental or landscape constraints that would preclude development. The land has historically been associated with tree planting and has remained in non-built use.

To the north of the site lies an existing strip of woodland, beyond which is Cliffe Hill Road, with Old Cliffe Quarry located further north.

Elliot's Lane forms the eastern boundary of the site, with agricultural land beyond. To the south of the site are agricultural fields, while to the west lies the existing Horsepool Grange employment site, comprising warehouse buildings, servicing yards, HGV circulation areas and car parking.



In spatial terms, the site represents a logical and contained extension to the existing employment area. Its relationship with surrounding land uses and established infrastructure means it is well suited to accommodating additional Class B2 and B8 development as part of the continued evolution of Horsepool Grange industrial estate.



2.2 Site Context

Horsepool Grange forms part of an established employment area strategically located within the UK's recognised "Golden Triangle" for logistics and distribution. The site lies close to the settlement of Markfield, with nearby employment hubs including Stanton under Bardon and the Bardon Hill Industrial Estate. The location benefits from excellent connectivity to the strategic road network. Junction 22 of the M1 is located approximately 1 mile to the north-



east, providing direct north-south connectivity and onward links to the M69 and M42. Access to the motorway network is achieved via Cliffe Lane and Elliots Lane, reinforcing the Site's attractiveness for Class B2 and B8 uses. The surrounding context is characterised by a mix of employment uses, infrastructure corridors, agricultural land and quarrying activity, making the location well suited to logistics and industrial development.

2.3 Site Photos



Elliot's Lane (Site's eastern boundary on the right)



Access off Elliot's Lane



View east towards Elliot's Lane from access road



View toward west of the site from access road



View north from Site's southern boundary



View west from Site's southern boundary



Horsepool Grange existing gated access



Unit 10 within Horsepool Grange site

Section Three

Planning Context

3.1 Planning Context

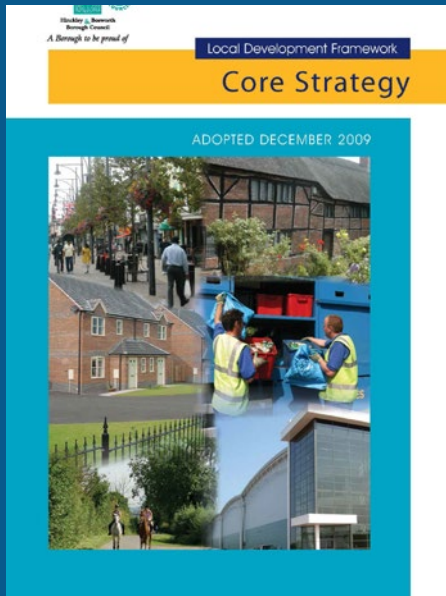
The design has been informed by the Hinckley & Bosworth Core Strategy (2009) and SADMP (2016). The site's location within the National Forest (CS21) and wider Charnwood Forest landscape (CS22) has shaped a landscape-led approach, supported by an off-site planting strategy that also delivers Green Infrastructure objectives (CS20).

The development extends an existing employment area and supports sustainable economic growth in accordance with DM1, DM4 and DM20, responding to identified market need while ensuring the layout and form remain sensitive to the surrounding countryside. Environmental considerations, including biodiversity net gain, drainage and site conditions, have guided the arrangement of built form and open space in line with DM6 and DM7.

Access utilises the existing private road connection to Elliot's Lane and has been designed to meet current standards, consistent with DM17, with parking to be finalised at Reserved Matters stage in accordance with DM18.

A clear design framework is set out within this DAS, meeting the expectations of DM10, while there are no heritage constraints relevant to DM11. Overall, the proposal demonstrates a proportionate and responsive design solution shaped by the relevant planning policies.

Key Policies



Hinckley & Bosworth Core Strategy (2009)

CS20 Green Infrastructure

CS21 National Forest

CS22 Charnwood Forest

DM1 Sustainable Development

DM9 Natural & Semi-Natural Open Space

DM4 Countryside

DM10 Design

DM6 Biodiversity

DM11 Historic Environment

DM7 Pollution & Flooding

DM17 Highways

DM8 Open Space

DM18 Parking

Site Allocations & Development Management Policies DPD



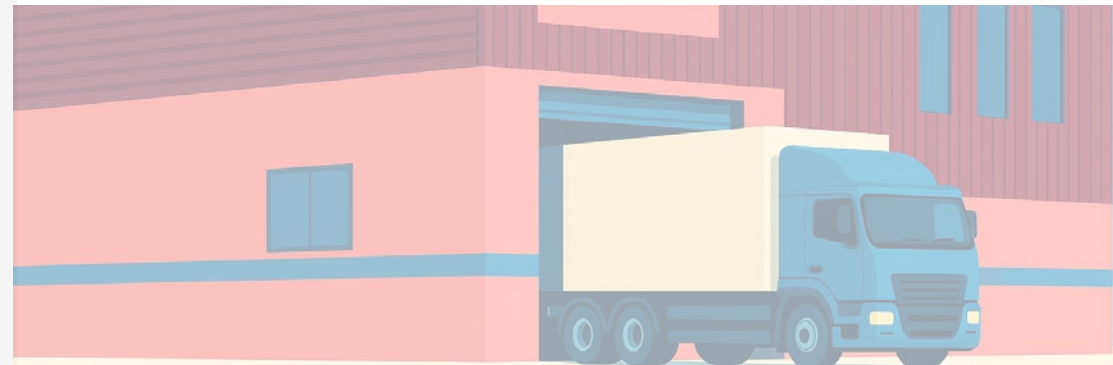
Section Four

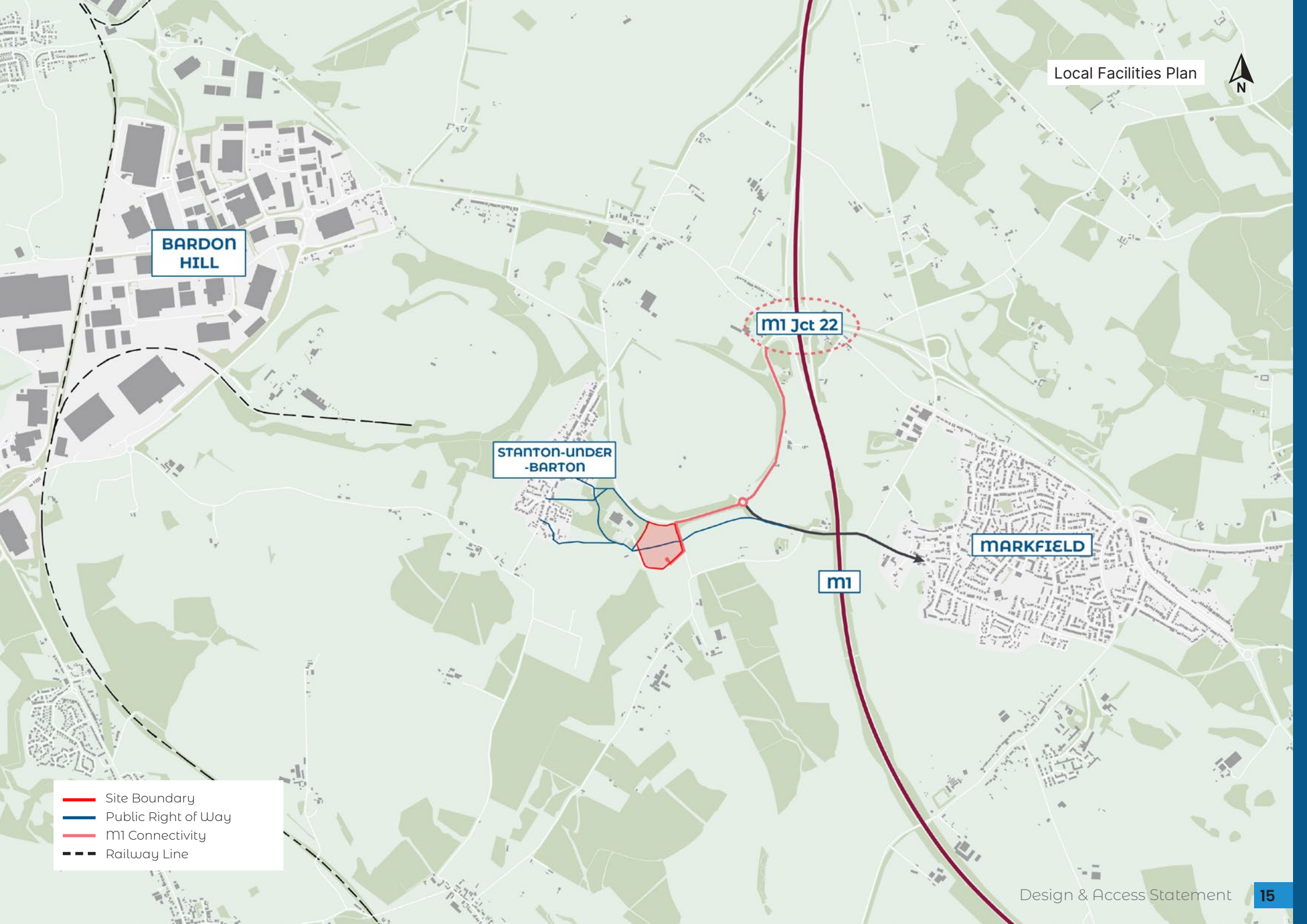
Analysis

4.1 Facilities and Amenities

The site benefits from access to a strong range of existing facilities and infrastructure that support its suitability for Class B2 and B8 development, including:

- Proximity to strategic roads, with Junction 22 of the M1 located approximately 1 mile from the site.
- Established access infrastructure, utilising the existing access road serving Horsepool Grange from Elliot's Lane.
- Nearby employment areas, including Bardon Hill Industrial Estate, offering a critical mass of industrial and logistics activity.
- Local services within Markfield, including shops, food outlets and services that support employees.
- Public transport connections in the wider area, with bus services running through Markfield linking to Coalville and Leicester.





**BARDON
HILL**

**STANTON-UNDER
-BARTON**

m1 Jct 22

m1

MARKFIELD

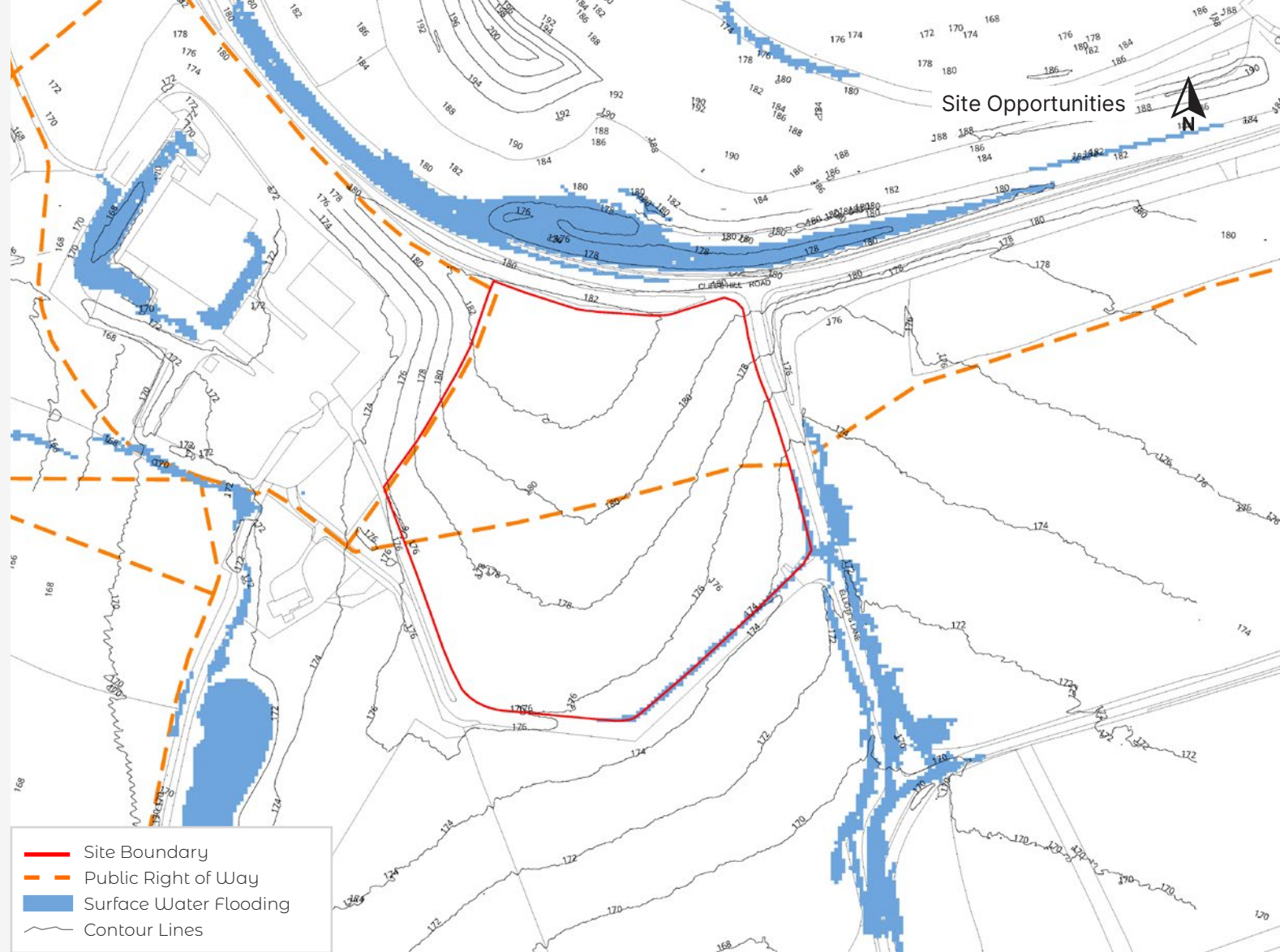
- Site Boundary
- Public Right of Way
- M1 Connectivity
- - - Railway Line

4.2 Opportunities

The site offers a strong opportunity for development as a natural extension to the existing Horsepool Grange employment estate. Its adjacency to established industrial uses and excellent access to the strategic road network make it well suited to additional Class B2 and B8 floorspace, reinforcing the established employment function of the area in a coherent and sustainable manner.

The site's gentle southerly and south-westerly slope is advantageous, providing opportunities for effective surface water management and informed level design without the need for significant earthworks or engineering interventions. This landform enables efficient site layout and practical building design.

A public right of way crosses the site, however this is not considered a significant constraint.



The route can be accommodated and, where necessary, sensitively diverted within the site, presenting opportunities to improve its alignment, landscape setting and user experience while maintaining permeability and safety. Established woodland along the northern boundary further supports development by providing a robust landscape framework, allowing visual mitigation and helping to integrate new buildings into the surrounding context. Overall, the characteristics of the site support its development for Class B2 and B8 use and can be readily addressed through detailed design at the reserved matters stage, with no abnormal constraints identified.



View of access road from Elliots Lane

4.3 Technical Input

Access

Landscape

Ecology

Flood Risk & Drainage

Tree Survey

Utilities

Sustainable Access

Stanton under Bardon lies within a 2km walking catchment, supported by a footway on Cliffe Hill Road and a network of PROWs, including the route crossing the site which will be retained via diversion. Cyclists can access the site via quieter local roads, with a 5km catchment covering Markfield, Bagworth and wider settlements. Bus services are limited (LC15), and the nearest rail link is Loughborough, 14km away.

Access and Movement Strategy

The scheme reuses the existing estate access, widened to 7.3m to meet industrial standards, with compliant visibility splays achievable at the Elliott's Lane junction using surveyed speeds. Swept-path analysis confirms two-way HGV access. Parking, cycle parking and EV charging will be provided at reserved matters in line with Leicestershire standards.

Trip Generation & Highway Impact

Based on robust B2 rates, the development is expected to generate up to 66 AM and 58 PM peak-hour trips, including only 3–5 HGVs. Around 71% of traffic will route north towards the M1/A511. Junction impacts are minimal, with increases amounting to less than one additional vehicle per minute at Cliffe Hill Road, and no capacity or safety issues requiring further assessment.

Travel Planning

A Framework Travel Plan sets out measures to encourage walking, cycling, car-sharing and sustainable travel, supported by dedicated pedestrian connections and cycle facilities. The plan targets a 10% reduction in single-occupancy car journeys within five years.



Access

Landscape ►

Ecology

Flood Risk & Drainage

Tree Survey

Utilities

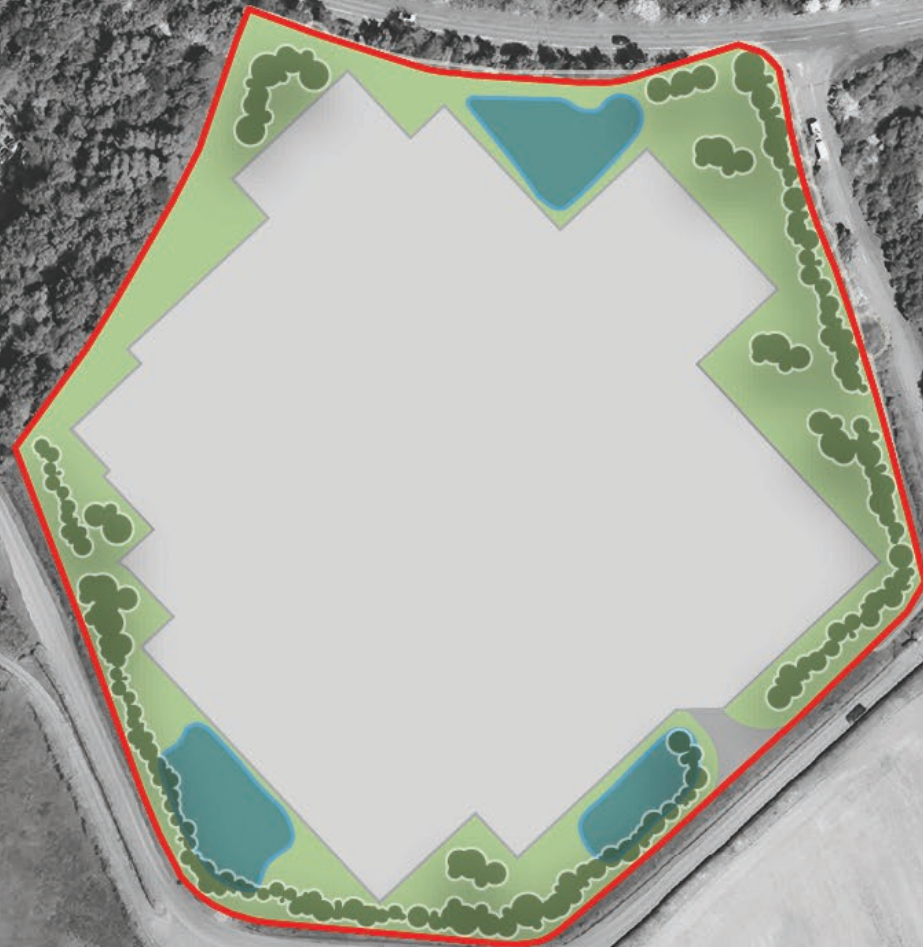
The landscape is characterised by a rolling landform of mixed farmland and maturing National Forest planting, influenced by quarrying, infrastructure and adjacent commercial development. It lies within the Charnwood Fringe Settled Forest Hills and Thornton Plantation Farmlands landscape character areas, which are assessed as having a moderate strength of character and condition. The landscape is not subject to any national or local landscape designation and is assessed as being of medium to low value, with the wider landscape of medium value, reflecting the presence of detracting elements such as the M1 motorway, mineral extraction and solar development.

The proposals will result in short-term adverse landscape effects at the local level, arising from the introduction of commercial development into an undeveloped landscape. These effects are typical of development of this nature and scale and are predicted to reduce over time as proposed structural landscaping, landform mitigation and native woodland planting mature. In the long term, landscape effects are assessed as moderate adverse locally and minor adverse at the wider landscape scale, with the development becoming assimilated into the evolving wooded and mixed-use landscape character of the area. The LVIA concludes that the proposals can be successfully integrated without giving rise to unacceptable long-term landscape or visual effects.

Proposed Landscape Plan



-  Potential Screening / Planting
-  Potential Open Space Areas
-  Potential Attenuation Areas



Access

Landscape

Ecology ►

Flood Risk & Drainage

Tree Survey

Utilities

Baseline Ecology

The site comprises recently re-stocked mixed woodland of low ecological value, surrounded by species-poor modified grassland, with two higher-value native hedgerows (H1 and H2) retained along the eastern and northern boundaries. No irreplaceable habitats were identified, and overall habitat distinctiveness is low to medium.

Protected Species

Although habitat quality is generally low, the boundary hedgerows may support foraging birds, bats, hedgehog, brown hare and reptiles. No bat roost features were found, and on-site habitats offer only low-suitability terrestrial conditions for great crested newts, with ponds located off-site but within 500 m.

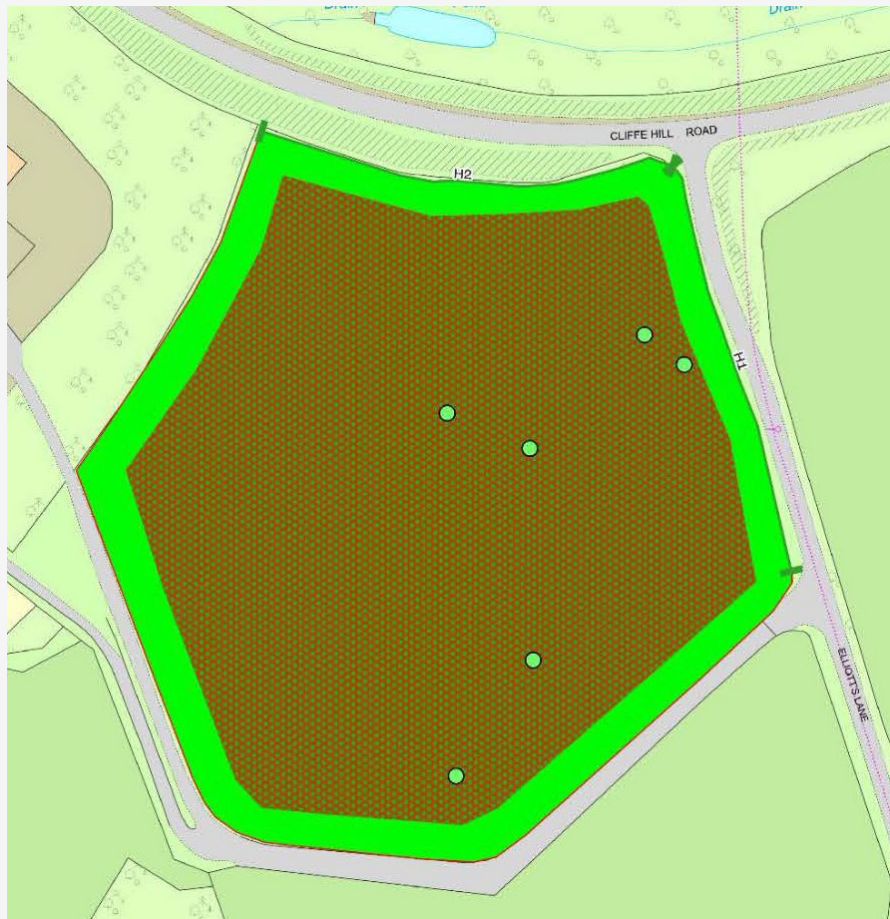
Design Response

The development retains and enhances the key ecological features, including full retention of hedgerows H1 and H2 with native species infill planting. Areas of modified grassland will be upgraded to species-rich neutral grassland, complemented by new mixed scrub and SUDS attenuation basins to increase structural and habitat diversity. A Construction Environmental Management Plan will protect sensitive habitats during works.

Biodiversity Net Gain

The statutory biodiversity metric identifies an on-site net loss in habitat units arising from woodland removal, alongside a modest net gain in hedgerow units. As the proposals are unable to achieve the mandatory 10% biodiversity net gain wholly on site, the residual shortfall will be addressed through on-site measures and/or biodiversity units delivered on other land under the applicant's control or via third-party off-site provision. The final mitigation strategy will be secured by planning condition and agreed at reserved matters stage.

Preliminary Drainage Layout



- Net Gain**
- Red Line Boundary
- Baseline Habs**
- Modified Grassland (g4)
 - Other Woodland; Mixed (w1h)
 - Native Hedgerows (h2)
 - Established Trees

Source: Brindle & Green

Surface Water Catchment Plan



- Net Gain**
- Red Line Boundary
- Baseline Habs**
- Native Hedgerows
 - Other neutral grassland
 - Mixed Scrub
 - Sustainable urban drainage feature

Source: Brindle & Green

Access

Landscape

Ecology

Flood Risk & Drainage ►

Tree Survey

Utilities

Flood Risk Context

The site lies wholly within Flood Zone 1 with no recorded fluvial, tidal, sewer or reservoir flooding, and only a minor surface-water flow path contained within the southern field drainage ditch. All developable areas fall within very low surface-water risk on EA mapping, and there is no local flood history on record.

Ground and Surface Water

Mudstone bedrock and slowly permeable soils indicate low groundwater susceptibility, with SFRA mapping showing no groundwater emergence. The site's topography naturally drains toward existing boundary ditches, preventing any accumulation within proposed development parcels; any shallow pluvial routing remains limited to the ditch network.

Mitigation Measures

Proposed buildings and access routes are located entirely in low-risk areas. Finished floor levels will be set approximately 300mm above adjacent ground, and external levels graded to direct exceedance flows to landscaped edges and existing ditches. Access and egress remain safe in a design storm.

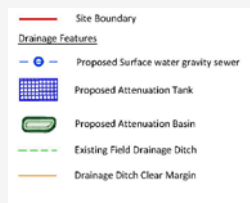
Drainage Strategy

Surface water is managed using a SuDS-based system of attenuation basins and geocellular tanks, designed to accommodate the 1 in 100-year +40% climate change event. Six catchments discharge at controlled greenfield rates (combined 15.9 l/s) into the southern and eastern field drainage ditches, confirmed during walkover as connecting to the wider watercourse network.

Water Quality and SuDS Function

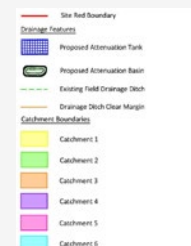
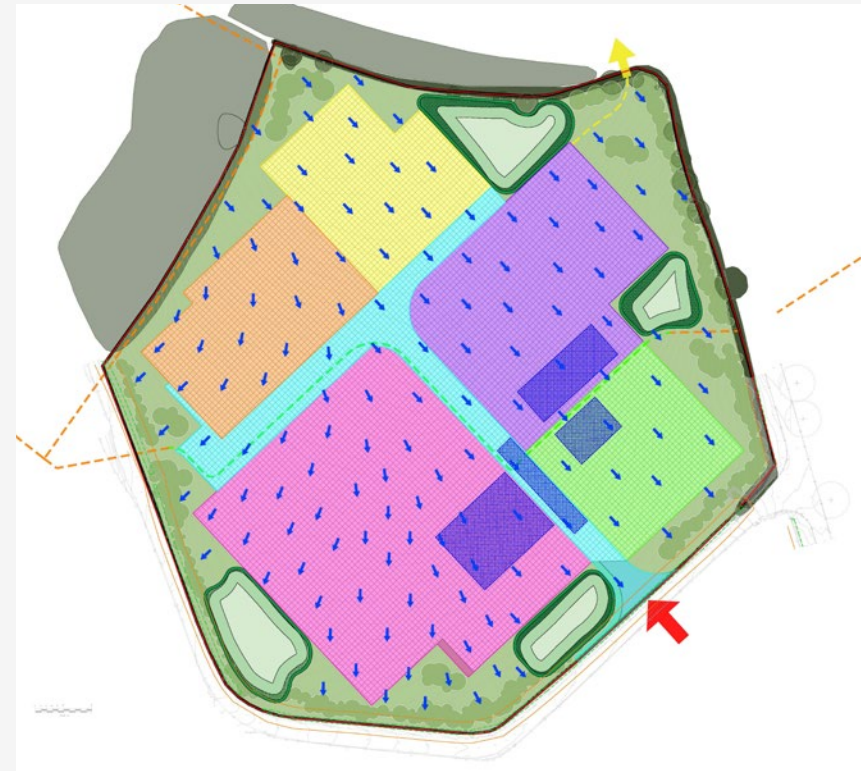
Runoff receives treatment through attenuation features and an ephemerally wet basin, supported by oil/petrol interceptors serving service yards. Infiltration is unlikely to be viable, so the strategy follows the drainage hierarchy via controlled discharge to the existing ditch system. The approach meets CIRIA C753 water-quality standards.

Preliminary Drainage Layout



Source: ADC Infrastructure

Surface Water Catchment Plan



Source: ADC Infrastructure

Access

Landscape

Ecology

Flood Risk & Drainage

Tree Survey ►

Utilities

Existing Tree Resource

The Tree Constraints Plan shows a small number of individual trees and one small group within the site, alongside two established boundary hedgerows, H1 and H2, which represent the main arboricultural features present. All recorded trees fall within Categories B and C, with no high-quality Category A, veteran, or ancient trees identified on site.

Constraints and Root Protection Areas

Root Protection Areas and shading arcs have been plotted around all trees and hedgerows, highlighting that arboricultural constraints are largely confined to the northern and western edges of the site. These constraints shape the developable area by indicating where construction, excavation or level changes must be avoided to protect retained vegetation.

Design Response

The scheme has been arranged to avoid encroachment into these constraint zones. Both boundary hedgerows are retained, and building footprints respect tree RPAs, ensuring the primary arboricultural assets continue to provide landscape structure, visual screening and ecological connectivity along site edges.

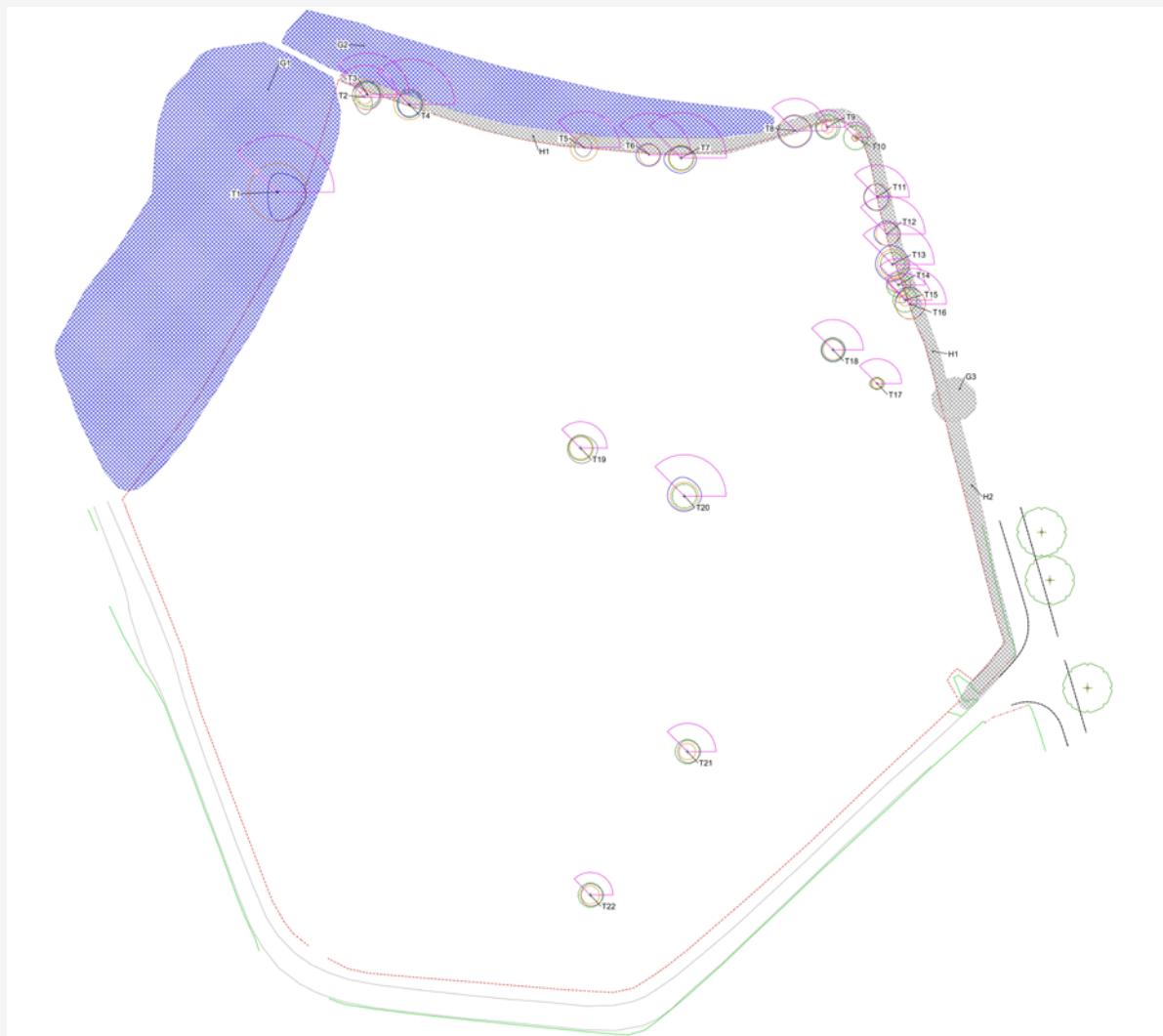
Opportunities for Enhancement

As existing tree cover within the main body of the site is limited and generally of modest quality, there is strong potential for new planting to reinforce the site's landscape framework. Strengthening hedgerow edges and introducing new native trees will improve long-term canopy cover and contribute positively to the site's green infrastructure.

Tree Constraints Plan



Source: Brindle & Green



- Site boundary
- Category A Tree
- Category B Tree
- Category C Tree
- Category U Tree
- Root Protection Area
- Shading Arc
- Category A Woodland, Group or Hedge
- Category B Woodland, Group or Hedge
- Category C Woodland, Group or Hedge
- Category U Woodland, Group or Hedge

Access

Landscape

Ecology

Flood Risk & Drainage

Tree Survey

Utilities 

Existing Utilities

Utility searches show that the site is generally free of underground constraints. No foul, clean water, gas or telecoms apparatus lies within the development area, and these therefore do not influence the layout. The only notable feature is a pair of 11kV underground electricity cables running within the southern verge of Cliffe Hill Road, which sit outside the site boundary; diversion is not expected, but standard precautions will be required during any works in this location.

Foul and Clean Water

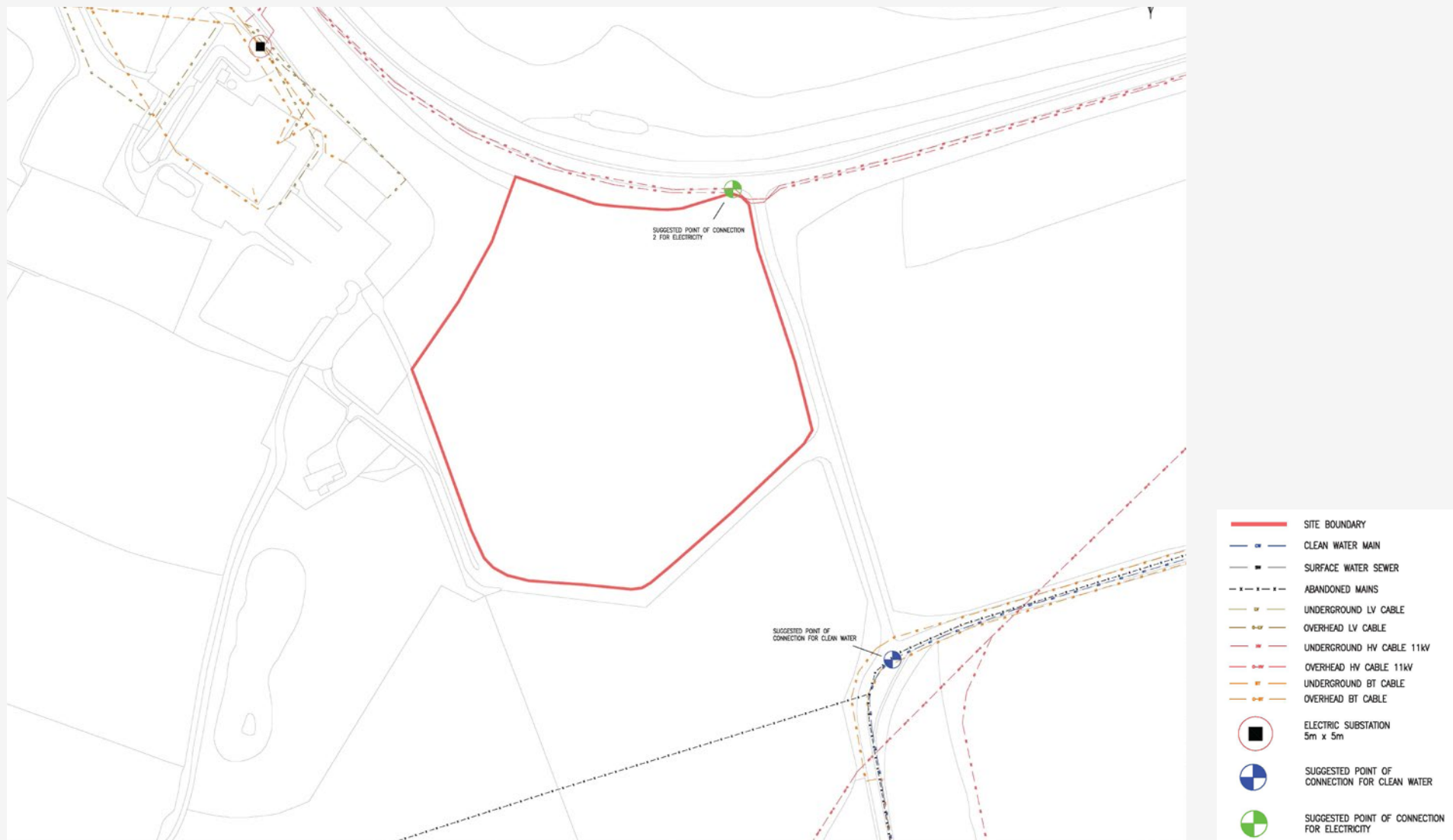
Severn Trent Water confirm that the site can connect to existing foul and clean-water networks. Foul water will drain to the public system in Luke Jackson Way, and clean-water supply can be taken from the existing main at Broad Lane / Elliotts Lane. These utilities do not present constraints to the proposed layout.

Electricity

The development can be supplied from the local 11kV network, with connections available from Beveridge Lane and Cliffe Hill Road. One on-site substation will be required, the position of which is incorporated into the masterplan. Aside from this, no electrical infrastructure affects the developable area.

Telecommunications

Openreach infrastructure is present at the site boundary and can be extended into the development. No diversions or protection works are required, and telecoms provision poses no constraint to layout.



Section Five

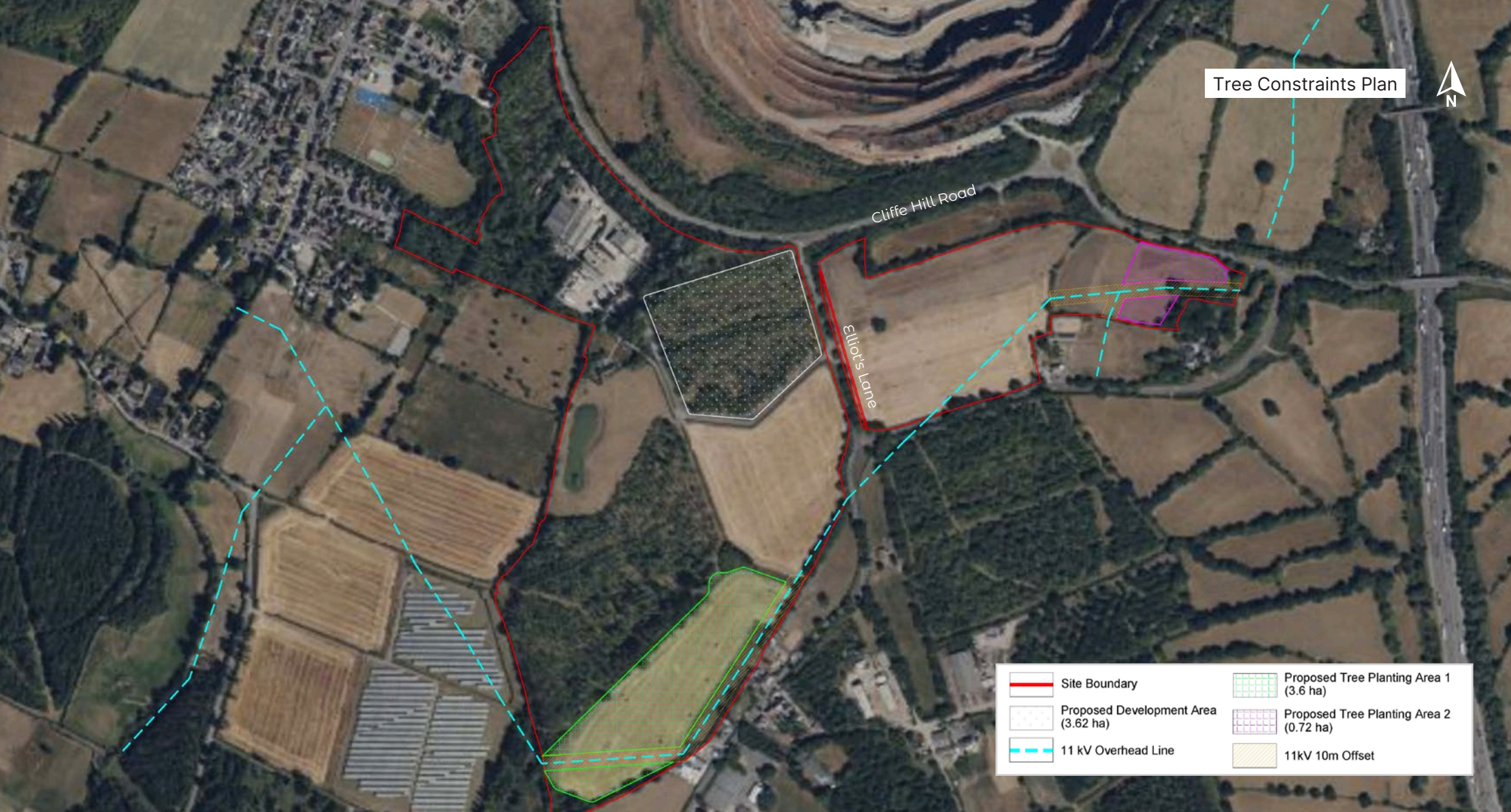
Tree Planting

5.1 Compensatory Tree Planting

The application site is subject to a felling licence issued by the Forestry Commission, which requires the restocking of the land following the removal of plantation-style tree planting. Restock planting was undertaken on site in early 2025, with whips planted in accordance with the licence requirements. However, none of the whips have successfully established due to the underlying made-ground conditions, which significantly limit the prospects of successful restocking. It is therefore anticipated that these will need to be removed and re-planted on other land within the applicant's control as part of the ongoing Forestry Commission restocking process.

Notwithstanding the above, the proposals make provision for additional compensatory tree planting over and above the Forestry Commission restocking requirements. In line with the agreed approach, a further 20% uplift in tree planting is proposed to offset the development condition as part of the planning permission. Based on the felled area of 3.6 hectares, this equates to an additional 0.72 hectares of compensatory planting. This additional planting is also to be provided on an adjacent parcel of land under the control of the applicant.

The compensatory planting is consolidated into a single location, which allows for clear distinction between Forestry Commission requirements and planning-related mitigation.



This approach will also assist in the conditioning, delivery, and long-term management of the compensatory planting, without conflict or duplication of obligations under the felling licence. The extent and location of both the restocking areas and the additional compensatory planting are shown on the plan above. Further details relating to species mix, planting specification, and implementation can be secured by condition as part of the planning permission.

Section Six

Design Evolution

6.1 Design Development Layouts

Concept Plan

The Concept Plan represents the initial draft of the site layout, which was also used during the pre-application stage. It established the fundamental principles for the scheme, providing an early vision of how the site could be organised.



Concept Plan ▲

Submission Layout

Building on the concept sketch, the submission layout refines the approach by slightly reorienting the developable area and access points to achieve a better positioning of development within the site. This iteration deliberately avoids excessive detail, maintaining flexibility in how blocks can be subdivided or combined to respond to future market requirements.



Submission Layout ▲

Illustrative Layout

The illustrative layout shows how the development could come forward, with a mix of unit sizes that includes a large anchor unit alongside medium and smaller units. This arrangement offers versatility, balancing the ability to accommodate significant floorspace while prioritizing small to medium-sized spaces in line with current market demand.



Illustrative Layout ▲

*Shows how development may come forward

6.2 Key Design Principles

Excellent connectivity with direct access to Junction 22 of the M1

The site's position close to J22 of the M1 via the A50 provides strong regional and national connectivity, supporting efficient movement for goods, staff and visitors.



Flexible unit sizes to suit a range of operational needs

A broad, adaptable development zone allows units to be configured for a range of occupiers, ensuring the site can respond to differing operational, spatial and market requirements.



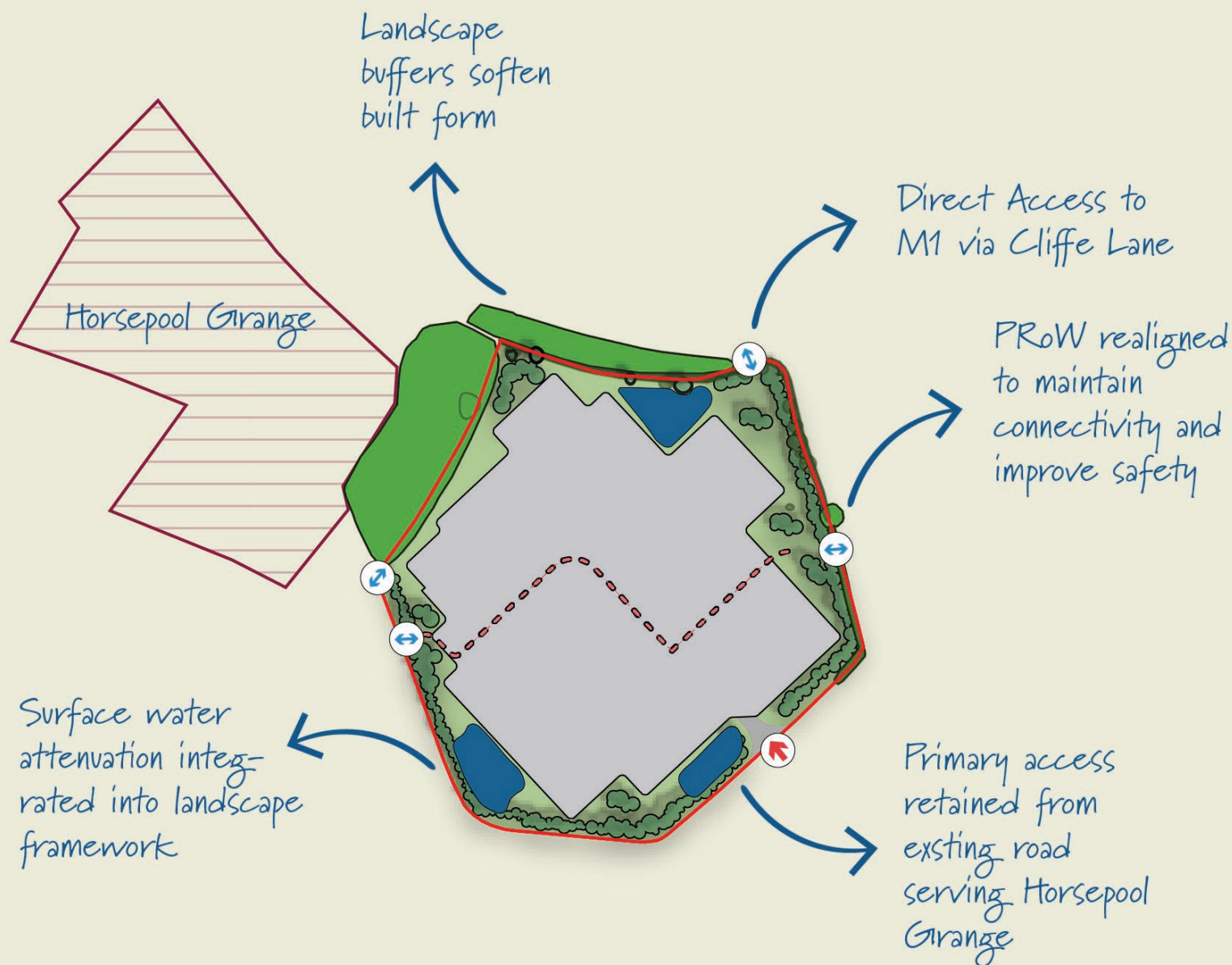
Green buffers and planting soften edges and support biodiversity

Enhanced boundary planting creates a softer interface with the surrounding landscape, improves visual containment and strengthens biodiversity through continuous green corridors.



Illustrative Visual Only -

Depicts how the site could look



Design Drivers

Section Seven

Proposal

7.1 Use

The proposed use remains consistent with the established character of the site and surrounding area, comprising industrial and storage facilities (Use Class B2/B8). The extension will support the continued operation and growth of the existing business and contribute to local employment opportunities.

The development aligns with Hinckley & Bosworth Local Plan policies for employment land.

7.2 Amount

The outline proposal allows for up to 10,500 sqm of additional industrial/storage space. This figure represents an upper limit to provide flexibility in how the site is developed.

The final amount of floorspace will be determined at reserved matters stage, depending on operational requirements and potential subdivision into smaller units.



-  Site Boundary
-  Potential Access Point
-  Potential Pedestrian Link
-  Existing Public Rights of Way
-  Potential Public Right of Way Diversion
-  Potential Road / Yard
-  Potential Commercial Unit
-  Potential Attenuation Ponds
-  Potential Parking Spaces
-  Proposed Landscaping
-  Retained and Enhanced Landscaping

7.3 Layout

An illustrative layout plan accompanies this application to demonstrate one way in which the scheme could be delivered. This plan is indicative only and not for approval.

The layout principles include:

- Logical arrangement of buildings to optimise access and circulation.
- Provision for HGV turning and loading areas.

- Opportunities for phased delivery and subdivision into smaller blocks.

The final layout will remain flexible to accommodate future operational needs.

Illustrative Layout

Potential Site Configuration

7.4 Future Adaptability

The proposed development has been designed to allow an appropriate degree of flexibility, recognising that the precise operational requirements of the site will be clearer at the Reserved Matters stage. At this point in time, the outline application establishes a set of clear parameters and guiding principles rather than fixed layout or form, providing a robust framework within which the scheme can be refined as further detail becomes available.

Within this framework, there is scope for adaptability over time, including the potential to vary internal layouts, accommodate different operational uses, or subdivide the development into smaller units if required. There is also the opportunity for phased delivery should this better align with future business needs. Any such evolution would remain within the established parameters and would be addressed in detail through subsequent Reserved Matters submissions.

This approach ensures that sufficient certainty is provided at outline stage to assess the acceptability of the development, while allowing a measured level of flexibility to respond to changing circumstances closer to implementation, in accordance with planning policy and good design practice.

Illustrative Layout Plan



Cliffe Hill Road

Existing Horespool Grange Site



- Site Boundary
- Potential Access Point
- Potential Pedestrian Link
- Existing Public Rights of Way
- Potential Public Right of Way Diversion
- Potential Road / Yard
- Potential Commercial Unit
- Potential Attenuation Ponds
- Potential Parking Spaces
- Proposed Landscaping
- Retained and Enhanced Landscaping





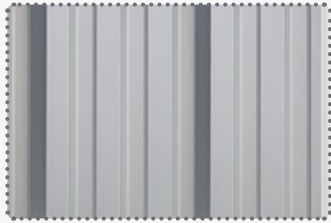
- Site Boundary
- - - Public Right of Way
- Developable Area Extents
- Public Open Space

7.5 Parameters

The proposed development will respect the scale and massing of the existing site while introducing new buildings within defined parameters.

Maximum building heights will not exceed 12m ridge height, and floorspace will not exceed 10,500 sqm.

These parameters ensure the development integrates with its surroundings while allowing flexibility in detailed design.



Profiled metal cladding in light grey



Profiled metal cladding in light grey



Profiled metal cladding in anthracite

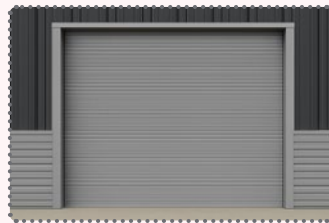
Roof & Wall Cladding



Powder-coated steel door in grey



Aluminium-framed window in dark grey

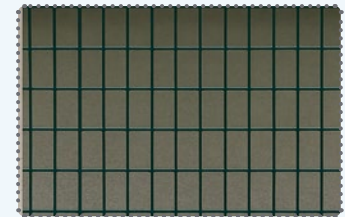


Light grey HGV docking shutter

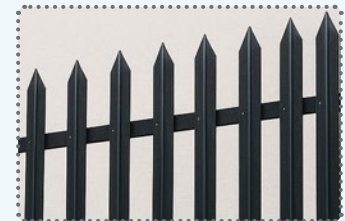
Doors & Windows



Concrete yard surface



Green weldmesh fencing



Black palisade fencing

Paving & Security

7.6 Appearance

At outline stage, appearance is reserved for future consideration. However, the design approach will reflect the functional character of industrial development, using robust and durable materials suitable for the operational

requirements of the site. Indicative principles include:

- Simple, clean lines and contemporary industrial aesthetic.
- Materials such as profiled metal

- Cladding and neutral colour palette to complement existing buildings.

Detailed design will be agreed at reserved matters stage.

Section Eight

Summary

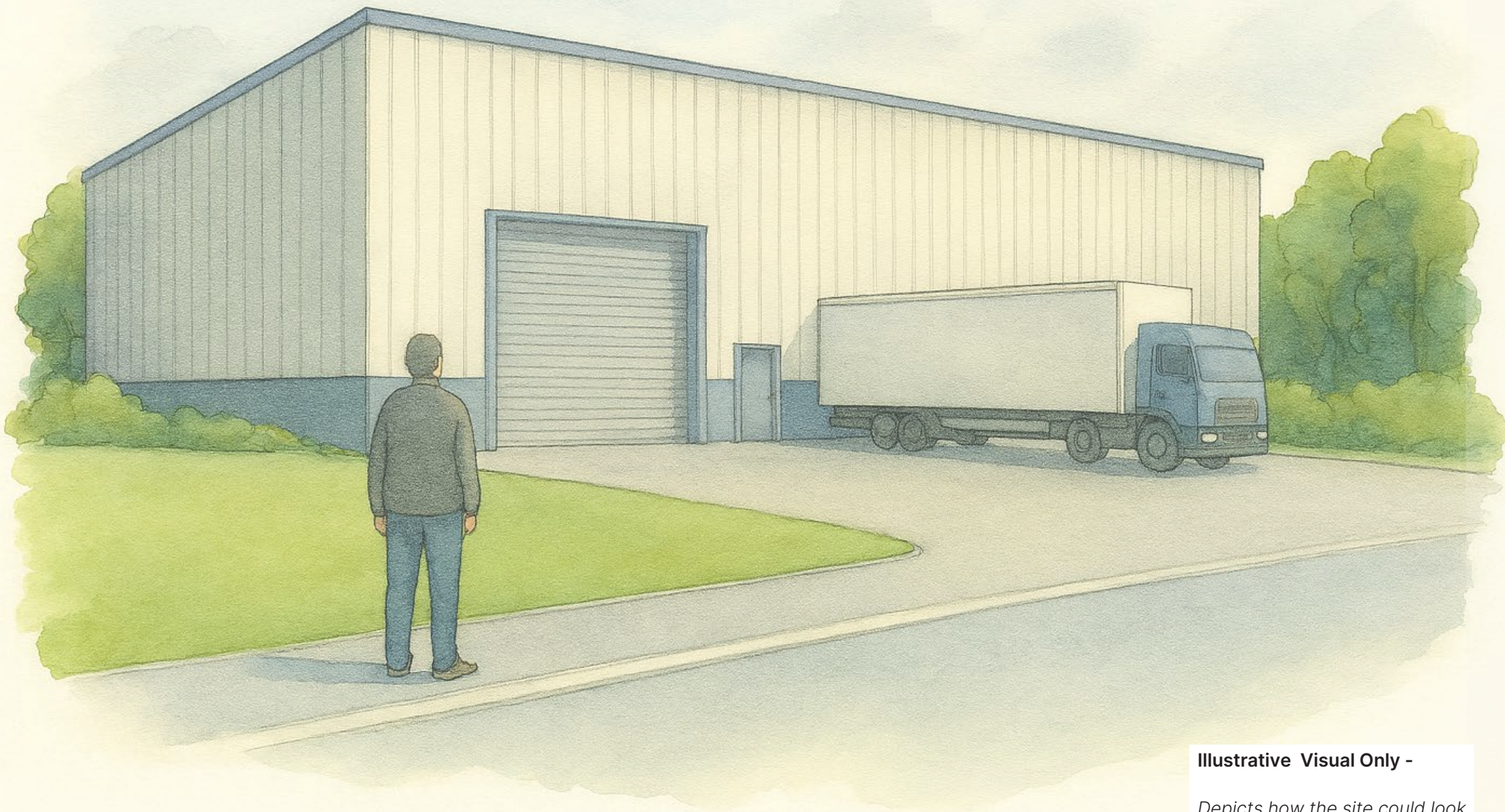
The proposed development at Horsepool Grange provides a logical and sustainable extension to an established employment site, delivering additional B2/B8 floorspace in a location well suited to industrial and distribution uses.

The site benefits from excellent strategic connectivity, including proximity to Junction 22 of the M1, and utilises the existing estate access from Elliot's Lane. Technical evidence confirms that access is safe and suitable, with no unacceptable impact on the local highway network.

The site is free from overriding constraints, lying wholly within Flood Zone 1 and unaffected by heritage or landscape designations. Environmental considerations have informed a landscape-led approach that retains key boundary features, incorporates SuDS, and delivers biodiversity enhancements, with any net gain shortfall addressed through secured on-site and/or off-site provision.

An illustrative framework demonstrates how the site can accommodate a flexible range of unit sizes within clear parameters for layout, scale and access, while allowing detailed matters to be resolved at Reserved Matters stage. The proposals reflect the character of the existing Horsepool Grange estate and provide an appropriate relationship with the surrounding countryside.

Overall, the development accords with the development plan when read as a whole, supports sustainable economic growth, and raises no design or access objections to the grant of outline planning permission.



Illustrative Visual Only -

Depicts how the site could look



Land South of Cliffe Hill Road

Horsepool Grange

Design & Access Statement

April 2026