

HORSEPOOL GRANGE STANTON UNDER BARDON



PLANNING STATEMENT

April 2026

Project Name: Horsepool Grange, Stanton under Bardon

Client Name: Paul Milner

Prepared By: JO

Signed: J Oakden MRTPI

Date: 16/04/2026

Reviewer A Gore MRTPI

Signed A Gore MRTPI

Date:

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1. INTRODUCTION

1.1 OVERVIEW

1.1.1 Marrons is instructed by Paul Milner (“the Applicant”) to prepare this Planning Statement to accompany the submission of an application for Outline Planning Permission with all matters reserved apart from access to Hinckley & Bosworth Borough Council (“the Council”) for determination, as it relates to the development of Land Adjacent to Horsepool Grange Industrial Estate, Elliot’s Lane, Stanton under Bardon, as shown on the accompanying Site Location Plan (“the Site”).

1.1.2 Access is submitted for detailed consideration, to be taken from the existing private road which serves the existing Horsepool Grange Industrial Estate. This road meets the public highway at Elliot’s Lane. Further details are available within the accompanying Transport Statement, prepared by ADC Infrastructure.

1.1.3 The full description of development is as follows:

“Outline planning application (with all matters reserved apart from access) for a development of up to 10,500sqm of employment floorspace (use class B2/B8)”.

1.1.4 This Statement should be read alongside all other documents and drawings submitted in support of the application (listed below) and which, collectively, demonstrate that the Proposed Development is acceptable in planning terms. Having regard to the Development Plan and all relevant material considerations, this Statement demonstrate that there are no reasons as to why planning permission should be delayed or refused.

APPLICATION CONTENT

1.1.5 A full suite of technical reports, drawings and documents have been prepared and are submitted alongside this Statement, to support the application for planning permission. These include:

- Site Location Plan, prepared by Marrons Urban Design
- Concept Plan, prepared by Marrons Urban Design
- Illustrative Layout, prepared by Marrons Urban Design
- Tree Planting Plan, prepared by Marrons Urban Design
- Design and Access Statement, prepared by Marrons Urban Design
- Arboricultural Impact Assessment, prepared by Brindle & Green

- Commercial Needs Assessment, prepared by Marrons
- Preliminary Ecological Assessment, prepared by Brindle & Green
- Biodiversity Net Gain Assessment, prepared by Brindle & Green
- Completed Biodiversity Net Gain Statutory Metric, prepared by Brindle & Green
- Flood Risk & Drainage Assessment, prepared by ADC Infrastructure
- Landscape and Visual Assessment, prepared by Golby & Luck
- Landscaping Scheme, prepared by Golby & Luck
- Phase I & II Geo-Environmental Assessment, prepared by Linden Environmental Ltd
- Transport Statement, prepared by ADC Infrastructure
- Travel Plan, prepared by ADC Infrastructure

PRE-APPLICATION ENGAGEMENT

1.1.6 Ahead of the submission of the application, the applicant has engaged in extensive discussions with the local planning authority and technical consultees. These discussions have helped to guide and refine the proposals.

STRUCTURE OF THIS STATEMENT

1.1.7 This Planning Statement is structured as follows:

- Chapter 2- Background and Site Context
- Chapter 3- The Proposed Development
- Chapter 4- Planning Policy
- Chapter 5- Material Considerations
- Chapter 6- Planning Balance
- Chapter 7- Conclusion

2. BACKGROUND AND SITE CONTEXT

THE SITE AND SURROUNDINGS

- 2.1.1 The Site comprises of a single field of approximately 4.1ha located adjacent to the existing Horsepool Grange Industrial Estate, located to the south-east of Stanton under Bardon (approx. 350m) and to the west of Markfield (approx. 1km). The Site is located at the north-east of Hinckley & Bosworth Borough, close to the boundary with North West Leicestershire District and Charnwood Borough.
- 2.1.2 The Site is set between Cliffe Lane to the north, Elliot's Lane to the east and the existing Horsepool Grange Industrial Estate to the west, with associated existing access road from Elliot's Lane running to the south.
- 2.1.3 The existing Estate is an established, strategically placed industrial estate set within the motorway triangle of the M1, M69 and M42. The Site is located approximately 1km to the south-west of Junction 22 of the M1. The estate provides a range of facilities and units which range in size, along with areas of hard standing for loading and un-loading of HGVs.
- 2.1.4 The Site lies to the south of Old Cliffe Hill Quarry. The Midland Quarry is located to the west, with Bardon Hill Quarry further to the north. These quarries heavily influence the local setting and their associated infrastructure and heavy haulage is constantly present throughout the local landscape. Beyond the quarries, the local landscape is defined typically by farmland and woodland comprising small to medium sized geometrically shaped pastures often used for grazing, or converted to paddocks, and woodland delivered through the National Forest.
- 2.1.5 The Site is located on the ridgeline set below the Old Cliffe Quarry, falling from a high-point at the northern boundary of approximately 183m above AOD to a low point of approximately 173m AOD at the south-east corner of the Site, close to the junction of Elliot's Lane and the existing estate access road.
- 2.1.6 The Site is identified within the currently adopted Local Plan as Natural and Semi-Natural Open Space (reference STA18). It is also located within the Charnwood Forest and National Forest. Since the adoption of the Local Plan, the woodland contiguous with the Site has been felled in accordance with a felling licence. Whilst the land was restocked, the Whips have since been removed having failed. The Site is therefore clear.
- 2.1.7 Stanton under Bardon is identified as rural village in the Local Plan. Land to the south of the village (to the west of the Site) is allocated for development of up to 56 residential dwellings (Land off Main Street). Outline planning approval was granted for up to 50 dwellings in June 2024 (225/00527/OUT) and Reserved Matters were granted in March 2025 (24/00828/REM).

- 2.1.8 The Environment Agency's (EA) Flood Map shows that the Site lies within Flood Zone 1, representing a very low probability of flooding. The EA's surface water flood map shows that the Site is at a very low risk of flooding associated with surface water. A small, isolated area that correlates to the topographical low point to the south of the site is identified as being at risk of flooding from surface water sources.
- 2.1.9 The Site has no heritage significance, nor are there any heritage assets in the immediate vicinity of the Site. The closest listed structure is the Stanton under Bardon War Memorial (Grade II) located within the settlement. To the north of the Site, a section of the Old Cliffe Quarry is designated as a Site of Special Scientific Interest (SSSI).
- 2.1.10 The Site is crossed by two public footpaths, R3 that runs adjacent to the western boundary of the Site and R23 that crosses the Site connecting between Stoney Lane to the east and Stanton under Bardon to the west.
- 2.1.11 The Site is not covered by any landscape designation.

3. THE PROPOSED DEVELOPMENT

APPLICATION TYPE AND NATURE OF DEVELOPMENT

- 3.1.1 As set out above (in Chapter 1), this application has been submitted in outline with all matters reserved apart from access for the construction of up to 10,500sqm of employment floorspace (use class B2/B8) as an extension to the existing Horsepool Grange Industrial Estate.
- 3.1.2 The approval of the outline planning application would enable the scheme to be built-out in a number of ways, within established parameters, through subsequent Reserved Matter (s) approval. This will provide flexibility for development of the Site within the parameters established by the outline planning permission.

DEVELOPMENT PARAMETERS

- 3.1.3 As part of this application, key parameters have been identified to inform the assessment of the Proposed Development within this Planning Statement and the associated technical reports. The Concept Plan, prepared by Marrons, sets out a framework for the design of the scheme, having been refined through an iterative design process, which explored a range of options informed by the relevant technical considerations.
- 3.1.4 The development parameters relate to land-use and green infrastructure. These parameters are defined on the respective plans prepared by Marrons Urban Design and submitted as part of this planning application. The key parameters which have informed development of the scheme are set out below.

Subject	Parameter
Land Use	The proposal allows for up to 10,500sqm of commercial floorspace.
Building Heights	The maximum building heights will not exceed 12m ridge height.
Green & Blue Infrastructure	Whilst landscaping is reserved for later consideration, the Concept Plan shows broadly how a suitable landscape scheme come forward with generous planting proposed throughout.

Vehicular Access

Access is unreserved for detailed consideration through this planning application. A point of access for all users is proposed from the existing private access road to the wider site. The existing access to the public highway from Elliot's Lane is retained.

Active Travel

The Site is well integrated into the existing framework of the public routes, with pedestrian connections identified into the existing network.

DESIGN AND ACCESS

3.1.5 Given that the application is submitted in outline with matters of layout, landscape, appearance and scale reserved, the role of the Design and Access Statement is to principally provide a framework for appropriate place-making and identify key design principles to shape subsequent application for Reserved Matters Approval.

3.1.6 The accompanying Design and Access Statement identifies a number of key design principles which have informed the Concept Plan.

PROPOSED STRATEGIES

3.1.7 The Proposed Development incorporates a number of strategies. These are summarised below.

Drainage

3.1.8 The Surface Water Drainage Strategy has been developed and is submitted as part of the application. Attenuation is proposed via the use of a network of attenuation basins and attenuation tanks. The basin has been designed to attenuate surface water runoff for all storm events up to and including the 1 in 100-year plus 40% climate change storm event.

3.1.9 The provisional design for all basins is features which have a 1.3m storage depth, inclusive of a 300mm freeboard and all tanks have been designed with a 1m storage depth. The total restricted discharge rate for the proposed drainage scheme will not exceed the 1 in 2 year greenfield rate for the Site.

3.1.10 Full details of the proposed Drainage Strategy for the Site is set out within the Flood Risk Assessment and Drainage Strategy, prepared by ADC Infrastructure.

Landscape

3.1.11 The Proposed Development embeds high-quality landscaping at its heart and the overall strategy incorporates mitigation designed to soften, and where necessary, screen the proposed built form.

3.1.12 The application also includes a detailed planting strategy for the planting of trees off-site on areas of land in the vicinity of the Site under the applicant's ownership. Areas of land have been identified to accommodate an equivalent area of planting as was formerly on the site, plus 20% to meet the additional planting requirements in accordance with Policy 21 of the Core Strategy.

Biodiversity Net Gain

3.1.13 The Proposed Development would result in a net gain of hedgerow units on Site, but an overall net loss of habitat units. In order to ensure compliance with statutory biodiversity net gain (BNG) requirements, the applicant will offset the unit shortfall through purchase of off-site credits from a third-party provider or habitat delivery on other land under their ownership, to be determined at Reserved Matters stage.

Access and Movement

3.1.14 Access to the Site will be taken from the existing private road which serves the existing estate, which links to the public highway network at its junction with Elliot's Lane.

3.1.15 The existing access road is approximately 5.5m in width. In order to accommodate the intensification of use, this section of the road is to be widened to 7.3m to accord with the Leicestershire Highways Design Guide.

3.1.16 Dedicated pedestrian access will be provided in the northeastern corner of the Site. A short section of footway with an uncontrolled crossing point would be provided immediately west of the Cliffe Hall Lane/Elliots Land junction to allow pedestrians to cross to the existing footway along the northern side of the road.

4. PLANNING POLICY

INTRODUCTION

4.1.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) (“TCPA 1990”) sets out that, in dealing with proposals for planning permission, regard must be had to the provision of the Development Plan, so far as material to the application, and to any other material considerations.

4.1.2 Furthermore, section 38(6) of the Planning and Compulsory Purchase Act 2004 (“PCPA 2004”) states that, if regard is to be had to the development plan for the purpose of any determination, then that determination must be made in accordance with the plan unless any material considerations indicate otherwise. Taking these sections together, a decision-maker must therefore consider the development plan, identify any provisions within it which are relevant and then properly interpret them.

4.1.3 Discharging the section 38(6) duty has been the subject of much judicial consideration. In *R (oao Corbett) v Cornwall Council*¹, the Court of Appeal identified the following principles:

- That the section 38(6) duty can only be properly performed if the decision maker establishes whether or not the proposal accords with the development plan as a whole²;
- Development plan policies can pull in different directions; some may support the proposal, and others may weigh against it³;
- A decision maker is required to assess the proposal against potentially competing policies and then decide whether, in light of the whole plan, the proposal does, or does not, conflict with it⁴;
- That the exercise is not a mathematical or mechanical exercise. It is not a question of counting⁵; and
- The exercise calls for a series of judgements to be made, which may include determining the relative importance of the policy, the extent of any breach and how firmly the policy favours or sets its face against such a proposal⁶.

¹ [2020] EWCA Civ 508.

² Following the analysis in *BDW Trading Ltd v SSCLG* [2016] EWCA Civ 493.

³ *Ibid* [21].

⁴ *Edinburgh CC v SSFS* [1997] 1 WLR 1447 [1459D – F]

⁵ *Dignity Funerals Ltd v Breckland DC* [2017] EWHC 1492 (Admin) [68 – 70]

⁶ *R v Rochdale MBC, ex p. Milne* [2000] EWHC 650 [51].

4.1.4 The purpose of this Chapter is therefore to identify the relevant provisions within the development plan and to apply those provisions in the context of the Proposed Development.

4.1.5 The statutory Development Plan as far as it is related to the Site is as follows:

- Core Strategy DPD (December 2009)
- Site Allocations and Development Management Policies DPD (July 2016)

CORE STRATEGY DPD

4.1.6 Hinckley & Bosworth adopted its Core Strategy (“the CS”) in December 2009 and the document covers the plan period from 2006 to 2026. The CS sets out an overarching strategy and core policies to guide the future development of the borough up to 2026. The document outlines the broad locations proposed for housing development and other strategic needs such as employment, retail and transport development.

Policy 20: Green Infrastructure

4.1.7 Policy 20 of the CS seeks the implementation of Green Infrastructure in accordance with the key diagram, identified as a key priority for the Council. Strategic interventions are set out within the policy relating to sub-areas of the borough. The Site is located within the north-eastern zone. The most relevant assets local to the Site include the Ivanhoe Trail and Leicestershire Round recreation routes. The policy sets out that the Council will seek to link assets to these routes by additional access spurs from the main route.

4.1.8 The Proposed Development includes an indicative landscape masterplan and indicative landscape proposals.

Policy 21: National Forest

4.1.9 Policy 21 of the CS sets out that to support the implementation of the National Forest to the north-east of the borough, proposals that contribute to the delivery of the National Forest Strategy (increasing woodland cover; enhancing biodiversity; developing a new woodland economy for timber products and wood fuel energy; outdoor recreational and sports provision; and tourism developments, especially overnight quality accommodation linked to tourism in the Forest) will be supported provided that, inter alia, the siting and scale of the proposed development is appropriately related to its setting within the Forest; the development respects the character and appearance of the wider countryside; and the development does not adversely affect the existing facilities and working landscape of either the Forest or the wider countryside.

4.1.10 The Policy goes on to set out that developments will be required to reflect the Forest context in their accompanying landscape proposals and shall provide on-site or nearby landscaping that meets the National Forest development planting guidelines.

4.1.11 The application submission includes an off-site planting plan which identifies additional areas of land in the vicinity of the site to reprovide the quantum of planting formerly on site as well as the additional 20% planting required by the National Forest development planting guidelines. The strategy was discussed with the National Forest during the pre-application process ahead of the submission of this application and agreed to be appropriate. Subject to securing this via planning obligation, the Proposed Development would comply with Policy 21 of the CS.

Policy 22: Charnwood Forest

4.1.12 Policy 22 sets out that within Charnwood Forest, proposals will be supported that, inter alia, maintain the traditional working landscape of the forest, particularly those which involve rural diversification and sustainable tourism; retain local character and complement the local landscape; enhance woodland and habitat provision and connectivity.

4.1.13 The Proposed Development ensures that the traditional working landscape of the forest is maintain. It will not impact upon the local character and the implementation of a detailed landscaping strategy (which will be brought forward as part of Reserved Matters submissions) will ensure that the landscape is complemented and enhanced. The planting strategy will also ensure that woodland within the Forest is enhanced. These strategies will ensure full compliance with Policy 22.

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES DPD

4.1.14 The Council adopted the Site Allocations and Development Management Policies DPD (SADMP) in July 2016. The document allocates land to deliver the development requirements outlined in the CS such as housing, employment, recreation, green spaces, community uses and leisure uses. In addition, it also includes development management policies which apply across the borough and will be used in determining planning applications. Similarly to the CS, the SADMPD covers the plan period from 2006 to 2026.

Policy DM1 Presumption in Favour of Sustainable Development

4.1.15 Policy DM1 embeds within the SADMP the presumption in favour of sustainable development. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise, reflecting the presumption contained within the National Planning Policy Framework (NPPF).

Policy DM4 Safeguarding the Countryside and Settlement Separation

- 4.1.16 Policy DM4 sets out that in order to protect its intrinsic value, beauty, open character and landscape character, the countryside will first and foremost be safeguarded from unsustainable development. The policy sets out a series of circumstances in which development in the countryside will be considered sustainable, including where it significantly contributes to economic growth, job creation and/or diversification of rural businesses. The emphasis of Policy DM4 is to promote sustainable development proposals within the countryside and protect it from unsustainable proposals.
- 4.1.17 The planning application is supported by a Commercial Needs Assessment, conducted by Marrons. This assessment demonstrates the current need in the borough for the type of employment land being proposed, the growing demand for such use and the available supply. The assessment also identifies and quantifies the significant economic benefit that the Proposed Development would deliver, as well as its job creation benefits.
- 4.1.18 Taking these benefits into account, the Proposed Development would demonstrably achieve the aims of Policy DM4 in delivering a sustainable development in the countryside which will significantly contribute to economic growth and job creation.
- 4.1.19 Having satisfied the first part of Policy DM4, the development must also comply with the latter half of the Policy which states that development should not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; it does not undermine the physical and perceived separation and open character between settlements; it does not create or exacerbate ribbon development; and if within the National Forest, it contribute to the delivery of the National Forest Strategy in line with Core Strategy Policy 21.
- 4.1.20 Compliance with CS Policy 21 has been addressed above. In terms of the developments impact on the value, beauty, open and landscape character of the countryside and the separation between settlements, the planning application is supported by a Landscape and Visual Impact Assessment which has considered the proposals impacts on the surrounding landscape character.

Policy DM6 Enhancement of Biodiversity and Geological Interest

- 4.1.21 Policy DM6 sets out that development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long term management. Major developments in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats.
- 4.1.22 Since the adoption of the SADMP, mandatory biodiversity net gain (BNG) requirements have been introduced by the Environment Act 2021, requiring developers to deliver a BNG of 10%.

- 4.1.23 The planning application is supported by a Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain (BNG) Report, prepared by Brindle & Green.
- 4.1.24 The Site contains no designation for conservation interest and comprises of a single arable field of limited ecological value. Two statutory designated sit are located within 2km of the Site, these being the Cliffe Quarry SSSI and Billa Barra Holl Nature Reserve LNR. Given the nature of the proposals which are contained within the site boundary, impacts are unlikely.
- 4.1.25 The PEA has set out a series of recommendations for the Site to ensure that species are protected during site clearance, as well as to improve the biodiversity status of the Site post development. The proposals will ensure a BNG through the purchase of off-site credits through a third-party provider, or via delivery of habitats on land within the applicant's ownership, to be determined at Reserved Matters stage.
- 4.1.26 Overall, implementation of the recommendations, as well as the purchase of off-site BNG credit/off-site habitat delivery will ensure that the proposed development will be in compliance with Policy DM6.

Policy DM7 Preventing Pollution and Flooding

- 4.1.27 Policy DM7 states that adverse impacts from pollution and flooding will be prevented by ensuring that development proposals demonstrate that, inter alia, it will not adversely impact the water quality, ecological value or drainage function of water bodies in the borough; appropriate remediation of contaminated land in line with minimum national standards is undertaken; and the development doesn't create or exacerbate flooding by being located away from areas of flood risk unless adequately mitigated against.
- 4.1.28 In respect of contamination, a Phase I and II Site Investigation has been undertaken and is submitted as part of this application. This shows that the Site is not identified as being at risk of contamination, as such no remediation is necessary.
- 4.1.29 The Site is not located within an area identified as being at risk of fluvial or surface water flooding by the Environment Agency, other than a small area in the existing field drainage ditch network.
- 4.1.30 The application includes a Flood Risk Assessment and Drainage Strategy, prepared by ADC Infrastructure. This document outlines the proposed surface water drainage strategy which mitigate against the surface water flood risk, whilst ensuring that surface water runoff is attenuated for all storm events up to and including the 1 in 100-year plus 40% climate change flood event.
- 4.1.31 The development has been demonstrated to not be at risk from pollution or flooding sources; nor will it adversely impact other areas in respect of these matters. The inclusion of appropriate

SUDS provides suitable drainage solutions for the Site in line with local planning policy requirements. Overall, the proposal is in accordance with Policy DM7.

Policy DM8 Safeguarding Open Space, Sport and Recreational Facilities

4.1.32 Policy DM8 sets out that planning permission will not be granted for proposals resulting in the loss of land or buildings in recreational or sporting use and areas of open space, as identified in the most recent Open Space and Recreational Facilities, except in certain circumstances. The policy goes on to note that proposals which relate to Natural and Semi-Natural Open Spaces should also accord with Policy DM9.

4.1.33 The Site is designated as Natural and Semi-Natural Open Space within the adopted development plan. The loss of this land would therefore conflict with this policy in principle. Policy DM8 sets out that the loss will be acceptable where a replacement of an equivalent typology is provided in an appropriate location serving the local community.

4.1.34 Whilst the Site is identified as Natural and Semi-Natural Open Space, it is not somewhere that is publicly accessible. Indeed, the designation refers to the site as the Horsepool Grange Woodland. The contribution of the Site's designation is therefore limited to its visual amenity, derived from the former woodland on the Site. As noted above, the trees on site have now been felled under licence from the Forestry Commission. The conditions of this licence require the restocking of the land and planting in line with this condition was undertaken during the last planting season. The planted whips however subsequently failed and as such have been removed. The Site is therefore currently clear.

4.1.35 As referenced above, the Proposed Development includes a planting strategy which will see an equivalent area of land off-site planted, with an additional 20% planted in line with the requirements of the National Forest development management guidelines. The Proposed Development will therefore comply with the requirements of policy DM8 in addressing exception a) as to where the loss of such land would be acceptable.

Policy DM9 Safeguarding Natural and Semi-Natural Open Spaces

4.1.36 Policy DM9 sets out that all developments within or affecting Natural and Semi-Natural Open Spaces should seek to retain and enhance the accessibility of the space and its recreational value whilst ensuring the biodiversity and conservation value is also enhanced. Development within areas of Natural and Semi-Natural Open Space will only be considered appropriate where:

- a) The proposal relates to the enhancement of the area for recreational purposes and only where this does not lead to the loss or damage of the area's biodiversity value; or
- b) It relates to the enhancement of the area's biodiversity or conservation value; or

- c) It would promote the establishment and enhancement of pedestrian footpaths and cycle ways; or
- d) If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21; and
- e) If within a Green Wedge, it protects its role and function in line with Core Strategy policies 6 and 9.

4.1.37 In this instance, whilst the Proposed Development would be in conflict with the first element of the Policy, it would comply with the requirements of exception d) as outlined above. The Site is located within the National Forest and, as has been demonstrated above, will contribute to the delivery of the National Forest Strategy in line with CS Policy 21.

Policy DM10 Development and Design

4.1.38 Policy DM10 seeks to promote high quality design in developments and that they complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features. Development should also incorporate a high standard of landscaping where this would add to the quality of the design and siting.

4.1.39 The planning application is submitted in outline, with all matters reserved except for access. The Design and Access Statement (DAS) submitted as part of the application establishes a clear set of placemaking principles that will guide the detailed design of the scheme at Reserved Matters stage. These principles ensure that the development will create a high-quality, legible and functional development that is sensitive to its setting.

4.1.40 Whilst layout, appearance and materials are matters reserved for future consideration, the DAS sets out initial consideration for how the development can function and illustrates indicative principles.

4.1.41 Overall, the Proposed Development would be accompanied by a robust design framework that accords with the objectives of Policy DM10 insofar as is relevant to an outline planning application.

Policy DM11 Protecting and Enhancing the Historic Environment

4.1.42 Policy DM11 relates to the protection and conservation of both designated and non-designated heritage assets across the borough. As set out in the preceding sections of this report, there are no assets of any heritage significance on or in close proximity to the Site. As such, the Proposed Development would not result in any adverse impacts in this respect. No further, detailed assessment is required as to the development's impact on heritage assets taking account of this context.

Policy DM17 Highways and Transportation

- 4.1.43 Policy DM17 supports development that makes the best use of public transport, provides safe walking and cycling access to facilities and does not have an adverse impact upon highway safety. All proposals for new development should reflect the highway design standards that are set out within the most up to date guidance adopted by the relevant highways authority.
- 4.1.44 Access to the Site is submitted in detail, and will be taken via the existing private interna access road. This existing road meets the public highway at Elliot's Lane. This access accommodates existing highways movements to and from the Site, including HGVs. The proposed access road is 5.5m in width, and this is proposed to be widened to 7.3m in order to accord with the most up to date guidance, being the Leicestershire Highway Design Guide.
- 4.1.45 The Transport Statement considers the capacity of the existing junction's ability to accommodate the additional trips which the use of the land is expected to generate. This assessment concludes that the existing infrastructure would be suitable to accommodate the additional trips. The assessment also concludes that there are no observed capacity or safety issues at the junction, nor any road safety concerns in the local network. As such, it is conclude that the development can be safely accommodated.
- 4.1.46 The Transport Statement has considered opportunities for sustainable travel. As set out within the document, the Site will be connected to the existing pedestrian network in the vicinity by a dedicated pedestrian access in the northeastern corner of the Site.
- 4.1.47 Overall, the Proposed Development is considered to be in accordance with Policy DM17.

Policy DM18 Vehicle Parking Standards

- 4.1.48 Policy DM18 sets out that all proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, other modes of transport available and appropriate design.
- 4.1.49 Layout is a matter reserved for later, detailed consideration. Notwithstanding this, the illustrative layout has shown how sufficient car parking to meet the demands of the proposal could be accommodated on Site. The final site and car parking layout will be determined as part of the Reserved Matters which will be considered within the context of the relevant parking standards. At this stage, it can be confirmed that the development will comply with the requirements of Policy DM18 insofar as it relates to the submission of an outline planning application.

Policy DM20 Provision of Employment Sites

4.1.50 Policy DM20 sets out that the development of new employment sites for B1, B2 and B8 uses outside of allocated employment areas will be supported where they stand within settlement boundaries or on previously developed land. Proposals which stand outside the settlement boundary and on Greenfield sites will only be found acceptable where it is demonstrated that there are no suitable alternative sites identified sequentially in the following locations:

- a) Within settlement boundaries;
- b) On previously developed land;
- c) Adjacent to existing employment areas;
- d) Adjacent to settlement boundaries.

4.1.51 Whilst the supporting text to policy DM20 states that sufficient employment land is available in the borough to support the identified growth over the period of the Local Plan, this was based on evidence available at the time of preparation. The context and landscape of available employment land will have changed given that the time which has elapsed. Up to date market evidence on supply, demand and need has been considered as part of the Commercial Needs Assessment which has been prepared as part of the submission.

4.1.52 The Commercial Need Assessment shows that demand is high in this location due to the strategic location within the Logistics Golden Triangle and that it outstrips supply. The borough exhibits strong, sector-specific demand for employment land which is high, with vacancies low. There are also quality concerns with the existing stock in the borough which is mostly comprised of older stock. The evidence shows that there is limited industrial supply across the local market.

4.1.53 This assessment assesses demand and supply both nationally and locally, demonstrating that there is a need to find additional Sites to meet the demand. The ongoing delays in plan making in the borough with policies that are developed to address the shortfall in supply of such sites are placing further strain on delivery, resulting in an exacerbation of the availability of employment land.

4.1.54 Whilst the Site is located outside of the settlement boundary and the land is not previously developed, it is located adjacent to the existing Horsepool Grange Industrial site. The Site is not within the Green Belt and is relatively free from constraint. It is a logical extension to an existing employment Site in a suitable and high-demand location within the golden triangle.

4.1.55 The development of the Site to deliver additional, high-quality commercial floorspace, taking account of the characteristics of the Site and the current supply position, should be supportable in line with policy DM20.

5. MATERIAL CONSIDERATIONS

THE NATIONAL PLANNING POLICY FRAMEWORK (NPPF) (DECEMBER 2024)

- 5.1.1 The National Planning Policy Framework (“the Framework”, “the NPPF”) does not change the statutory framework or displace the primacy of the development plan; rather, it is a material consideration for the purposes of section 70(2) of the TCPA and section 38(6) of the PCPA 2004. The Framework represents up-to-date Government policy⁷ and is, therefore, an important material consideration that must be taken into account where it is relevant to a planning application.
- 5.1.2 Paragraph 7 of the Framework is clear that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 sets out that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent, and which must be pursued in mutually supportive ways: an economic objective, a social objective and an environmental objective.
- 5.1.3 The economic objective within paragraph 8 seeks “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”.
- 5.1.4 Paragraph 39 of the NPPF sets out that in decision-making, local planning authorities should approach decisions on proposed development in a positive and creative way, using the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. The NPPF advises that decision-makers at every level should seek to approve applications for sustainable development where possible.
- 5.1.5 Section 6 of the NPPF, “Building a strong, competitive economy”, sets out that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local needs and wider opportunities for development.
- 5.1.6 Paragraph 87 sets out the planning policies and decisions should 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 that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation.

⁷ Planning Practice Guidance, Paragraph 006 Reference ID: 21b-006-20190315.

5.1.7 The NPPF is clear in its support for sustainable development in the correct locations which deliver economic growth and support the objectives of paragraph 8. The proposed development will deliver such benefits, as evidenced through the Commercial Needs Assessment submitted as part of the application.

NATIONAL PLANNING POLICY FRAMEWORK CONSULTATION (2025)

5.1.8 The latest version of the NPPF (as discussed above) was adopted in December 2024. In December 2025, the Government launched consultation on an updated version of the NPPF, which runs until March 2026. The consultation forms part of the Government's wider agenda to support economic growth, modernise plan-making and ensure that the planning system better reflects the needs of a modern, infrastructure dependent economy. The changes underpin a number of policy reforms that are designed to, inter alia, facilitate growth-supporting commercial development.

5.1.9 A key aspect of the proposed reforms is the clearer national recognition of freight, logistics and industrial uses as essential components of economic activity. The draft changes to the NPPF explicitly acknowledge the role of storage, distribution and freight infrastructure in supporting local, regional and national supply chains. This represents a shift towards treating logistics as a core element of economic infrastructure and strengthens the policy context for supporting such development where sites are suitably located and designed.

5.1.10 The consultation situates logistics alongside other strategic industrial uses such as data centres, gigafactories and laboratories within an economic chapter of the NPPF. Although these uses differ in their function, they share common characteristics in terms of scale, infrastructure requirements and reliance on efficient supply chains. This grouping signals a broader policy intent to support modern, large-scale employment uses that are critical to national productivity and competitiveness.

5.1.11 Whilst the proposed reforms do not introduce logistics specific infrastructure policy, they sit within a wider programme aimed at streamlining planning processes for major development and infrastructure. Improvements to transport connectivity, freight networks and strategic infrastructure are recognised as underpinning economic growth, with indirect benefits for industrial and logistics development through faster decision-making and improved access to key markets.

5.1.12 The consultation also invites views on whether additional or tailored support should be provided for sectors such as warehousing and logistics. This reflects an understanding that logistics has particular locational and operational requirements, and that clearer national policy could provide a greater certainty for both plan-making and development management, helping to attract investment and support delivery.

5.1.13 Whilst the December 2025 consultation document is not yet adopted it demonstrates the Government's strategic approach, objectives and growth agenda. The consultation represents a positive and supportive shift in national planning policy for the industrial and logistics sector. The proposed reforms strengthen recognition of logistics as essential economic infrastructure, increase expectations for proactive land provision, and introduce greater flexibility in land use policy. Collectively, these changes are intended to improve the alignment between planning policy and the practical needs of modern and supply chain operations.

EMERGING PLANNING POLICY

Hinckley and Bosworth Local Plan 2020-2039

5.1.14 The Council are currently in the process of preparing a new Local Plan which will set out land allocations and planning policies for the period of 2024 to 2045. The Council recently undertook a Regulation 18 Consultation on their draft Local Plan over the course of October and November 2025.

5.1.15 The latest Local Development Scheme (LDS) published by the authority identifies that a further consultation will be undertaken in March-April 2026 (Regulation 19) ahead of a submission to the Secretary of State (Regulation 22) in November 2026. The Council are targeting an adoption of the Plan in early 2027.

5.1.16 The Council previously conducted regulation 18 and 19 consultations on draft Local Plan in 2021 and 2022, as well as further regulation 18 consultation in July-September 2024. The plan making process has however been delayed by the Council, with new national requirements and policy changes cited as reasoning for not yet submitting a plan for examination.

5.1.17 Representations to the Regulation 18 consultation were submitted by the applicant in September 2024 and most recently in November 2025. Within these representations, comments were specifically made in respect of policies NEW02 and NEW04. The Site has also been submitted through the call for sites undertaken by the Council during the summer 2025 consultation. At this stage, no assessment evidence has been published which is expected to form part of the next phase of consultation.

Bagworth, Thornton & Stanton-under-Bardon Neighbourhood Plan

5.1.18 The Site is located within the designated neighbourhood area of Bagworth, Thornton & Standon-under-Bardon, for which a Neighbourhood Plan is actively progressing. The Neighbourhood Plan was submitted for independent examination in January 2025 and the Council accepted the submission on 14th February 2025.

5.1.19 Following the submission of the Plan, a Regulation 16 consultation was held between March and April 2025. Subsequently, the examination of the Plan (Regulation 17) commenced in

September 2025. The appointed inspector published a Directions Note on 7th January 2026 which set out a series of questions relating to the housing sites identified in Plan. Comments in response to these questions are invited until 28th January 2026.

5.1.20 The draft Neighbourhood Plan includes a policy (BE2) which supports new business and employment development in principle. The policy states that new development will be required to:

- a) Fall within the settlement boundary, or the Bardon Hill Industrial Estate unless it relates to small scale leisure or tourism activities, or other forms of commercial/employment relates development appropriate to a countryside location or there are exceptional circumstances;
- b) Where possible, development should be sited in existing buildings or on areas of previously developed land;
- c) Be of a size and scale not adversely affecting the character, infrastructure and environment of the village itself and the Neighbourhood Plan area, including the countryside; and
- d) Not involve the loss of dwellings.

5.1.21 The Site does not fall within the settlement boundary or the Bardon Hill Industrial Estate however, for the reasons which have been set out in detail in respect of adopted planning policy DM20, it is considered to be a form of commercial/employment development which is appropriate for the countryside location.

5.1.22 The Proposals comprise the development of land adjacent to an existing employment site in a location where there is demonstrable high demand. Whilst the application is submitted in outline at this stage, the parameters which have been set out ensure that it is not a development which would adversely affect the character, infrastructure and environment of the village itself and the Neighbourhood Plan area. It would not involve the loss of any dwellings.

Relative weight to emerging plans

5.1.23 Paragraph 49 of the NPPF sets out that local planning authorities may give weight to relevant policies in emerging plans according to the stage of preparation; the extent to which there are unresolved objections; and the degree of consistency with the Framework.

5.1.24 At this stage and taking account of the principles of paragraph 49 of the NPPF, the emerging plans referenced above are considered to hold limited weight and the application will be required to be determined in accordance with the adopted policies, discussed and addressed in the preceding section of this report.

6. PLANNING BALANCE

PRINCIPLE AND LOCATION OF DEVELOPMENT

- 6.1.1 The Site is on land designated as countryside, however is adjacent to an existing employment site. Policy DM4 seeks to safeguard the countryside from unsustainable development.
- 6.1.2 For the reasons set out above, the Proposed Development is a form of development which would be sustainable in the countryside given its significant contribution to economic growth and job creation, evidenced within the Commercial Needs Assessment submitted as part of the application.
- 6.1.3 Taking this into account, the principle of development in this location is in compliance with policy DM4.
- 6.1.4 The Site is currently designated as Natural and Semi-Natural Open Space and development would result in the loss of this land. In principle therefore, the development would be in conflict with Policy DM8. In order to overcome this, and also in order to comply with National Forest development requirements, the applicant is committed to providing an equivalent area of land (plus an addition 20%) in the vicinity of the site as a replacement for the loss of the Site. By doing so, the proposal would comply with exception (a) outlined within policy DM8.
- 6.1.5 In addition, the proposal for off-site planting would also ensure that part (d) of policy DM9 would be complied with, which outlines development within areas of Natural and Semi-Natural Open Space which would be acceptable.
- 6.1.6 Policy DM20 sets out that development outside of the settlement boundary will only be found acceptable where it is demonstrated that there are no suitable alternative sites, identified sequentially. The Site is located adjacent to an existing employment site and would therefore be sequentially the third most suitable location.
- 6.1.7 The documentation submitted as part of the application demonstrates evidence of the current lack of suitable supply of commercial/employment sites in the district and wider sub-area. The assessment also shows the suitability of, and the demand in, this particular strategic location within the Logistics Golden Triangle.
- 6.1.8 Taking the demonstrable evidence into account, the need for such type and form of development in this location is considered to be justified. As such, it is considered compliant with policy DM20 in this respect.
- 6.1.9 The evidence provided as part of the application has robustly demonstrated why the development is needed in this location and the significant economic growth/job creation benefits

that it would deliver. The benefits of the proposal are considered to be of significant material weight in the planning balance.

LANDSCAPE, VISUAL IMPACTS, DESIGN AND LAYOUT

- 6.1.10 Policy DM4 state that development in the countryside will be considered sustainable where it does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and it does not undermine the physical and perceived separation and open character between settlements; and it does not create or exacerbate ribbon development.
- 6.1.11 Policy DM10 seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features and the use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the areas generally and incorporates a high standard of landscaping.
- 6.1.12 The Site is located within the Charnwood National Character Area 73 (NCA73) and within the Charnwood Fringe Settled Forest Hills Landscape Character Area in the HBBC Landscape Character Assessment. The Proposed Development would not impact upon the key characteristics of these landscape areas and no important landscape features would be lost as a result of the development.
- 6.1.13 The LVIA submitted as part of the application finds that the site is visually contained and whilst the proposal would lead to the erection of commercial units where currently there are none, it would be viewed within the context of the exiting Horsepool Grange site which already form part of the landscape. The Site itself is more visually contained than the existing Horsepool Grange site due to its setting and the surrounding vegetation. The developments impact will be further mitigated through the introduction of a robust framework for green infrastructure which will provide further screening as they establish and mature.
- 6.1.14 As a result of these measures, the development of the Site would not result in conflict with policy DM4 or DM10 in respect of landscape and visual impacts.
- 6.1.15 In terms of design and layout, the planning application is submitted in outline with all matters reserved save for access. Accordingly, landscape details, scale, appearance and layout are all reserved for later consideration. That said, the submitted Design and Access Statement has identified a robust framework for place-making based on a consistent set of design principles, which have been informed by an appraisal of the area's key characteristics.
- 6.1.16 Given the above, the Proposed Development would comply with Policy DM4 and DM10, as well as the NPPF's provisions regarding the need to secure good design through development.

NATIONAL FOREST CONSIDERATIONS

6.1.17 Policy 21 of the Core Strategy makes reference to the National Forest Development Planting Guidelines. These set out the requirement for 20% of the site area should be provided as dedicated National Forest planting. In order to comply with these requirements, an area off site in the vicinity has been identified to provide the required area, as well as the replanting requirements of the site itself.

6.1.18 The proposed planting strategy was discussed with the National Forest ahead of the submission of the application and it was agreed to be a suitable solution to meet the planning obligations. Subject to the off-site planting being secured through planning obligation, the proposed development would comply with Policy 21 and the National Forest Development Planting Guidelines.

ACCESS AND HIGHWAY SAFETY

6.1.19 Policy DM17 and DM18 of the SADMP concern themselves with transport impacts of development, including parking.

6.1.20 The Transport Statement submitted as part of the application considers the proposed impacts of the scheme and the capacity of the local highway network to accommodate the additional movements generated by the scheme. The assessment concludes that there is no observed capacity or safety issues on the local highway network. No mitigation is therefore required.

6.1.21 The Site would utilise the existing access to the Horsepool Grange site from the public highway from Elliot's Lane. This access will be widened and improved to meet current standards, as outlined within the Leicestershire Highways Design Guide.

6.1.22 The planning application also includes a Framework Travel Plan which identifies measures to promote sustainable travel to the Site. The requirement for a full Travel Plan can be secured by condition, as required.

6.1.23 The scheme would not result in an adverse impact on the local highway network and the additional movements generated can be safely accommodated. The Proposed Development is therefore in compliance with the SADMP in respect of transport, access and highways.

ECOLOGY

6.1.24 Policy DM6 of the SADMP requires development proposals to demonstrate how they conserve and enhance features of nature conservation. National BNG requirements also apply to the development.

6.1.25 The submitted PEA identifies recommendations to conserve and enhance those features of nature conservation which exist on Site and protect habitats. In addition, the development will ensure compliance with statutory BNG requirements through the purchase of off-site credits, or via habitat delivery on land within the applicant's ownership to be determined at Reserved Matters Stage.

6.1.26 Subject to adherence to the recommendations of the PEA and the off-site BNG credit purchase/off-site delivery (both of which can be secured via planning obligations as required), the development will comply with adopted planning policy in this respect.

DRAINAGE AND FLOOD RISK

6.1.27 Policy DM7 of the SADMP relates to flood risk mitigation and ensure that development would not create or exacerbate flooding in the local area.

6.1.28 The submission includes a Flood Risk Assessment and Drainage Strategy. This document shows that the Site is not at any risk of flooding from fluvial, sewer or groundwater sources. The Site is wholly within Flood Zone and there are no established sources of flood risk.

6.1.29 A surface water drainage strategy has been considered, and the calculation of the anticipated discharge rates and attenuation volumes has been carried out. Attenuation is proposed via the use of a network of attenuation basins and tanks. The basin has been designed to attenuate surface water runoff from all storm events up to and including the 1 in 100-year plus 40% climate change storm event.

6.1.30 In light of the above, the development will be in compliance with Policy DM7 of the SADMP.

7. CONCLUSION

- 7.1.1 On behalf of Paul Milner, Marrons are instructed to submit an Outline Planning application with all matters reserved apart from access as it relates to the development of Land Adjacent to Horsepool Grange Industrial Estate, Elliot's Lane, Stanton under Bardon. The application proposes development of the land to provide up to 10,500sqm of new employment floorspace (use class B2/B8).
- 7.1.2 Compliance with the Development Plan has been considered and demonstrated above, subject to matters being secured by planning obligation (as necessary) in relation to ecology, flood risk and drainage management and National Forest planting, inter alia.
- 7.1.3 The scheme has been demonstrated to deliver significant economic benefits as well as addressing a commercial need.



Waterfront House, Waterfront Plaza, 35 Station Street, Nottingham
NG2 3DQ

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