



## Planning and Design and Access Statement

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Proposed steel fabrication workshop at Brascote Lane, Cadeby

Revision 0 – November 2023

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## 1.0 Introduction

### FP McCann

- 1.1 FP McCann Ltd is the UK's market leader in the manufacture and supply of precast concrete products. The company offers a wide range of products including drainage components, shaft and tunnel segments, fencing and walling products, cable ducting, railway components, flooring systems, precast room solutions and bespoke items. The company has been awarded a wide range of accreditations including Environmental Management System to ISO 14001 and Quality Assurance Scheme to ISO 9001. FP McCann currently employs approximately 1,600 staff across six business divisions. The precast concrete division operates from 12 no. production depots which are spread across the UK.
- 1.2 The Company acquired the Cadeby factory from Jackson Precast Ltd in 2009. At that time, the operation was lacking in investment but since then, FP McCann has invested heavily in the existing Cadeby facility, replacing obsolete plant and machinery, introducing more technology and up-to-date working practices and increasing both the efficiency and output of the factory which produces specialised concrete products. Currently, the facility employs more than 150 personnel.
- 1.3 The current planning application seeks to further improve the existing facility by providing a standalone steel fabrication building. This building will be used to manufacture steel links and other reinforcement components which are used in the manufacture of precast concrete products. This will allow the use of modern, automated machinery which will reduce material waste and improve the overall efficiency of the fabrication process. This will significantly reduce the use of hand tools such as angle grinders and other cutting equipment which are used within the existing processes on site.
- 1.4 The proposed development will use a hard-surfaced area of the site which is currently used for the storage of products and raw materials. This area is under-used at present and ample alternative storage space existing elsewhere on the site.

## 2.0 The Proposals

- 2.1 The proposed development is located within the existing operational site which already benefits from planning permission for Class B2 industrial uses. The Development Plan identifies the site as an established Category 'B' employment site. The current application comprises of the following elements:-
- A standard steel frame industrial building measuring approximately 60m long x 15m wide and an overall height (at its highest point) of 7.8m.
  - The proposal will rely upon the existing vegetation and earth embankment which forms the southern boundary of the site. All boundary features shall be retained, unaltered as a result of the proposed development.
  - As the proposal is situated within the existing operational area and it has already been developed as a level, hard-surfaced storage area, significant ground works are not envisaged.
- 2.3 The proposed development will not require additional staff, nor will it result in any additional traffic movements for materials in/out of the site. Access is proposed via the existing internal access roads and the upgraded access point as approved through 22/00420/FUL.
- 2.4 The only additional traffic which will be generated with result from the delivery of construction materials, to enable the proposed development to be implemented. It is estimated that this will account for no more than 20 HGV movements in total over a 2 month period. This temporary increase is not considered to be significant in the context of existing HGV movements to and from the operational site and the majority of these delivery movements have already been completed. On this basis, we submit that more detailed analysis of these traffic movements is not necessary.
- 2.5 A minimal amount of external lighting is proposed above doorways of the building. These lights will be directed downwards, into the site and toward the existing factory. These lights will not result in any light spillage beyond the site boundaries.
- 2.5 The proposed development is located entirely within an area which has already been developed for B2 Industrial uses. The development site is hard surfaced and does not contain any features of ecological importance.
- 2.6 Drainage at the development site is already provided by an existing drainage system which captures rainfall and surface water. The proposals include rainwater drainage connections from the proposed structures to this existing infrastructure. The proposed development will not result in any increase in surface water volumes, nor will it restrict surface water flows. The proposed development will not affect the flood plain or exacerbate flood risk. As the development site has already been considered and allocated for employment uses in the Local Plan, further consideration of flood risk and site drainage is not considered necessary

2.7 In addition to this Planning and Design and Access Statement, the application is supported by and should be read in conjunction with, the following information:

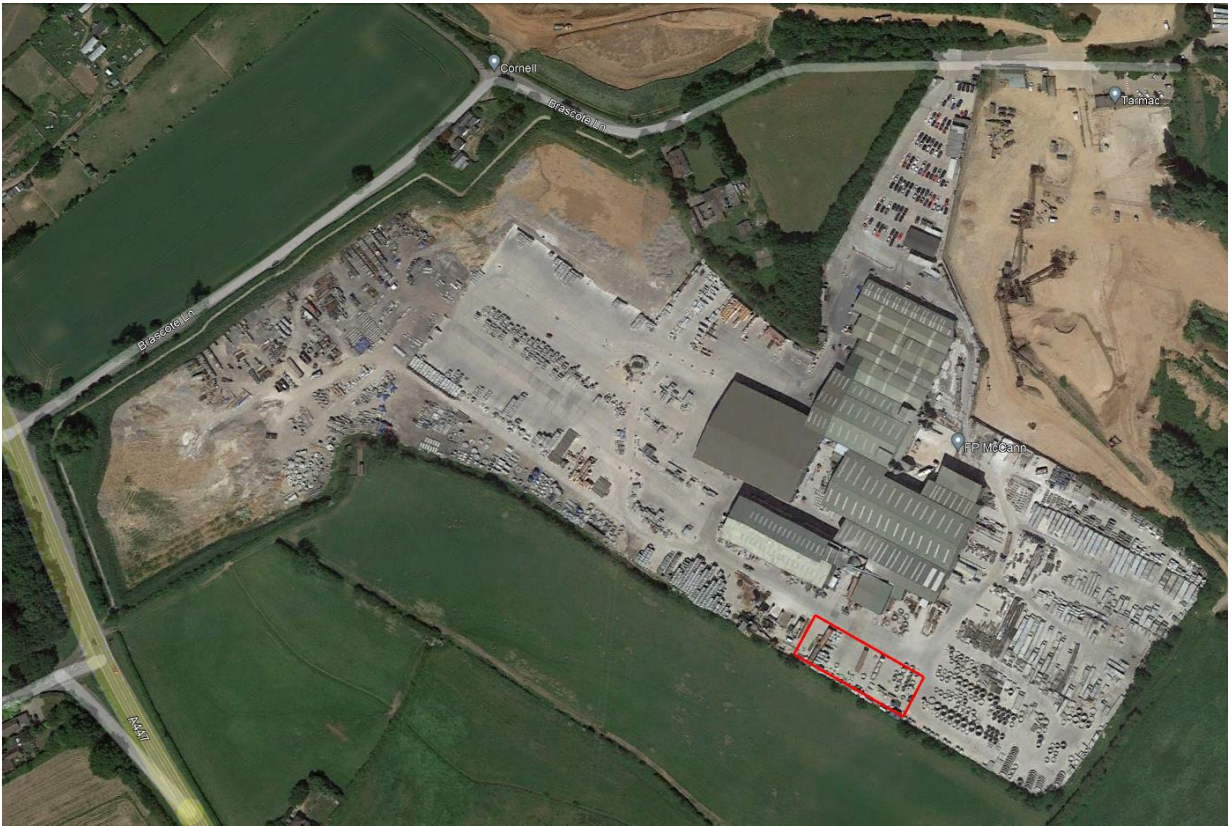
- Location Plan (PD-01)
- Proposed Site Layout (PD-02)
- Plans and Elevations (PD-03)
- Noise Impact Assessment by Hoare Lea dated 01/11/2023

### 3.0 The Site and its Surroundings

3.1 The site is located to the east of the A447 Hinckley Road. The setting of the application site is predominantly rural. Cadeby village lies approximately 500m to the west of the development site and there are a number of isolated dwellings along Brascote Lane and throughout the wider site setting. The existing industrial complex (including the area approved for development through 22/00420/FUL comprises approximately 23 hectares. Beyond the FP McCann site to the east is mixed use industrial site at Naneby Hall Farm. To the north is a large scale solar farm and to the west is a commercial stables. Remnants of historical sand and gravel extraction are also evident in this wider area although these areas are currently being restored.



Figure 1 - Site Location Overview



*Figure 2 – Google Earth Image showing red line*

- 3.2 A number of Public Rights of Way are located across the wider setting of the site, including Footpath S66 which runs parallel to Brascote Lane to link Bridleway S25 with the Hinckley Road (A447). Bridleway S25 intersects the application site itself. Footpath S16 runs through agricultural land, parallel to the northern boundary of the site.
- 3.3 There are no Listed Buildings within 500m of the proposed development site and there are no nature conversation designations within 300m of the application boundary.
- 3.4 Access to the existing site comes via an existing purpose-built entrance off Brascote Lane. Further improvements to this access point have recently been approved through permission 22/00420/FUL. This entrance will accommodate all traffic movements to/from the existing industrial site. Whilst the existing entrance is constructed to an acceptable standard, these approved upgrades will result in further benefits for traffic entering/exiting the site. Notably, the proposed development will not create any additional traffic movements.

## 4.0 Planning Policy Context

### Planning Policy Considerations

- 4.1 The Planning and Compulsory Purchase Act 2004 states that determination must be made in accordance with the development plan unless material considerations indicate otherwise. This is further stated at Paragraph 2 of the National Planning Policy Framework (NPPF), along with a general presumption in favour of sustainable development. In this case, the relevant development plan is the adopted Hinckley & Bosworth Local Plan 2006-2026.
- 4.2 In the first instance, the proposal must be tested to ensure that it accords with the development plan. Subsequently, it is then necessary to assess the proposal against all other relevant material considerations such as the emerging development plan and national policy and guidance.
- 4.3 This section of the Design & Access Statement focuses on these key planning policy considerations and on the wider benefits of the scheme to allow a reasoned and balanced judgement to be made by the Planning Authority.

### The Development Plan

- 4.4 The development plan covering the application site consists of the adopted Core Strategy (2009) and the adopted Site Allocations and Development Management Policies Development Plan Document (2016)
  - Hinckley and Bosworth Core Strategy (2009); and
  - Hinckley and Bosworth Site Allocations and Development Management Policies DPD (2016); and
- 4.5 Hinckley and Bosworth are also in the process of reviewing their Local Plan, which will see the Core Strategy and the Site Allocations and Development Management Policies DPD replaced by a single document – Hinckley and Bosworth Local Plan 2020-2039.
- 4.6 The main points of relevance are considered to be as follows:

#### *Hinckley and Bosworth Core Strategy (2009)*

- 4.7 The Hinckley and Bosworth Core Strategy sets the overarching strategy and core policies for the Borough up to 2026. The Core Strategy does not identify the development site as being part of any built-up area and it is therefore classified as ‘countryside for the purposes of this appraisal. The document does not contain any specific policy relating to employment or to development in countryside locations. However, the Core Strategy does set out a number of spatial objectives which seek to strengthen and diversify the economy .
- 4.8 Spatial Objective 1 of The Core Strategy seeks to “strengthen and diversify the economy by providing sufficient, sustainably located, good quality land and premises and other support programmes, including skills training, to encourage appropriate sectors with growth potential including high value manufacturing businesses, business services, tourism, rural diversification initiatives and the cultural and creative industries...” In this regard, the proposed development site is located within an established high-value industrial manufacturing complex.

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

- 4.9 The Site Allocations and Development Management Policies Development Plan Document (SADMP) was adopted in July 2016 and aims to allocate land to deliver the development requirements outlined in the Core Strategy.

4.10 As the application site is located in the countryside Policy DM4 is also applicable. DM4 seeks to protect the intrinsic value, beauty, and landscape character of the countryside from unsustainable development. This policy also states that development in the countryside will be considered to be sustainable where:-

- It involves the change of use, re-use or extension of existing buildings which will lead to an enhancement of the immediate setting; or
- It significantly contributes to economic growth and job creation subject to there being no significant adverse impact on the character and appearance of the countryside.

In this case, the proposed development will enhance the productivity of an established business without any tangible impact on the appearance of the countryside and without the need for any expansion of the existing industrial footprint. We would highlight that public views of the development site are extremely limited and any potential views of the proposal would be captured in the context of the existing industrial complex.

#### Policy DM1: Presumption in Favour of Sustainable Development

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

- (a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- (b) Specific policies in that Framework indicate that development should be restricted.

#### Policy DM3: Infrastructure and Delivery

4.12 The Policy states that where development creates the need for additional/improved infrastructure, developers are expected to make such provision directly or indirectly via funding mechanisms. In this case, the proposed development will not result in any need for additional/improved infrastructure as it will reduce existing traffic movements to/from the site. The as part of the proposal, the development will also connect to existing drainage infrastructure without any need for upgrades.

#### Policy DM7: Preventing Pollution and Flooding

4.13 Policy DM7 requires development proposals to demonstrate no adverse impacts on water quality, ecological value or the drainage function of water bodies along with demonstrating other acceptable impacts on air quality, land stability, and amenity. The proposed facility does not require a water supply and will not result in any adverse impact on water quality. As stated above, the proposal will connect to existing surface water drainage infrastructure. It will not result in any increased surface water runoff and will not affect the function of water bodies.

#### Policy DM10: Development and Design

4.14 Policy DM10 aims to protect the privacy and amenity of neighbouring residents and adjacent buildings, as well as aiming to ensure that the design of development respects the local area and incorporates a high standard of landscaping. In compliance with this policy, the proposal has been sited to utilise existing vegetation and landscaping features, ensuring visual integration and minimising any potential impact.

#### Policy DM17: Highways and Transportation

4.15 Policy DM17 states that proposals will be supported where they:-

- (a) Seek to make the best use of existing public transport services, and where appropriate, provide opportunities for improving and sustaining the viability of those services;
- (b) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;
- (c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;
- (d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;
- (e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

Aside from the temporary traffic movements which will be generated as a result of construction activities, the proposed development will not generate any additional traffic movements to/from the site.

Policy DM18: Vehicle Parking Standards

4.16 The Policy states:-

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

The proposed development will not result in any additional employee/visitor trips to the site. As such, the proposal relies on the existing parking provisions with the wider industrial site and this includes existing disabled parking provisions.

Policy DM19: Existing Employment Sites

4.17 Policy DM19 of the adopted SADMP identifies the application site as a fit for purpose Category ‘B’ employment site. For Category ‘B’ sites, whilst alternative uses may be considered appropriate in some cases, an existing employment use should be retained if possible. The current proposal seeks to retain and enhance the existing employment use of the site and therefore complies with the requirements of this policy.

## Material Planning Considerations

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

- The National Planning Policy Framework 2021; and,
- Hinckley and Bosworth Local Plan 2020-2039 – Draft Plan (Reg 19) February 2022;

### *National Planning Policy Framework*

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

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

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

4.21 At the core of the NPPF is a presumption in favour of sustainable development, to be translated as follows into the decision making process:-

- approving development proposals that accord with an up-to-date development plan without delay; and
- where there are no relevant development policies, or the policies which are most important for determining the application are out of date, granting permission unless:

The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ○ any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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

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

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

4.22 The emerging Local Plan Review will eventually form the sole development plan document in Hinckley and Bosworth, replacing the existing framework of documents. The Local Plan Review aims to guide the type, amount and location of development across the Borough up to 2039. The Local Plan Review is currently being prepared; with the latest iteration of the emerging plan the ‘Draft Plan’ consultation paper published in February 2022. Within this stage of the emerging plan there are draft policies to consider. Below is a summary of draft policies pertinent to the proposals.

#### **SS01 Sustainable Development**

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

#### **CC01 Mitigation and Adaptation to Climate Change**

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

#### **CC02 Flood Risk**

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

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

#### **CC03 Sustainable Drainage Systems**

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

#### **PMD01 High Quality Design**

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

#### **PMD03 Preventing Pollution**

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

#### **EPP02 New Employment Development**

- Proposals for new development will be supported within existing employment areas, as identified in the most up to date Employment Land and Premises Study and within designated Enterprise Zones. Employment development will also be acceptable if suitably located next to existing employment areas.
- The policies provide a list of considerations that proposals must demonstrate.

#### **EP03 Existing Employment Areas**

- Proposals for the development of employment uses within existing employment areas will be supported where they accord with other policies of the Local Plan. The most recent Employment Land and Premises Study has categorised the employment land in to Category A, B and C. The Employment Land and Premises Study recommended the application site to be Category B.
- Category B areas are to retain employment use where possible. Non employment development within these areas must demonstrate they meet listed criteria within the plan policy.

#### **HE01 Conserving and Enhancing the Historic Environment**

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

#### **HE02 Heritage Assets**

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

#### **NAT01 Green Infrastructure**

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

#### **NAT03 Trees, Hedgerows, Woodlands and Development**

- Planning permission will not normally be permitted where the proposals adversely affects trees, woodlands and hedgerows which are: TPO, Ancient Woodland, Veteran Tree or within a site of nature conservation importance which has statutory protection.
- Development proposals will be supported which provide tree planting on-site. Where there is unavoidable tree loss on site, replacement trees will be required to be planted on site where appropriate.

#### **NAT07 Protecting Biodiversity**

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

#### **NAT08 Enhancing Biodiversity and habitat connectivity**

- Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for long-term future management. All development should provide a net gain in biodiversity where possible, and as a minimum there should be no net loss in biodiversity.
- Major developments in particular must include measures to deliver biodiversity gain through opportunities to: restore and enhance existing features on site, create additional habitats and ecological networks, and linking of existing habitats to create links between ecological networks and where possible, with adjoining features. If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.

#### **NAT09 Development in the Countryside and Settlement Separation**

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

#### **NAT10 Landscape Character**

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

#### **HT01 Highways and Transportation**

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

#### **HT02 Parking Standards**

- All proposals for new development will be required to provide an appropriate level of parking provision in conformity with the prevailing highways authority design guidance, justified by an assessment of the site location, type of housing, other modes of transport available (e.g. public transport and cycle provision) and appropriate design. Any development will be expected to provide disabled parking provision.
- On site cycle parking should be provided however where it is demonstrated that the minimum on-site provision to meet the standards set out in the highways authority design guidance is not feasible, a financial contribution will be required towards public facilities.

#### **INF01 Infrastructure and Delivery**

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

## 5.0 Key Planning Policy Considerations and Conclusions

- 5.1 In summary, the proposal represents improvements to the existing industrial operations on site. The proposed development will not result in an expansion of the existing operational footprint, nor will it result in any intensification of the existing activities on site. Instead, the proposed development will provide a specific, enclosed area for the fabrication of steelwork at the site. This will negate the current operational requirement to transport these items to the site from multiple third party suppliers
- 5.2 The visual impact of the proposed development will not be significant in the context of the existing industrial structures on site and all activities within the proposed building will be adequately screened from all nearby residential properties and public viewpoints.
- 5.2 As demonstrated by section 4, the proposed development fully accords with the policies of the Local Plan as it will facilitate the continued success of an established employment use on lands which have been allocated for this purpose. Most importantly, the proposed development site sits entirely within the existing operational footprint, on lands which have already been developed for Class B2 uses and specifically, for the manufacture of precast concrete products.
- 5.3 The development will not generate new employment but it will support the established industrial enterprise, in accordance with the strategic objectives set out in the Local Plan and the priorities within the NPPF, which seek to support economic growth, innovation and productivity through sustainable development.
- 5.4 The Local Plan recognizes the development site as an established location for employment and industry. The proposals will not only benefit these existing operations but will also have a negligible impact on residential amenity in the surrounding area. As the proposed site has already been developed and is in use for industrial purposes, the proposal will not result in any adverse impacts on ecology, drainage, flood risk or any other aspects of acknowledged importance. It is therefore suggested that the development complies with the relevant policies of the Local Plan.
- 5.5 In these circumstances, it is hoped that having regard to the Planning Balance, the application will be favourably received and subsequently approved, subject to reasonable conditions that will not unduly restrict the operation of the site, to be agreed in due course.