

Planning Committee 7 October 2025
Report of the Assistant Director Planning and Regeneration

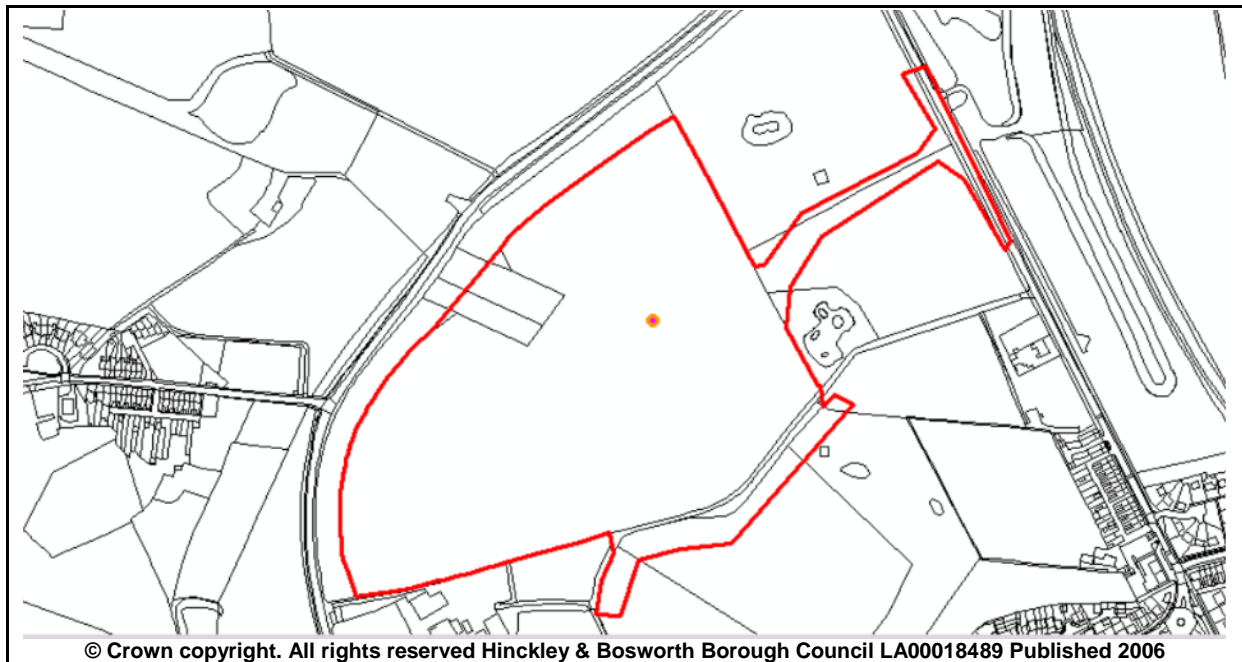
Planning Ref: 25/00523/FUL
Applicant: Barberry Bardon Limited
Ward: Ratby Bagworth and Thornton



Hinckley & Bosworth
Borough Council

Site: Wiggs Farm, Wood Road, Nailstone, Coalville

Proposal: The erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, gatehouse, associated infrastructure, and landscaping



1. Recommendations

1.1. Grant planning permission subject to:

- The completion of a S106 agreement to secure the following obligations:
 - £636,996 towards improvements to the highway network in Coalville
 - Travel Packs for new employees (£52.85 per pack if supplied by LCC)
 - £6,000 Travel Plan Monitoring
 - 6-month bus passes, one per employee (£605 per pass if supplied through LCC)
 - National Forest Contribution: £138,250, and;
- Planning conditions outlined at the end of this report and;
- That the Assistant Direct Planning and Regeneration be given powers to determine the final detail of planning conditions and obligations.

2. Planning application description

- 2.1. This application seeks full planning permission for the erection of a B8 Distribution Hub with Ancillary Offices, Quality Control Office and Canopy, Maintenance Units, and Gatehouse, and Associated Infrastructure and Landscaping.

- 2.2. The distribution hub is proposed to provide a new headquarters for Pall-Ex Group. Pall-Ex Group is one of the UK's leading palletised freight distribution networks. Over the past few years, the Pall-Ex Group has experienced a period of substantial growth and the company has ambitions to develop and grow significantly.
- 2.3. Pall-Ex Group's main headquarters is currently located to the north east of the site, on the opposite side of the junction of Wood Road and Station Road, within North West Leicestershire District. Pall-Ex have outgrown the existing hub and state that it is no longer designed to meet its unique operational requirements.
- 2.4. According to the submitted Planning Statement, Pall-Ex have been searching for a suitable re-location site for 4 years. The unique operational requirements of the company meant that open market bids were uncompetitive (the operational requirements of Pall-Ex mean that the ratio of floor space to external circulation areas is relatively low, which mean they cannot pay as much for a site). This led to the application site being identified to deliver a bespoke design.
- 2.5. The proposal is EIA (Environmental Impact Assessment) development under the Town and Country Planning (EIA) (England and Wales) Regulations 2017. Accordingly, a Scoping Opinion was submitted on 21st February 2025. HBBC concluded that the structure of the forthcoming Environmental Statement was appropriate, and consider the scoped in environmental disciplines and the proposed scope and methodology for each chapter to be acceptable.
- 2.6. As part of the application submission, an Environmental Statement (ES) has been produced to examine and evaluate the likely environmental effects of the development as required by Schedule 2 (Urban Development Projects of over 5 hectares in size) of the Regulations. The ES contains the information necessary to enable a decision to be made for the purpose of assessing the significant environmental effects of the development. The ES includes the following topics:
- Traffic and Transport
 - Hydrology
 - Ecology and Biodiversity
 - Landscape and Visual Assessment
 - Air Quality
 - Noise and vibration
 - Historic environment
 - Socio-Economics
 - Agricultural Land / Ground conditions
- 2.7. For each issue identified the ES sets out the methodology used, including details of the baseline situation and impacts likely to result from the proposed development. All potential effects have been analysed and assessed against the baseline and measures considered to mitigate any identified impacts. The potential for cumulative impacts has also been assessed.
- 2.8. The total site area is 14.64Ha (36.18Acres) which includes areas of landscaping, on-site BNG, and an attenuation outfall pond.
- 2.9. The proposed five buildings vary in size and scale as follows:
- Main Warehouse – max length: 282m, max height: 25m, eaves height: 16m, width: 130m
 - Contemporary profiled vaulted roof design with grey cladding
 - Quality control building – max length: 37m, max height 4.5m, eaves height: 3.1m, width: 17m

- Curved metal roof design, grey cladding, aluminium windows.
 - Quality control office - max length: 24m, max height 4.8m, eaves height: 3.4m, width: 8.4m
 - Traditional design, monopitch roof, grey cladding, aluminium windows.
 - Maintenance unit - max length: 26m, max height 9.7m, eaves height: 8m, width: 21.7m
 - Traditional pitched roof design with canopies. Dark grey cladding.
 - Main office - max length: 62m, max height: 16.5m, eaves height: 15.2m, width: 10.7m
 - Grey cladding, aluminium windows, central glazed feature, profiled metal roof.
- 2.10. The application also includes 201 car parking spaces (including 20 EV spaces), 156 HGV parking spaces, 6 motorcycle spaces and 48 cycle spaces.
- 2.11. The application has been submitted with the following supporting information:
- Environmental Statement:
 - Existing and proposed plans
 - Design and Access Statement
 - Socio Economic Statement
 - Statement of Community Involvement
 - Tree Survey, Tree Protection Plan and Arboricultural Impact Assessment
 - National Forest Statement
 - Green Infrastructure Strategy
 - Archaeological Desk Based Assessment
 - Biodiversity Net Gain Metric
 - Sustainability Statement
 - Employment and Training Strategy
 - Construction Training Statement
 - Operational Training Statement
 - Lighting Strategy
 - Agricultural land classification assessment

3. Description of the site and surrounding area

- 3.1. The Site measures 14.64ha with a predominate character of a large arable field with native hedgerows and narrow field margins. An existing access track runs along the southern side of the field, and a small copse of trees cuts into the northern side of the field. The extent of the red line includes a proposed access from Station Road to the east through an area of woodland.
- 3.2. The Site boundary is drawn tightly to the area needed to facilitate the development and does not include the tree belt along the western and northern edge of the field nor the small woodland to the east (other than the route needed for the access road).
- 3.3. The Site is situated approximately 1km southwest of Bardon Hill which includes large B8 employment units, a brick manufacturing plant, and clay mineral extraction at Cliffe Hill Quarry. The village centre of Bagworth is located 1.4 km to the southeast, and the northern limit of the settlement boundary is located approximately 230m from the proposed access.

- 3.4. The Site is not situated within, or adjoining, national or local statutory landscape designations, and is not situated within a locally designated special landscape area of high landscape value.
- 3.5. The Site is located within Flood Zone 1 and therefore has a 'low probability' of fluvial/tidal flooding. The majority of the Site has a very low risk of surface water flooding with an annual probability of flooding of less than 1 in 1000 years. A small proportion of the Site has a low to high risk of surface water flooding with an annual probability of flooding of 1 in 1000 to 1 in 30 years.
- 3.6. The Site is Grade 3b agricultural land. There are no designated heritage assets within the Site.

4. Relevant planning history

- N/A.

5. Publicity

- 5.1. The application has been publicised by sending out letters to local residents. A site notice was also posted within the vicinity of the site and a notice was displayed in the local press.
- 5.2. As of 18 August 2025, 142 objections had been received from 119 separate addresses regarding the following:
- Cumulative impact with Aldi development
 - Traffic information not properly reviewed
 - Increased traffic through Bagworth
 - Unsuitable location for such a large enterprise
 - Scale of the development
 - Increase flood risk from the development
 - Traffic issues
 - Noise pollution
 - Air pollution
 - Light pollution
 - Highway impact
 - Noise from HGVs will impact mental wellbeing
 - Devaluing impact on properties nearby
 - Ecological impact
 - Lighting impact strategy contains inaccuracies
 - Better alternative brownfield sites exist nearby (no evidence provided)
 - Loss of trees
 - Over proliferation of warehouse facilities in the area
 - Landscape impact
 - Harm to the character and appearance of the area
 - Pedestrian and cyclist safety impact
 - The design is unsympathetic to the National Forest
 - Unsustainable location
 - Flood risk
 - Existing traffic issues at Pall-Ex
 - Poor road maintenance will be exacerbated
 - Erosion of the National Forest
 - Ground disturbance issues
 - Harm to protected species
 - Loss of privacy
 - Previous coal mining work risk due to ground instability

- Heritage impact
- Failure to consider alternative sites
- Conflict with National and Local Policy
- Precedent setting for future development

6. Consultation

6.1. No comments received from:

- Active Travel England
- Severn Trent Water
- National Grid
- HBBC Waste

6.2. No objections, some subject to conditions from:

- HBBC Drainage
- **LCC Drainage**
- LCC Highways
- **LCC Ecology**
- HBBC Pollution
- HBBC Tree Officer
- LCC Archaeology
- National Forest Company
- Leicestershire Police
- Natural England

6.3. North West Leicestershire District Council have objected on the following grounds:

- *The District Council objects to application 25/00523/FUL on the basis that the application is premature when accounting for the allocation of land to the north of Wood Road as part of the emerging North West Leicestershire (NWL) Local Plan, as well as the potential allocation of the application site as part of the emerging Hinckley and Bosworth Borough Council (HBBC) Local Plan, and the need for the cumulative highway impacts of development on both sites to be appropriately addressed together. The proposed development could also adversely impact on the highway infrastructure within NWL, and the submitted noise assessment (NA) does not adequately address the noise implications which would arise as a result of the development to residential receptors which would include those within NWL.*

6.4. Bagworth & Thornton Parish Council have objected on the following grounds:

- Planning policy conflicts
- Coal mining works/subsidence
- Increased and unacceptable severe traffic impact from this and other local developments
- Unsuitable site access
- Not sustainable development
- Light and noise pollution
- Negative impact on the amenity of nearby properties
- Adverse impact on wildlife, including important species and habitats
- Deficiencies in supporting evidence

6.5. Carlton Parish Council have objected on the following grounds:

- Conflict with Policy DM4 of the SADMP
- Conflict with Policy DM20 of the SADMP
- Highway network is unsuitable for this development
- Alternative site to the north is more suitable
- Neighbouring amenity impact
- Inadequate queuing lanes at site entrance

6.6. Nailstone Parish Council have objected on the following grounds:

- Current infrastructure including roads unable to support the extra traffic associated with this development
- Lack of information regarding how current road conditions could support extra traffic being already under stress and strain
- Development boundaries of the villages being extended by development on green space

7. Policy

7.1. Core Strategy (2009)

- Policy 10: Key Rural Centres Within The National Forest
- Policy 14: Rural Areas: Transport

7.2. Site Allocations and Development Management Policies DPD (2016)

- DM1: Presumption in Favour of Sustainable Development
- DM3: Infrastructure and Delivery
- DM4: Safeguarding the Countryside and Settlement Separation
- DM6: Enhancement of Biodiversity and Geological Interest
- DM7: Preventing Pollution and Flooding
- DM10: Development and Design
- DM11: Protecting and enhancing the Historic Environment
- DM12: Heritage Assets
- DM13: Preserving the Borough's Archaeology
- DM17: Highways and Transportation
- DM18: Vehicle Parking Standards
- DM20: Provision of Employment Sites

7.3. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2024)
- Planning Practice Guidance (PPG)

7.4. Other relevant guidance

- Landscape Character Assessment (2017)
- Landscape Sensitivity Assessment (2017)
- Leicestershire Highways Design Guide
- HBBC Employment Land Review (2024)
- Good Design Guide (2020)
- National Design Guide (2019)

8. Appraisal

8.1. Key Issues

- Assessment against strategic planning policies
- Impact upon the character of the area

- Impact upon heritage assets
- Impact upon neighbouring residential amenity
- Impact upon the highway
- Impact upon ecology
- Drainage
- Pollution
- Archaeology
- Planning Obligations

Assessment against strategic planning policies

- 8.2. Paragraph 2 of the National Planning Policy Framework (NPPF) (2024) states that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and that the NPPF is a material consideration in determining applications. Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making.
- 8.3. Paragraph 11 of the National Planning Policy Framework (NPPF) and Policy DM1 of the Site Allocation and Development Management Policies Development Plan Document (SADMP) set out a presumption in favour of sustainable development, and state that development proposals that accord with the development plan should be approved unless other material considerations indicate otherwise. The development plan in this instance consists of the adopted Core Strategy (2009) and the Site Allocations and Development Management Policies DPD (2016).
- 8.4. The Core Strategy (2009) sets out the overarching spatial strategy for the Borough. Spatial Objective 1 of the Core Strategy sets the target of strengthening and diversifying the economy by providing sufficient, sustainably located, good quality land and premises. The focus for new employment will be the urban areas within the borough with smaller scale employment in the key rural centres to support the rural areas of the borough.
- 8.5. The application site is located to the north of Bagworth, outside the settlement boundary. Policies 7 and 10 of the Core Strategy seeks to support Key Rural Centres, of which Bagworth is designated, and ensure they can provide key services to their rural hinterland by ensuring there is a range of employment opportunities. As the site lies outside any identified settlement boundary, it is designated as countryside and would be subject to Policies DM4 and DM20 of the SADMP.
- 8.6. The delivery of over 35,000m² of employment floor space, would create a series of significant economic benefits including temporary benefits through the construction of the development, job creation during operation, Gross Value Added, and the introduction of new business rates in the Borough. It is considered that the development would significantly contribute to job creation and economic growth in accordance with criterion c) of Policy DM4. However, further consideration should be given to the impact of the proposal on the character of the area to fully accord with Policy DM4, this assessment is carried out in the report below.
- 8.7. Policy DM20 of the SADMP relates to the provision of employment sites. 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. In this instance, the entire site designated as countryside is outside the settlement boundary and does not constitute previously developed land. The policy goes on to note that proposals which stand outside settlement boundaries 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 sites
- d) Adjacent to settlement boundaries

- 8.8. The supporting text of 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 issue was raised in the appeal decision for Wood Farm Holdings at Land north of Stanton Lane, Stanton under Bardon (APP/K2420/W/21/3274706 and 3279939). Here the Inspector stated that the SADMP was adopted in 2016 and would have been based on an older evidence base. The independent market evidence provided in support of that application and appeal was considered to draw on much more up to date figures and the Inspector in that case was satisfied the report demonstrated a need for the development proposed. We are now a further 4 years beyond this appeal decision and the employment land evidence base for the emerging Local Plan is yet to be complete.
- 8.9. The proposal has been submitted by a large, locally and nationally significant company which is seeking to relocate as it has outgrown its current premises. The company wishes to remain in the local area and retain its employee base, whilst also employing a significant number of new employees from the local area. The applicant also wishes to remain close to the existing facility, retaining the necessary strong transport links to the strategic highway network.
- 8.10. The growth of local business and their subsequent relocation to new premises results in additional employment, Gross Value Added and business rates revenues for Hinckley & Bosworth Borough Council. Investment by local occupiers seeking to grow and relocate within the Borough is encouraged. Economic growth and productivity are central to national policy as set out in by the National Planning Framework (paragraphs 85 - 89).
- 8.11. Paragraph 89 of the NPPF specifically states:
“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.”
- 8.12. The applicant has indicated that the development would deliver 400-500 operational jobs, and a similar number of temporary construction related jobs during the construction period. It is also important to note that the existing Pall-Ex hub is located within North West Leicestershire District. The relocation of the company's headquarters to Hinckley & Bosworth Borough would create a significant business rates receipt for the Council.
- 8.13. Paragraph 10.5 of the Hinckley and Bosworth Employment Land and Premises Study comments specifically on the delivery of strategic B8 space in the Borough. GL Hearn, in their “Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change”, April 2021 (amended March 2022), confirmed that Hinckley and Bosworth Borough Council has historically delivered the vast majority of strategic B8 space in Leicestershire. This is because of all the Leicestershire authorities, Hinckley

& Bosworth is the district that is closest to the core of the 'golden triangle', which is a key area for warehousing and transport, defined by its strategic location between major motorways: M1, M6, and M69.

- 8.14. The report goes on the state that Demand for strategic B8 uses is difficult to quantify on the local level as the market for these uses covers regional and national geographies and the potential area of search for their location is generally wider than a single local authority – often encompassing a whole FEMA. Therefore, it is appropriate to consider the needs for this type of employment use at the sub-regional (FEMA-wide) scale. This is what Hinckley and Bosworth have done working in conjunction with the other Leicestershire authorities.
- 8.15. Policy DM4 of the SADMP seeks to protect the intrinsic value, beauty, open character and landscape character of the countryside from unsustainable development. Development which significantly contributes to economic growth, job creation and/diversification of rural businesses is considered to be sustainable development in the countryside.
- 8.16. Icen Projects Ltd was commissioned by the Leicester and Leicestershire authorities to consider the apportionment of strategic distribution floorspace across Leicester and Leicestershire. The shortfall in road served sites is taken to be 72ha. Whilst Hinckley & Bosworth is not being looked on to provide all or indeed any of this shortfall, the application would make a significant contribution towards the strategic B8 shortfall as identified at a local and regional level. In doing so the proposals would facilitate significant economic growth and job creation. The proposals therefore fall within the scope of development acceptable in principle within the countryside as set out by Policy DM4. The development would still need to comply with the latter half of Policy DM4 (criteria i)-v)) regarding its countryside impact as assessed later in the report.
- 8.17. In this case, the development of the greenfield site is associated with the development of what would be considered a Category A employment site. Therefore, it is not feasible for the development to be within the settlement boundary or on previously developed land. It is considered that the proposed development within the countryside is in accordance with Criterion c) of the Policy DM20 of the SADMP.
- 8.18. Therefore, the most up to date assessments and monitoring reports demonstrate there is a need to deliver the identified employment land which weighs significantly in favour of the application. In summary, the proposal is considered to be acceptable in principle, subject to complying with all other relevant material considerations as part of this proposal.

Impact upon the character of the area

- 8.19. Policy DM10 states that developments will be permitted providing that the following requirements are met: it complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features; it incorporates a high standard of landscaping where this would add to the quality of design and siting.
- 8.20. Policy DM4 of the Site Allocations and Development Management Policies DPD states that to protect its intrinsic value, beauty open character and landscape character, the countryside will first and foremost be safeguarded from unsustainable development.

- 8.21. The Borough's Landscape Character Assessment (2017) identifies the site within Landscape Character Area B – Charnwood Fringe. This area is characterised by:
- Gently undulating landform with small plateaus on higher ground and rising to the adjacent Charnwood Forest area to the east.
 - Contrast between areas which are visually open and enclosed depending on the elevation of the landscape and the presence of woodlands and vegetation.
 - Large scale irregular field pattern of mainly arable and some pasture, with smaller fields around settlements. Fields enclosed by hedgerows with scattered trees.
 - Industrial heritage of quarrying and mining resulting in areas of restored land.
 - Part of the National Forest and Charnwood Forest with areas of new woodland plantations associated with former industrial areas.
 - Dispersed pattern of former mining villages following a linear pattern on ridgetops, either located close to a colliery or providing housing for mine workers. Good public access and footpath network throughout, especially within National Forest area.
 - Predominantly rural landscape with arable and rough set-aside, influenced by industrial/urban features such as masts, poles and pylons.
- 8.22. The area is a predominantly rural landscape but its proximity to the large settlements around Leicester and major transport routes with traffic travelling at speed reduces the tranquillity of the area, especially when combined with aircraft noise overhead and urbanising features such as pylons, wind turbines, solar farms and industrial buildings which are occasionally visible. Away from the settlements however, there is little light pollution, indicating dark skies and a stronger sense of rurality – such as around Thornton Reservoir, Bagworth Heath and the landscape between Barlestone, Bagworth Heath and Bagworth.
- 8.23. The application is supported by a Landscape and Visual Impact Assessment (LVIA, Blade 2025) which considers the landscape character of the surrounding area and the sites value in landscape terms within this character area, and gives a Visual appraisal, relating to the change to views as a result of development and considers the degree of harm that might arise from this. The LVIA includes assessments from 17 key visual receptors around the site, as well as considering transient effects upon users of the surrounding road network, and lastly residential dwellings and receptors in the vicinity.
- 8.24. The proposed development will have a direct effect on the Charnwood Fringe LCA. The introduction of a large commercial unit, access road, hardstanding and landscaping represents a significant change of land use over the application site.
- 8.25. Of the 17 key visual receptors, 9 are located within 0.5km of the site. Effects upon these visual receptors will generally be experienced at the site level and within its immediate context only, with effects upon the wider context benefitting from visual screening afforded by existing mature trees, woodland blocks and hedgerows which enclose the site. The magnitude of change to visual receptors is greatest from locations directly adjacent to the site, particularly Viewpoint 5 (looking southwest from Station Road on the eastern edge of the site) and Viewpoint 15 (view from the B585 roadway passing the western boundary to the site, with magnitudes of visual effect High and Medium respectively at Year 15).
- 8.26. In terms of further views from Bagworth (viewpoints 8 - 13) on Footpath Q85, users passing along this route are afforded broad, wide views towards the site area. However, the PRoW route is not crossing elevated landform, and the interior of the site is not seen due to the extensively treed edge to the Site. The upper elements of

the new building would be seen marginally on the skyline above the intervening rising landform. The wider context of the view would remain unaltered, but the new building would be visible to PRoW users walking along this route. At Year 1 this would lead to a medium magnitude of change resulting in a Moderate, adverse level of harm initially, according to the submitted LVIA. This level of effect would diminish with time through the establishment and maturation of new tree planting within the proposed scheme. This effect would not fundamentally alter the character of the baseline view and the underlying composition of the visual amenity of PRoW users is not altered substantially leading to a low magnitude of change. The resulting level of effect would be Moderate to minor adverse harm by Year 15.

- 8.27. When assessing the change in visual amenity experienced by the surrounding residential dwellings, Officers consider that there are three key locations to consider within HBBCs jurisdiction, as well as some dwellings within the village of Battram (NW Leicestershire).
- 8.28. There are several dwellings located approximately 0.5km southwest of the site on Wood Road (viewpoint 13 in the LVIA). These dwellings are situated within close range to the southwestern edge of the site and set with extensive, mature planted garden with tree canopies. The combination of the landform, the wooded canopies south of Wiggs Farm and built form restricts views to the site. Therefore, these dwellings would have a high visual sensitivity; however views are anticipated to be filtered and limited. Given this, in the worst-case scenario a magnitude of change of low is likely, resulting in moderate/-minor, adverse effects. This residual effect is not significant.
- 8.29. The dwellings on the northern edge of Bagworth (approximately 0.5km southeast of the site, viewpoint 6) are oriented east to west generally. The intervening woodland block (Clay Quarry Wood) would screen the interior of the site. Where direct, broad views are possible, the residential receptors would see the upper roof lines of the new warehouse building. Given a high visual sensitivity (semi-oblique views most likely from upper floor windows) combined with a medium magnitude of change, this would result in a medium level of effect.
- 8.30. At the southern edge of Bagworth at the junction of Station Road and Barlestone Road (approximately 1.75km southeast of the site), the opportunity to see the site's interior is again restricted by intervening woodland and tree canopies around Bagworth New Wood, Clay Quarry Wood and the wooded edge which wraps around Bagworth. The location of the site does not break the skyline with the new building as proposed would be glimpsed marginally above and within the existing woodland and tree canopies. The resulting level of effect would be moderate, adverse at Year 1, reducing to moderate/minor adverse by Year 15.
- 8.31. The dwellings within Battram are oriented north to south, and any views across the site are oblique to the main viewing direction from these dwellings and their private amenity space. The dwellings situated closest to the site (approximately 0.2km west, viewpoint 15) would have a high visual sensitivity from main residential windows and also from the private amenity space. Views towards the site are restricted, whilst the lower landform within the site where the new buildings would be constructed mitigate any visual impacts. Given this, a magnitude of change of negligible is likely, resulting in minor adverse effects. This is not a significant effect.
- 8.32. When assessing the change in visual amenity experienced by road users, most of the views in close proximity are restricted by woodland blocks and intervening landform. At year 1 / construction stage, visual impacts from Station Road will be greater due to the formation of the new access. Where there are moderate/minor adverse effects identified on Station Road and Battram Road, they are not considered to be significant effects and would be transient in any case.

- 8.33. The proposal includes new landscaped areas and tree planting adjacent to the site boundaries in key locations which would help to assimilate the proposed development into the surrounding landscape context, with the wider woodland areas enclosing the site. Partial views of the proposed building would remain due to the height of the main building, however due to the design which incorporates a staggered roof, the siting, and the aforementioned landscaping, views of the whole building would be mostly transient.
- 8.34. The opportunities for visual mitigation are focused to the south of the site to enable a landscape strategy to be developed which replaces lost landscape features and habitats including tree and woodland replacement, water attenuation and habitat enhancement. The retention of existing mature boundary planting is also proposed where possible alongside internal landscaping to screen the appearance of the buildings.
- 8.35. All buildings use a palette of light grey and white colours in horizontal bands of cladding with white banding at the parapet to mitigate visual impacts of the buildings by reducing perception of height. The Warehouse (largest building) has a profiled vaulted metal roof with an adjoining high quality main office building which features a central glazed full height entrance with horizontal and vertical cladding and large aluminium windows to provide visual breaks to the elevations to reduce the perception of the building mass. With a maximum height of 25m
- 8.36. The entrance to the internal road network is formed of natural grassland, with native tree planting around the perimeter of the site and within the main parking area in front of the office building. There is extensive use of hardstanding around most of the site for ease and efficiency of the operation of the end-user, Pall-Ex (storage and distribution/logistics). The layout also includes bicycle storage areas and well located and screened waste disposal areas.
- 8.37. Overall, the design of the buildings, the layout of the site and the proposed landscaping provides a high-quality detailed appearance. The proposal offers a contemporary style reflecting a modern commercial use and is reflective of the comparable B8 sites in the vicinity, such as the Aldi distribution centre.
- 8.38. In terms of the long-term visual effects, these will generally be experienced at the site level and within its immediate context only, with effects upon the wider context screened by existing mature trees, woodland blocks and hedgerows which enclose the site. Longer, filtered views would be possible during winter months. Design mitigation proposals including new landscaped areas and tree planting adjacent to the site boundaries in key locations would help to assimilate the proposed development into the surrounding landscape context, with the wider woodland canopies which enclose the site. Partial views of the proposed building would remain due to the height of the main building proposed, however due to the staggered roofline this would not be viewed in its entirety.
- 8.39. In summary, the landscape character area is assessed as experiencing some moderate adverse effects in the short (1 year) and long (15 year) term. Visually the site will remain well contained within the wider landscape by the topography and adjacent blocks of woodland and layering of trees within the wider landscape. There are visual effects of a high magnitude of change occurring within or at close proximity to the boundaries of the site particularly from the highway and bridleway.
- 8.40. In terms of National Forest impacts, there is a requirement to provide 30% National Forest Planting, equating to 4.39ha in total. The application documents confirm that 0.44ha of National Forest is to be planted on site (to the south of the building) with the shortfall (3.95ha) being met by financial contribution which is to be included in the

s106 Agreement. Full details of the on-site National Forest planting is secured by condition.

- 8.41. It is noted that there is a proposed loss of woodland planting to the north of the site, and along the proposed access. HBBCs Tree Officer notes that the proposed tree removals will have limited visibility from public areas, which helps to mitigate the impact on visual amenity. While the loss of Category A trees; particularly Group G17 and individual Oak T24 is significant, it is recognised that tree removal is sometimes necessary to facilitate development, particularly of this strategic scale.
- 8.42. In conclusion, the proposal would not have 'a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside' as required by Policy DM4 of the SADMP (2016). This conclusion takes into account the significant residual effects upon visual amenity that would be experienced by several close-range visual receptors described above.

Impact upon neighbouring residential amenity

- 8.43. DM10 of the SADMP seeks to ensure that development proposals do not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings.
- 8.44. The closest dwellings to the site are located approximately 45m south of the site access, with the closest dwellings to the main structure lying approximately 180m to the west, outside of HBBCs jurisdiction on Battram Road (North West Leicestershire District) and approximately 200m south (Wiggs Farm House).
- 8.45. The dwellings closest to the application site application site may experience distant views of the building, but these are not considered to be prominent or overbearing due to the distance separation and the existing intervening foliage to the east and west of the site which is to be mostly retained. There would be more distant views from surrounding dwellings located further away than those mentioned above, but there is not considered to be any unacceptable harm to amenity when considering potential overbearing impacts.
- 8.46. Objections have been received regarding loss of privacy impacts, however for the reasons mentioned above regarding the distance separation and boundary treatments between the development site and neighbouring dwellings there would not be any degree of loss of privacy.
- 8.47. Matters of light and noise are dealt with latter in the report, however with regards to loss of light, privacy or the creation of an overbearing nature, the proposal is considered to accord with Policy DM10 of the SADMP.

Impact upon the highway and sustainable transport

- 8.48. Policy DM17 of the Site Allocations and Development Management Policies DPD states that development proposals will be supported where they demonstrate that there is not a significant adverse impact upon highway safety and that the development is located where the need to travel will be minimised.
- 8.49. Policy DM18 states that proposals will be required to provide adequate levels of parking provision of an appropriate design.
- 8.50. The applicant has been in regular dialogue with the LHA, and the LPA are now in a position where the impacts of the development on highway safety are acceptable subject to conditions and contributions. The commentary below summarises the LHAs latest formal response with additional analysis and clarity where required.

Site Access

- 8.51. The LHA previously requested consideration of an access from B585 Wood Road due to the implications of the existing 7.5t weight restriction on Station Road. Upon further discussion the Applicant has stated that the access would not be viable in this location due to the operational requirements of Pall-Ex to deliver an access road appropriate to allow sufficient stacking of HGVs. The LHA note that the red-line boundary (location plan), does not abut the highway along B585 Wood Road and therefore an access in this location would not be achievable.
- 8.52. The access is proposed from Station Road, which is subject to a 7.5t weight restriction. Section 2.4 of the Transport and Access Note states, *'The existing locations for the 7.5t weight restriction signs are located at the B585 / Station Road roundabout. This is considered a suitable location as the roundabout currently provides an appropriate turning facility for any vehicles not entering the restricted area.'* There is an existing exemption within the weight limit order for access, therefore with the existing weight restriction in place, HGVs could enter the weight restriction zone for the purpose of accessing the site.
- 8.53. The LHA are of the view that should the terminal point of the existing restriction remain unchanged, the only change to demand for HGVs to enter the weight restriction zone would be for access to the site, approximately 250m from the existing weight restriction. Routing of HGVs has been provided based on a first principles approach from the existing Pall-Ex site on Victoria Road, which is approximately 700m from the proposed site. This routing demonstrates there would be no demand for any HGVs to travel south of the access, with all HGVs shown to travel north of the access and on to the wider highway network. A condition is included to secure positive HGV signage at the site access, for all HGVs to turn left upon leaving the site to avoid the residential areas to the south. A condition to secure the end user as Pall-Ex is also included in order to avoid any alternative user potentially using inappropriate routes.
- 8.54. Therefore, whilst an access via B585 Wood Road would have avoided the need for HGVs to enter the weight restriction entirely, on balance of the above, and there being no suitably identified alternative terminal point for the weight restriction to be relocated to, the LHA do not consider that this would result in an unacceptable impact on highway safety, or a severe impact on the highway network in the context of paragraph 116 of the National Planning Policy Framework (2024). It would therefore be unreasonable to seek to resist the proposals on this basis.

Off-site highway works

- 8.55. Drawing 4092 – 06 Rev. E shows a 4m wide shared use foot/cycleway will be provided which includes a 1.0m wide buffer strip. Station Road has a speed limit of 40mph therefore the buffer strip is in accordance with LTN1/20 Table 6-1. The Applicant has submitted a pedestrian crossing assessment which confirms the suitability of the proposed tactile dropped crossings at this location. The proposed off-site highway works are therefore acceptable subject to a S278 detailed design and technical approval and will be secured by way of planning condition.
- 8.56. Due to the impact of the development proposals, the Applicant has proposed a mitigation scheme for Junction 10 B585. The proposals are shown on drawing number 25435-04. Whilst the proposals have not been supported by a Stage 1 Road Safety Audit (RSA), the changes are relatively minor. Nonetheless, a Stage 1 RSA will be required a part of a future S278, and it is at the Applicant's own risk to not provide this as part of the planning process.

Highway Safety

- 8.57. The LHA are satisfied there are no trends discernible within the previously submitted Personal Injury Collision (PIC) data that would suggest that the proposed

development would exacerbate any known highway safety concerns, and the access and off-site highway works proposals are acceptable. The LHA is therefore satisfied that the development proposal would not introduce any highway safety issues.

Interim Coalville Transport Strategy

- 8.58. In collaboration with the LPA, the LHA has an evidenced understanding of the cumulative effects of development on the highway network within the Coalville area. A significant mitigation package of network improvements known as the Interim Coalville Transport Strategy (ICTS) is planned to safeguard against rates of deterioration and optimise traffic flow, whilst maintaining safety, on the A511.
- 8.59. The comprehensive package of transport works includes walking, cycling, and bus service improvements, as well as highway link and junction improvements. The LHA therefore advises a contribution to the continuation and implementation of improvements to the A511 is required, which will be secured through the Section 106 agreement. This will be sought commensurate with other developments in the area, for example 18/01890/OUTM Land East of Regs Way.
- 8.60. The LPA have confirmed the developable area of the site to be 12 hectares. Based on the rate of £53,083 per hectare a contribution of £636,996 will therefore be sought.

Trip Generation

- 8.61. As per the LHAs previous response, the first principles approach to assessment of trip generation was considered a robust assessment and is accepted by the LHA.

Traffic Flow scenarios

- 8.62. The LHA requested the Applicant consider other committed developments alongside the Aldi Distribution Centre (20/00224/FUL). The Applicant has subsequently included the following developments:
- 21/00531/HYB - Wood Farm Stanton Lane Ellistown Coalville Leicestershire LE67 1FF.
 - 13/00956/OUTM South East Coalville SUE. Land Off Grange Road Grange Road Hugglescote Leicestershire.
 - 21/02281/FULM Land West of Regs Way Bardon Leicestershire
 - 16/01187/VCIM Land at Lower Bardon Grange Road
- 8.63. The above have been included to the traffic flow scenarios and updated junction capacity assessments. The LHA previously requested flow diagrams to be submitted for review, the Applicant has provided these within the Transport and Access Note and via an email from the Applicant dated 12 September 2025. These traffic flows have been reviewed by the LHA and are accepted.

Junction capacity assessments

- 8.64. The applicant has assessed the following junctions and actions:
- Junction 1: Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout – Scheme of mitigation to be secured by condition.
 - Junction 2: Ellistown Terrace Road/ Victoria Road (B585) signalised junction – Will operate within capacity.
 - Junction 3: Wood Road (B585)/ Bagworth Road (B585)/ Bagworth Road/ Grange Road (B582) staggered crossroads - Will operate within capacity.

- Junction 4: Grange Road (B582)/ Ibstock Road (A447) priority junction - Will operate within capacity.
- Junction 5: Beveridge Lane (B585)/ Bardon Road (A511)/ Shaw Lane (A511) roundabout (Stardust roundabout) – Will operate above capacity, however this will be mitigated by the Coalville Transport Strategy.
- Junction 6: Shaw Lane (A511)/ Little Shaw Lane (A511)/ Copt Oak Road (B591)/ Stanton Lane roundabout (Flying Horse roundabout) - Will operate above capacity, however this will be mitigated by the Coalville Transport Strategy.
- Junction 7: M1 Junction 22 – negligible impact.
- Junction 8: Bardon Road (A511)/ Regs Way/ Grange Road/ Bardon Road (A511) roundabout (Birch Tree roundabout) - Will operate above capacity, however this will be mitigated by the Coalville Transport Strategy.
-
- All roundabouts along the B585 up to the A511:
- Junction 9: West Lane (B585)/ Beveridge Lane/ Walker Road/ B585 – Will operate within capacity.
- Junction 10: West Lane (B585)/ Interlink Way/ B585/ Access Road – The scheme mitigates the impact of development subject to the relevant condition.
- Junction 11: Victoria Rd / Access Rd(N)/ West Ln(B585)/ Unnamed/ Access Road (S) – Will operate within capacity.

Internal layout

- 8.65. The LHA is satisfied the layout and level of parking proposed is suitable to serve the end-user and welcome that drawing 'Car Park Layout - Future Provisions' demonstrates parking in line with standards in the LHDG can be achieved at the site, with one parking space per 120m provided.
- 8.66. In summary, the Local Highway Authority advice is that, in its view, the impacts of the development on highway safety would be acceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 115 of the National Planning Policy Framework (2024) or Policy DM17 and DM18 of the SADMP, subject to the conditions and/or planning obligations outlined in this report.

Drainage

- 8.67. Policy DM7 of the SADMP seeks to ensure that development does not create or exacerbate flooding.
- 8.68. A Flood Risk Assessment has been submitted with the application in accordance with paragraph 171 of the NPPF.
- 8.69. **INFORMATION TO BE ADDED FOLLOWING LLFA RE-CONSULTATION RESPONSE**
- 8.70. In summary the proposed development, subject to conditions, is considered to accord with Policy DM7 of the SADMP and would not create or exacerbate flooding and is located in a suitable location with regard to flood risk.

Ecology and Arboriculture

- 8.71. Policy DM6 of the SADMP requires development proposals to demonstrate how they conserve and enhance features of nature conservation. If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.
- 8.72. Paragraph 170 of the NPPF states that development should result in a net gain for biodiversity by including ecological enhancement measures within the proposal.
- 8.73. **INFORMATION TO BE ADDED FOLLOWING LCC ECOLOGY RE-CONSULTATION RESPONSE**
- 8.74. Overall, it is considered that it has been demonstrated that subject to conditions the proposed development will not lead to adverse harm to protected species and will adequately mitigate against any harm. In addition, a biodiversity metric has been provided demonstrating that with the biodiversity enhancement to the north of the site, results in net gains for biodiversity. In accordance with Policy DM6 of the SADMP and paragraph 70 of the NPPF.

Pollution

- 8.75. Policy DM7 of the SADMP seeks to ensure that adverse impacts from pollution are prevented and seeks to ensure that development does not have an adverse impact upon light, noise, or vibrations of a level which would disturb areas that are valued for their tranquillity in terms of recreation or amenity and air quality.
- 8.76. Policy DM10 of the SADMP identifies that development should not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion.

Noise

- 8.77. A Noise Contour Plot and results/mitigation was submitted as part of the Environmental Statement. The findings conclude that noise levels will be at their highest within 50m of the site, with no existing residential dwellings directly impacted. Wiggs Farm House will experience additional noise when compared to baseline levels, however this will be within acceptable levels (less than 34 dB) around the dwelling.
- 8.78. Environmental Services have no objections in this regard, advising that a Construction Environmental Management Plan should be conditioned, that the noise from the fixed plant should be controlled by condition, and that the recommendations within the Noise Impact Assessment should be implemented. It is considered that the noise levels are therefore acceptable, and a number of conditions will be imposed to control the total noise levels from all site activities.
- 8.79. The proposed scheme would require extensive construction activities on the site. Environmental Services has requested the following construction hours and these would form part of an appropriately worded condition which is considered to be reasonable and necessary.
- Monday - Friday - 07:30 – 18:00
Saturday - 08:00 – 13:00
Sunday – None
Bank and Public Holidays – None
- 8.80. A condition securing the submission of a construction environmental management plan to be submitted and agreed in writing prior to the commencement of development would be necessary to ensure the construction phase of the development does not have a significant effect upon dust, odour, noise, smoke, light and land contamination.

Land Contamination

- 8.81. HBBC Environmental Health have advised conditions to ensure that proper practice is followed during construction and if contamination is found details of how it would be dealt with should be submitted to the Council.

Light

- 8.82. Environmental Services have reviewed the submitted lighting assessment, advising that details of external lighting should be submitted to the LPA for approval, and shall be installed and maintained in accordance with the approved details.

Air Quality

- 8.83. Environmental Services have stated that the Air Quality Impact Assessment does not predict a significant impact from the operational phase and pollutants are predicted to fall within current objective values. The report recommends mitigation measures for the construction phase to form part of a Construction Environmental Management Plan (CEMP) which is conditioned.
- 8.84. In summary, subject to a number of conditions regarding construction, noise, lighting, air quality, land contamination, operational hours, and CEMP, the proposal would not result in significant detrimental harm to residential amenity or cause unacceptable levels of pollution. As such the proposal is therefore considered to be acceptable in accordance with Policies DM7 and DM10 of the SADMP.

Archaeology

- 8.85. Policy DM13 states that where a proposal has the potential to impact a site of archaeological interest, developers should set out in their application an appropriate desk-based assessment and, where applicable, the results of a field evaluation detailing the significance of any affected asset.
- 8.86. An Archaeological Desk Based Assessment (DSA) and Written Scheme of Investigation (WSI) has been submitted with the application.
- 8.87. LCC Archaeology are supportive of the findings of the DSA, and consider that the WSI proposes a satisfactory programme of archaeological work which, upon completion, will meet the requirements for the initial investigation of the development site.
- 8.88. It is considered that the application is satisfactory subject to the application of a condition that requires a Written Scheme of Investigation to be prepared and submitted for approval. Therefore, the proposed development accords with Policy DM13 of the SADMP subject to a condition for further archaeological investigation post-determination.

Planning Obligations

- 8.89. Policy DM3 of the adopted SADMP requires development to contribute toward the provision and maintenance of necessary infrastructure to mitigate the impact of additional development on community services and facilities.
- 8.90. The request for any planning obligations (infrastructure contributions) must be considered against the requirements contained within the Community Infrastructure Levy Regulations 2010 (CIL). The CIL Regulations require that where developer contributions are required, they need to be necessary to make the whole development acceptable in planning terms, directly related and fairly and reasonably related in scale and kind to the development proposed.
- 8.91. LCC (Highways) request several contributions to satisfactorily mitigate the impact of the proposed development on the local highway network and to promote and encourage sustainable travel. These include:

- £636,996 towards improvements to the highway network in Coalville
- Travel Packs for new employees (£52.85 per pack if supplied by LCC)
- £6,000 Travel Plan Monitoring
- 6-month bus passes, one per employee (£605 per pass if supplied through LCC)

- 8.92. Travel Packs; to inform new employees from first occupation what sustainable travel choices are in the surrounding area have been requested. These can be provided through Leicestershire County Council at a cost of £52.85 per pack.
- 8.93. The LHA have identified adverse impacts upon the highway network in Coalville, therefore, to accommodate the impact from this development on the highway network the costs to mitigate these impacts are to be met in full by the developer.
- 8.94. The National Forest Company have requested a financial contribution of £138,250 to account for a 3.95ha shortfall in on site National Forest Planting (total requirement of 30% NF Planting which equates to 4.39ha).
- 8.95. The above infrastructure contributions are considered to be necessary to make the development acceptable in planning terms and is fairly and reasonably related in scale and kind to the proposal and is therefore CIL compliant.

9. Planning Balance

- 9.1 Policy DM20 of the SADMP requires the location of new employment outside of existing employment sites to be located in a sequentially preferable manner. In this case, the development of the greenfield site is associated with the development of what would be considered a Category A employment site. Therefore, it is not feasible for the development to be within the settlement boundary or on previously developed land. It is considered that the proposed development within the countryside is in accordance with Criterion c) of the Policy DM20 of the SADMP.
- 9.2 Policy DM4 of the SADMP seeks to protect the intrinsic value, beauty, open character and landscape character of the countryside from unsustainable development. Development which significantly contributes to economic growth, job creation and/diversification of rural businesses is considered to be sustainable development in the countryside. It is considered that the development would significantly contribute to job creation and economic growth in accordance with criterion c) of Policy SADMP. However, some moderate localised harm is identified in conflict with Policy DM4 i). This Policy is afforded significant weight given its consistency with the NPPF.
- 9.3 Paragraph 11(d) of the NPPF is relevant to this application whereby permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole. Therefore, it is important to consider the benefits of the scheme following the three strands of sustainability the benefits are broken down into economic, social and environmental.
- 9.4 The proposal would bring economic benefits through investment by occupiers in new premises resulting in additional employment, Gross Value Added and business rate revenue for HBBC. The development would deliver 400-500 jobs as well as temporary job creation during construction. Paragraph 85 of the NPPF states that 'significant weight' should be given to the need to support economic growth and productivity. It is therefore concluded that the proposed development would deliver significant economic growth and job creation in accordance with SADMP Policy DM4 (c).
- 9.5 However, when considering the impact on the character and appearance if the countryside alongside Policies DM4 and DM10, the site and surrounding area would

experience some moderate adverse effects on the landscape in the short (1 year) and long (15 year) term, as well as harm to visual amenity from certain viewpoints in the vicinity of the site. Whilst these impacts are not considered to amount to a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside, the proposal would lead to moderate adverse effects in this regard, and some degree of conflict with Policy DM10, and this is therefore afforded moderate negative weight in the planning balance in this regard.

9.6 The proposed development also provides planting through landscaping, and biodiversity net gain through the purchase of off-site credits. These are benefits are afforded moderate positive weight in the planning balance.

9.7 In conclusion, in this instance the significant identified benefits of the scheme are considered to outweigh the identified harm to the character and appearance of the area and countryside.

10. Equality implications

10.1 Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

10.2 Officers have taken this into account and given due regard to this statutory duty in the consideration of this application. The Committee must also ensure the same when determining this planning application.

10.3 There are no known equality implications arising directly from this development.

10.4 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

11. Conclusion

11.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

11.2 Policy DM20 of the SADMP requires the location of new employment outside of existing employment sites to be located in a sequentially preferable manner. In this case, the development of the greenfield site is associated with the development of what would be considered a Category A employment site. Therefore, it is not feasible for the development to be within the settlement boundary or on previously developed land. It is considered that the proposed development within the countryside is in accordance with Criterion c) of the Policy DM20 of the SADMP.

- 11.3 Policy DM4 of the SADMP seeks to protect the intrinsic value, beauty, open character and landscape character of the countryside from unsustainable development. Development which significantly contributes to economic growth and job creation is considered to be sustainable development in the countryside. It is considered that the development would significantly contribute to job creation and economic growth in accordance with criteria c) of Policy SADMP. However, some conflict with Policy DM4 i) is identified in terms of visual and landscape harm.
- 11.4 Economic, environmental and social benefits of the scheme are identified, and the proposal has been found to accord with Policies DM1, DM3, DM6, DM7, DM9, DM10, DM13, DM17, DM18, DM19 and DM20 of the Site Allocations and Development Management Policies DPD as well as the overarching principles of the NPPF.
- 11.5 The proposed development has demonstrated that it would significantly contribute to the economic growth and job creation and provide environmental and social benefits, in absence of harm when considered against other policies of the development plan, these benefits are considered to outweigh the harm identified to the open countryside and therefore weigh in favour of the development.
- 11.6 Therefore, in this instance, material considerations indicate that the benefits of the scheme outweigh any identified harm and should therefore be approved.

12. Recommendation

- The completion within three months of this resolution a S106 agreement to secure the following obligations:
 - £636,996 towards improvements to the highway network in Coalville
 - Travel Packs for new employees (£52.85 per pack if supplied by LCC)
 - £6,000 Travel Plan Monitoring
 - 6-month bus passes, one per employee (£605 per pass if supplied through LCC)
 - National Forest Contribution: £138,250
- and
- Planning conditions outlined at the end of this report; and
 - That the Assistant Director Planning and Regeneration be given powers to determine the final detail of planning conditions and obligations.

Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows:

Drawing & Document Register – Project Excellence (up to date version to be provided by Harris Lamb)

Reason: To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. The materials to be used on the external elevations of the proposed units shall accord with the approved plans as follows:

Main Office - Proposed Elevations Drg No: 4092-25 Rev F

Maintenance Unit - Proposed Elevations Drg No: 4092-41 Rev C

Quality Control Office - Proposed Elevations Drg No: 4092-44 Rev B

Quality Control Building - Proposed Elevations Drg No: 4092-45 Rev D

Warehouse – Proposed Elevations Drg No: 4092-26 Rev H

Reason: To ensure that the development has a satisfactory external appearance in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. Prior to the commencement of any development, including site works of any description, an Arboricultural Method Statement prepared by a suitably qualified arboriculturist shall be submitted to and approved in writing by the local planning authority. The plan shall include protective barriers to form a secure construction exclusion zone and root protection area in accordance with British Standard 5837:2012 Trees in relation to design. The development shall be implemented in accordance with the approved Tree Protection Plan.

Reason: To ensure that the trees on site are to be retained and adequately protected during and after construction in the interests of the visual amenities of the area and biodiversity in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and paragraph 136 of the National Planning Policy Framework (2024).

5. Prior to the commencement of development, a landscape implementation scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscape implementation scheme will be in accordance with the general principles of the Landscape Masterplan Parts 1 and 2, Drg No: 1718-L-DPL-202 Rev V1 and 1718-L-DPL-203 Rev V1.

Reason: To ensure that the development has a satisfactory external appearance in accordance with Policies DM4 and DM10 of the Site Allocations and Development Management Policies Development Plan Document (2016).

6. A landscape management plan, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any building or any phase of the development, for its permitted use. The landscape management plan shall be carried out as per the approved details.

Reason: To ensure that the work is carried out within a reasonable period and thereafter maintained in accordance with Policy DM10 of the Site Allocations and Development Management Policies Development Plan Document (2016).

7. Prior to the first occupation of any building or any phase of development, full details of the on-site National Forest planting are to be submitted to and agreed in writing by the Local Planning Authority. Any trees lost must be mitigated in addition to the National Forest planting.

Reason: To ensure that the National Forest Planting requirement is met in the interests of the visual amenities of the area and biodiversity in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016), Policy 21 of the adopted Core

Strategy (2009) and paragraph 136 of the National Planning Policy Framework (2024).

8. No development approved by this permission shall be commenced until a scheme for the remediation of land contamination on the site has been submitted to and agreed in writing by the Local Planning Authority.

The scheme of remediation works so approved shall be carried out prior to the site first being occupied.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

9. If during development, contamination not previously identified is found to be present at the site, no further development shall take place within the affected area until an addendum to the scheme for the investigation of all potential land contamination is submitted to and approved in writing by the Local Planning Authority which shall include details of how the unsuspected contamination shall be dealt with.

Any remediation works so approved shall be carried out prior to the site first being occupied.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

10. Prior to any phase of development commencing, excluding demolition, a Construction Environmental Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The plan shall detail as a minimum, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision and how during the site preparation and construction phase of the development, the impact on existing and proposed residential premises and the environment shall be prevented or mitigated from dust, odour, noise, smoke, light and land contamination. The plan shall detail how such controls will be monitored. The plan will provide a procedure for the investigation of complaints. The agreed details shall be implemented throughout the course of construction for the whole development area.

Reason: To minimise disruption to the neighbouring residents in accordance with Policy DM7 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

11. Site preparation and construction shall be limited to the following hours;
Monday - Friday 07:30 - 18:00
Saturday 08:00 - 13:00
No working on Sundays, Bank Holidays and Public Holidays

Reason: To minimise disruption to the neighbouring residents in accordance with Policy DM7 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

12. No development above finished floor level shall begin on site until details of the scheme for protecting nearby dwellings from noise, outlined in the Noise Impact Assessment have been submitted to and approved by the Local Planning Authority. The submitted scheme shall include full details of the acoustic boundary treatment recommended within the Noise Impact Assessment carried out by Hepworth Acoustics Ltd-(Project Excellence, Land at Wiggs Farm, Station Road, Coalville Chapter 9) and the provision of a Noise Management Plan. All works which form part of the approved scheme shall be completed before the permitted development first comes into use.

Reason: To ensure that the proposed use does not become a source of annoyance to nearby residents in accordance with Policy DM7 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

13. The rating level of the noise emitted from Fixed plant and equipment (mechanical and electrical) located at the site shall not exceed [the existing background level] at any premises used for residential purposes surrounding the site when assessed in accordance with BS 4142:2014+A1(2019).

Reason: To ensure that the proposed use does not become a source of annoyance to nearby residents in accordance with Policy DM7 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

14. Details of any external lighting of the site shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. This information shall include a layout plan with beam orientation and a schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles).

The lighting shall be installed, maintained and operated in accordance with the approved details.

Reason: To ensure that the proposed use does not become a source of annoyance to nearby residents in accordance with Policy DM7 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

15. **DRAINAGE CONDITIONS TO BE ADDED FOLLOWING LLFA RE-CONSULTATION**

16. No development shall commence until the necessary programme of archaeological work has been completed. The programme will commence with an initial phase of trial trenching to inform a final archaeological mitigation scheme. Each stage will be completed in accordance with a written scheme of investigation (WSI), which has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed mitigation WSI, which shall include the statement of significance and research objectives, and

- The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure satisfactory archaeological investigation, recording, dissemination and archiving in accordance with DM13 of the Site Allocations and Development Management Policies DPD.

17. The development shall not commence until a 30-year Habitat Monitoring and Management Plan (HMMP), prepared in accordance with an approved Biodiversity Gain Plan, has been submitted to and approved in writing by the local planning authority. The approved HMMP shall be strictly adhered to and implemented in full for its duration and shall contain the following:
- a) Description and evaluation of the features to be managed;
 - b) Ecological trends and constraints on site that may influence management;
 - c) Aims, objectives and targets for management - links with local and national species and habitat action plans;
 - d) Description of the management operations necessary to achieving aims and objectives;
 - e) Preparation of a works schedule, including annual works schedule;
 - f) Details and a timetable of the monitoring needed to measure the effectiveness of management;
 - g) Details of the persons responsible for the implementation and monitoring;
 - h) mechanisms of adaptive management to account for necessary changes in work schedule to achieve the required targets; and
 - i) Details of methodology and frequency of monitoring reports to be submitted to the Local Planning Authority to assess biodiversity gain

Reason: To enhance biodiversity, and in accordance with the National Planning Policy Framework and paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 and in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

18. No development shall take place (including ground works or vegetation clearance) until a Construction Environment Management Plan for biodiversity (CEMP: Biodiversity) has been submitted to and approved in writing by the LPA. The CEMP shall include the following details:
- i. Identification of potentially damaging construction activities
 - ii. practical measures and sensitive working practices to avoid or reduce impacts during construction on Great Crested Newts, reptiles, bats, badgers, INNS – including Method Statements & Ecological Clerk of Works (ECoW)
 - iii. timing of works to avoid harm to nesting birds
 - iv. responsible persons for overseeing sensitive works
 - v. use of protective fencing where required

The approved CEMP shall be adhered to and implemented throughout the construction period, unless otherwise agreed in writing by the LPA.

Reason: In order to protect the protected wildlife species and their habitats that are known to exist on site to accord with in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

19. The development hereby approved shall be implemented in strict accordance with the mitigation measures stated in section 11.6: Mitigation, Enhancement and Residual Effects of the Environmental Statement Volume 1 (Envance, 2025).

Reason: In order to protect the protected wildlife species and their habitats that are known to exist on site to accord with in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

20. No development shall commence (including ground works or vegetation clearance) until an updated badger survey has been submitted to and approved in writing by the Local Planning Authority. This survey is to be carried out within 3 months of the likely commencement of works on site. It is to include details on mitigation measures for badgers if necessary (such as badger gates). All works are to proceed strictly in accordance with the approved document.

Reason: In order to protect the protected wildlife species and their habitats that are known to exist on site to accord with in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

21. No development other than demolition shall commence on site until a Biodiversity enhancement scheme has been submitted to and approved in writing by the LPA. Enhancements shall include (but is not limited to) woodcrete/integrated bat boxes, bat tubes, woodcrete/integrated bird boxes, the make/model and their locations. Any enhancement measures need to be shown on all relevant submitted plans. All works are to proceed strictly in accordance with the approved scheme

Reason: To enhance the ecological value of the proposed development in accordance with Policy DM6 of the SADMP.

22. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD.

23. No part of the development hereby permitted shall be first occupied until an amended full Travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed Travel Plan shall be implemented in accordance with the approved details.

Reason: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

24. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 4.5 metres by 160 metres to the north-west and 4.5 metres by 125 metres to the south-east have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

Reason: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

25. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Proposed Site Access GA With Vehicle Tracking (HGV) drawing number 25435-02 Rev. E have been implemented in full.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

26. The development hereby permitted shall not be occupied until such time as off street car and HGV parking provision (with turning facilities) have been implemented in accordance with Proposed Site Plan - Orientated drawing number 4092 - 06 Rev. E. Thereafter the onsite parking and turning provision shall be kept available for such use in perpetuity.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally and to enable vehicles to enter and leave the site in a forward direction in the interests of highway safety and in accordance with Policy DM18 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

27. The development hereby permitted shall not be occupied until such time as positive HGV signage has been provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the signage shall remain in perpetuity.

Reason: To ensure HGV access via suitable routes in the interests of highway safety and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

28. The development hereby permitted shall not be occupied until such time as the access drive and any turning space has been surfaced with tarmacadam, or

similar hard bound material (not loose aggregate) for a distance of at least 15 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

Reason: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

29. No part of the development hereby permitted shall be occupied until such time as site drainage details have been provided to and approved in writing by the Local Planning Authority. Thereafter surface water shall not drain into the Public Highway and thereafter shall be so maintained.

Reason: To reduce the possibility of surface water from the site being deposited in the highway causing dangers to road users in accordance with Policy DM7 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

30. No part of the development shall be occupied until such time as the offsite works shown on Proposed Site Plan – Orientated drawing number 4092 - 06 Rev. E have been implemented in full.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

31. The development hereby permitted shall not be occupied until such time as secure cycle parking shall be provided in accordance with details first submitted to and agreed in writing by the Local Planning Authority. Thereafter the onsite cycle parking provision shall be kept available for such uses in perpetuity.

Reason: To promote travel by sustainable modes in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

32. The development hereby permitted shall not be occupied until such time as a mitigation scheme for Junction 1 (Station Road/ Wood Road (B585)/ Ellistown Terrace Road (B585) roundabout) has been implemented in full, in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

33. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 15 metres of the highway boundary, nor shall any be erected within a distance of 15 metres of the highway boundary unless hung to open away from the highway.

Reason: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

34. No part of the development shall be occupied until such time as the offsite works in general accordance with the Proposed Junction Mitigation Scheme drawing number 25435-04 have been implemented in full.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024).

35. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and / or the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any orders revoking and re-enacting those Orders), the development site shall only be occupied by Pall-Ex as outlined in the David Tucker Associates Transport Assessment (DN/BM 25435-02), dated 14 May 2025.

Reason: In the interests of general highways safety and in accordance with Policy DM17 of the Site Allocations and Development Management Policies DPD and the National Planning Policy Framework (2024) as an alternative occupation of the site could create demand for HGV routing via unsuitable routes.

12.1 Notes to applicant

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at buildingcontrol@hinckley-bosworth.gov.uk or call 01455 238141.
2. Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>
3. If the proposal requires the permanent removal ("stopping up") or diversion of highway to enable the development to take place, then you must complete the legal processes required before commencing works. Further information is available at: <https://www.leicestershire.gov.uk/roads-and-travel/local-authority-searches/highway-extinguishments>. If you are unsure whether your proposal affects public highway, you can establish the Highway Authority's formal opinion of the adopted highway extent in relation to the proposal. Further information is available at <https://www.leicestershire.gov.uk/hre>

4. Any works to highway trees will require separate consent from Leicestershire County Council as Local Highway Authority (telephone 0116 305 0001). Where trees are proposed to be removed, appropriate replacements will be sought at the cost of the applicant.
5. To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
6. Travel Packs can be provided through Leicestershire County Council at a cost of £52.85 per pack.
7. In relation to conditions 11 and 12, advice from Environmental Health should be sought via esadmin@hinckley-bosworth.gov.uk to ensure that any investigation of land contamination is in accordance with their policy.
8. All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>
9. The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.uk
10. Any works to highway trees will require separate consent from Leicestershire County Council as Local Highway Authority (telephone 0116 305 0001). Where trees are proposed to be removed, appropriate replacements will be sought at the cost of the applicant.