**Planning Application 2020/VOCM/0166/LCC – Extension of BMI Redland Tile Factory in greenfield location, and trebling of permitted HGV movements on Gibbet Lane**

Proposal & Background

The tile factory site on Gibbet Lane was originally permitted, as a temporary operation, solely because of the benefits of co-location with the adjacent quarry.

BMI Redland’s current planning permission (issued just over a year ago) extends their operation to 2030 (from 2020) but retains the requirement to cease operations earlier if the quarry closes.

Tarmac informed us two years ago that the quarry would close approximately 2023.

BMI Redland want to make 2030 the absolute closure date, even if the quarry closes earlier.

Despite the uncertainty, BMI Redland want to increase output by 40%, importing all sand by HGV.

They are already exceeding current HGV movement restrictions; the proposal would increase permitted HGV movements threefold.

The Shawell Parish Meeting opposes this planning application:

       It would set a precedent for further development of a temporary operation (that has existed for over 60 years already), on an otherwise greenfield site, contrary to local planning policies.

       It is inconsistent with previous planning decisions that uphold planning policy, and minimise the disruption and damage to the rural environment.

       It compounds the adverse impact of HGVs and other traffic at the congested Gibbet Roundabout, which has caused severe safety issues in Shawell village.

Suggested Material Reasons To Object

Contravenes Leicestershire Mineral & Waste policy DM12 requiring the earliest, progressive restoration of the site to a greenfield location, consistent with its rural, agricultural character.

Unsustainable location for developing a strategic facility - rural, greenfield site with poor local transport options, in an area that is not designated for increasing employment opportunities.

Additional, unnecessary HGV journeys increase Leicestershire’s carbon footprint, contrary to LCC’s strategic objectives.  Carbon offsetting is not a good solution where carbon emissions can be avoided.

Previous planning decisions for this and other Gibbet Lane operations emphasise that the main reason is co-location with the quarry.  Previous extensions have been granted only because the life of the quarry was extended; a permanent operation was refused in 1987.

The employment and other benefits claimed by the applicant could be achieved by investing in a more appropriate location, consistent with planning policies, if a timely decision is made to do so – this proposal just delays that inevitable decision.

Loss of amenity – e.g. entrance to bridle way X27 is immediately opposite the entrance to the site, and is already inaccessible during operating hours due to current HGV movements.  Other footpaths in and bridle ways in the area have already been compromised due to cumulative developments.

Traffic through the village due to Gibbet Lane congestion is already unacceptable.  The applicant’s transport assessment has not considered that the village lanes being used as relief roads for Gibbet Roundabout.  A threefold increase in HGV movements would make a bad situation even worse.

Objections should be sent to the Planning Officer before 30th November 2020.

Reference:  2020/VOCM/0166/LCC

Email to: Planningcontrol@leics.gov.uk

Or via the Leicestershire County Council website <[here](http://leicestershire.planning-register.co.uk/Planning/Display?applicationNumber=2020%2FVOCM%2F0166%2FLCC" \t "_blank)>.

Or by post to:

Sophie Hughes

Planning Officer,

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County Hall,

Glenfield,

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LE3 8RA.