

Land South of Cotesbach

PROMOTION DOCUMENT



JUNE 2021

Promotion of Land for Sustainable Mixed Employment Uses, Energy, Public Access & Enhanced Biodiversity



VISION

Development of an attractive, modern, mixed employment opportunity to create approximately 1,500 jobs in a highly accessible location, focused on sustainability with provision for renewable energy generation, public access improvements, significant biodiversity enhancement, and community benefits



1.1.1 This report is supplied supplementary to a Call for Sites submission delivered to Harborough District Council (HDC) via the online HDC Call For Sites 2021 Planning Portal.

1.1.2 The sections of this report consider the following planning issues:

- **Location and Current Situation;**
- **Context of this Site Promotion;**
- **Demand;**
- **Constraints and Opportunities;**
- **Site Vision;**
- **Traffic, Transport, and Vehicular Access;**
- **Ecology and Biodiversity;**
- **Public Access and Amenity; and**
- **A Public Engagement Strategy.**

1.1.3 The land in question (hereafter referred to as 'the site') measures 214 hectares / 530 acres. Built development is not proposed for the entirety of the site; in order to deliver sustainable development it is proposed that the site accommodates a mix of employment uses in the form of built development at a range of scales.

1.1.4 The site can also provide social and environmental benefits in the form of improved and new public access to the countryside, pocket parks, renewable energy projects, a Great Central Railway trail, and areas for nature conservation and enhancement.

1.1.5 The site is hereby promoted to the HDC SHELAA for employment uses. It is considered that some areas of the site are available for development immediately, and some areas reliant on the cessation of current landfill and mineral operations at Shawell Quarry.

1.1.6 The site is hereby promoted to HDC for the following uses:

- **General Industrial (Use Class B2);**
- **Storage and distribution (both strategic and non-strategic) (Use Class B8); and/or**
- **Other uses such as office uses, research and development, and industrial processes (Use Class E).**

1.1.7 Following a thorough assessment of the site's constraints and opportunities for development, we consider that of the total site area, 53.4 hectares / 132 acres are 'developable' for mixed employment uses as part of a wider scheme to provide significant social and environmental benefits. This document aims to outline the site's potential for future employment uses that deliver a wide range of economic, social, and environmental benefits.



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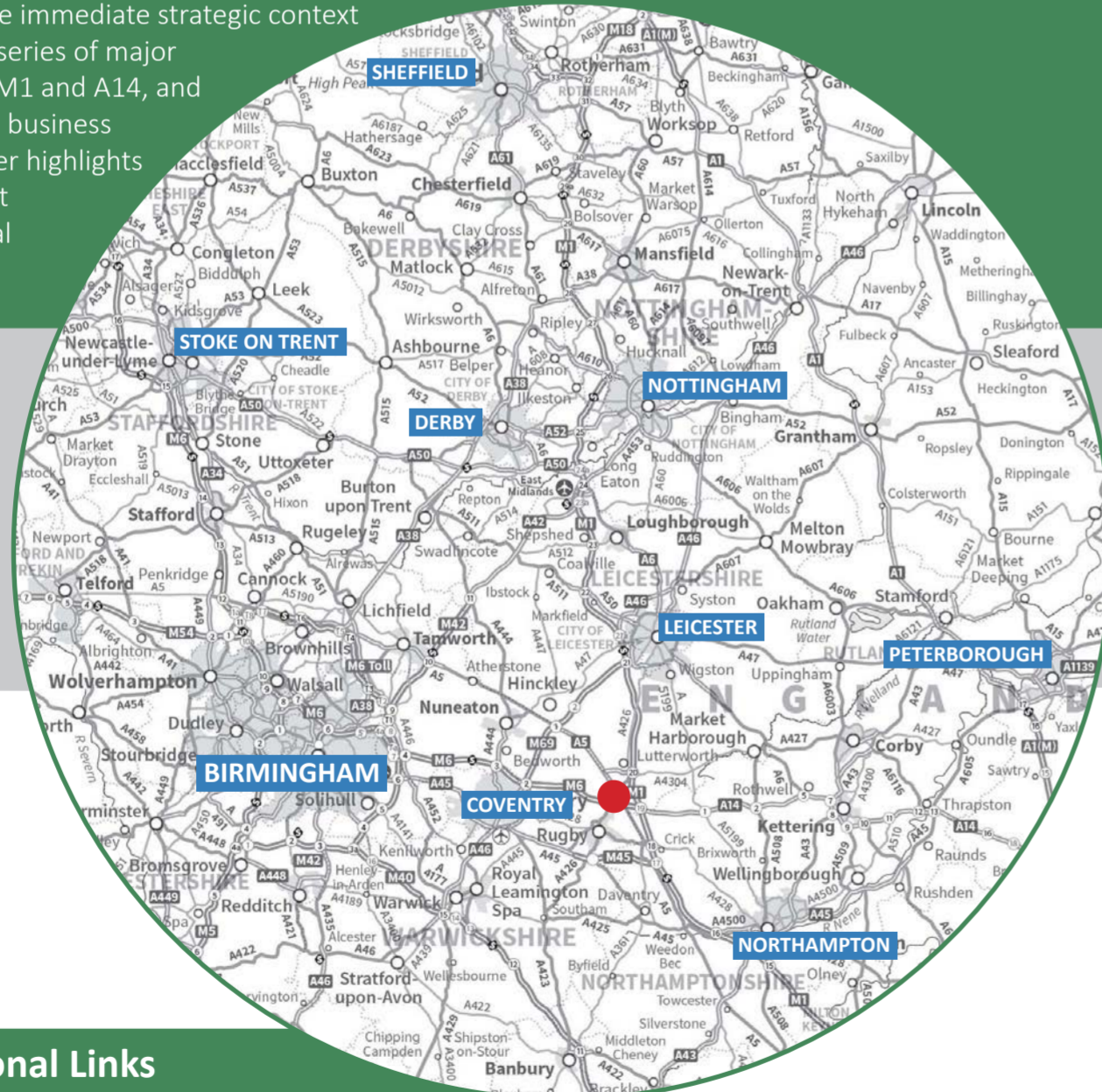
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2.0 LOCATION & STRATEGIC CONTEXT

2.1 LOCATION & CURRENT SITUATION

- 2.1.1 As shown on opposite, the site is located in the countryside, between the villages of Cotesbach and Shawell, two miles south of Lutterworth.
- 2.1.2 The full extent of the promoted site boundaries are outlined on the HDC mapping software and the Illustrative Masterplan that accompanies this document.
- 2.1.3 The site currently comprises Shawell landfill, Shawell sand and gravel Quarry, tile works operated by BMI, a Mechanical Biological Treatment Facility, areas of former mineral extraction (now restored), and future consented mineral extraction. The site incorporates active landfill cells, areas of the landfill which have been restored, and areas which are yet to be landfilled. It also includes the former Green Spinney Boarding Cattery, which is in Tarmac ownership but has fallen into a state of disrepair following a fire.
- 2.1.4 The site contains a wide variety of land uses as outlined above. It also contains a wide variety of habitats, many of which are proposed to be conserved and enhanced as part of the promotion of the site for employment uses, with opportunities for large scale, whole of site enhancement, to further connect and strengthen site and local biodiversity.
- 2.1.5 The site is entirely within the freehold ownership of Tarmac, with the exception of the tile works, operated by BMI Group as a nationally significant and successful manufacturing facility. BMI Group is currently progressing a planning application to best manage operations on its site, but it is logical to assume that securing a permanent site allocation would be attractive to them. As such, Tarmac is including this established employment land in this promotion document, suggesting that it should be retained for its current use.
- 2.1.6 The site is currently predominately operational disturbed land, associated with planning permissions granted by Leicestershire County Council (LCC) in their role as minerals and waste planning authority for Shawell landfill and Shawell Quarry.

- 2.1.7 The plan opposite also illustrates the immediate strategic context of the site, with easy access onto a series of major transport routes including the M6, M1 and A14, and its proximity to key settlements and business centres. The inset map below further highlights the site's regional context and direct infrastructure links to major regional and national hubs.



Regional Links



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2.0 LOCATION & STRATEGIC CONTEXT

2.2 EXTANT PERMISSIONS

Shawell Quarry & Landfill

- 2.2.1 Shawell Quarry benefits from extant planning permission for mineral extraction. However, at current production rates the Quarry has approximately five years of permitted mineral reserves remaining.
- 2.2.2 The first planning permission for the extraction of sand and gravel and the erection of ancillary plant to the south of Gibbet Lane was granted in 1958 (LCC ref. 1958/0361/03). Extraction had commenced by the 1960s. The quarry was the subject of a ROMP in 2004 (LCC ref. 2004/1605/03); this permission governs the operation of the processing plant. The quarry was further extended in 2006 (LCC ref. 2006/0333/03); this is now the main permission governing the extraction of mineral and the landfilling of the area to the north of Gibbet Lane; the site covered by this permission may operate until the 31st December 2044.
- 2.2.3 Other planning permissions at Shawell Quarry alongside the main permission governing mineral extraction, mineral processing, and landfill operations include permissions for two ready-mix concrete plants, a further static ready-mix concrete plant, a concrete block factory, a workshop, and site offices.
- 2.2.4 The Quarry currently extracts approximately 600,000 tonnes of sand and gravel per annum.
- 2.2.5 The current extraction area at the quarry is land between the A5 and the BMI tile works. This land measures 19 hectares, of which 3.2ha falls within Rugby District on the western side of the County boundary with Warwickshire. The land is being worked south to north as permitted under its December 2019 permission (LCC ref. 2018/1457/03). The land permitted for extraction and restoration to agriculture under permission 2018/1457/03 is not part of this site promotion as it does not fall within Tarmac's freehold land ownership.
- 2.2.6 In November 2020, a further extension to Shawell Quarry was approved (LCC ref. 2019/CM/0267/LCC) to enable mineral extraction and restoration to agriculture at three agricultural fields on the far west of the site, adjacent to the A426 Rugby Road. This is the most recent planning permission for mineral extraction at the site.

Shawell Tile Works

- 2.2.7 The tile works to the south of Gibbet Lane is subject to an existing planning permission allowing its operation to 2030 or in relation to when works at the adjacent Tarmac quarry processing plant cease. Should the tile works be considered a suitable and sustainable location by Harborough District Council for permanent employment, alongside the larger Tarmac quarry / landholding, this could enable the continued manufacturing of roofing tiles or other employment use.
- 2.2.8 The current tile works has been operating since the 1960s and is one of the largest employers in Harborough District, directly employing 104 people with support for many more indirect jobs. Such is the site's significance, it manufactures around 8% of all the concrete tiles produced in the UK.

2.2.9 Retention of the tile works site through a Local Plan allocation would safeguard significant jobs and economic benefits that otherwise could be lost to the local area.

2.2.10 Section 3.3 of this document further explains the economic significance of the current operations at the tile works.

Mechanical Biological Treatment Facility

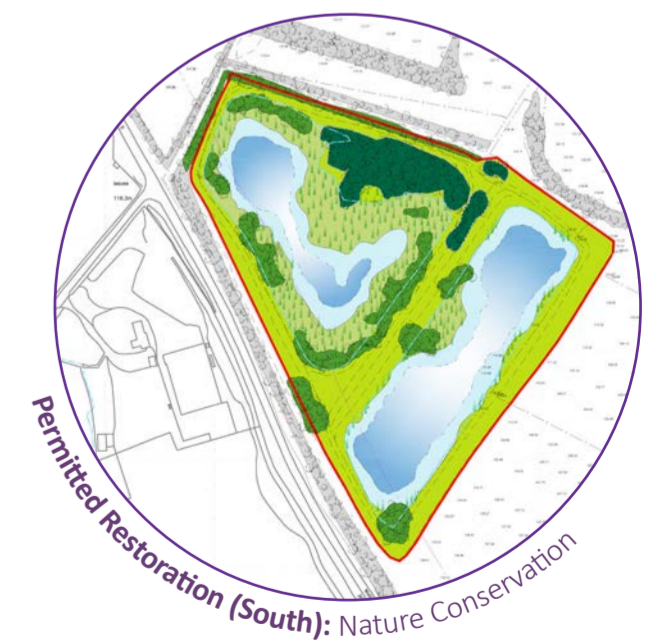
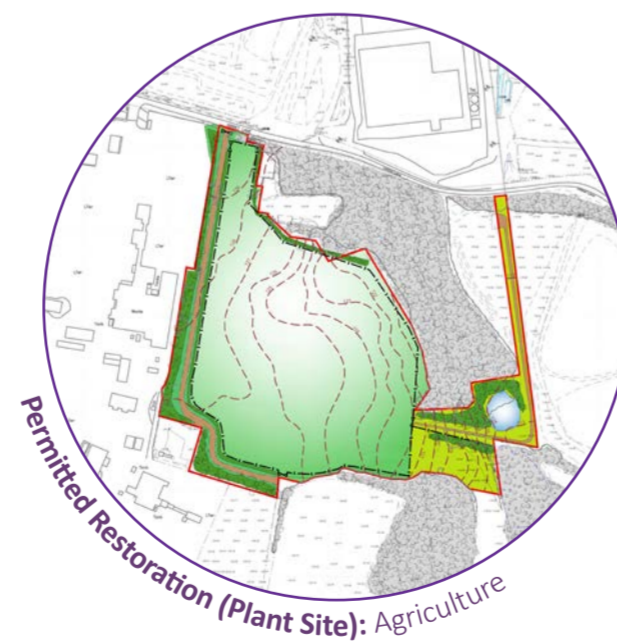
2.2.11 A Mechanical Biological Treatment Facility (MBTF) is located north of Gibbet Lane. The MBTF is a waste processing facility that sorts and biologically treats waste through composting and anaerobic digestion. The MBTF operates under LCC permission 2008/0789/03, with the exception of HGV movements to/from the site (which are limited to 300 per week) as per LCC permission 2012/0972/03.

2.2.12 The MBTF has been inactive since 2016. However, the facility itself and associated infrastructure remain in situ. The facility benefits from an extant permission for significant waste operations with a permitted throughout of 50,000 tonnes per annum. The MBTF is permitted to operate until 2044.

2.3 RESTORATION

2.3.1 The site currently benefits from a series of restoration schemes as permitted by LCC under numerous minerals permissions. Although no comprehensive restoration scheme for the entire site exists, the approved schemes that exist for Shawell Quarry's extension areas and processing area focus on restoration to agricultural grassland. Similarly, the approved restoration scheme for the landfill and adjacent land north of Gibbet Lane also focuses on restoration to agricultural grassland upon cessation of the life of the land for minerals and waste purposes.

2.3.2 Although a 'do nothing' scenario would result in the land being restored to its approved agricultural uses, we submit that alternatives to the approved schemes should be considered preferable in light of the possibility to deliver a high-quality sustainable alternative that could deliver some agricultural land but would also provide much greater economic, social, and environmental benefits.



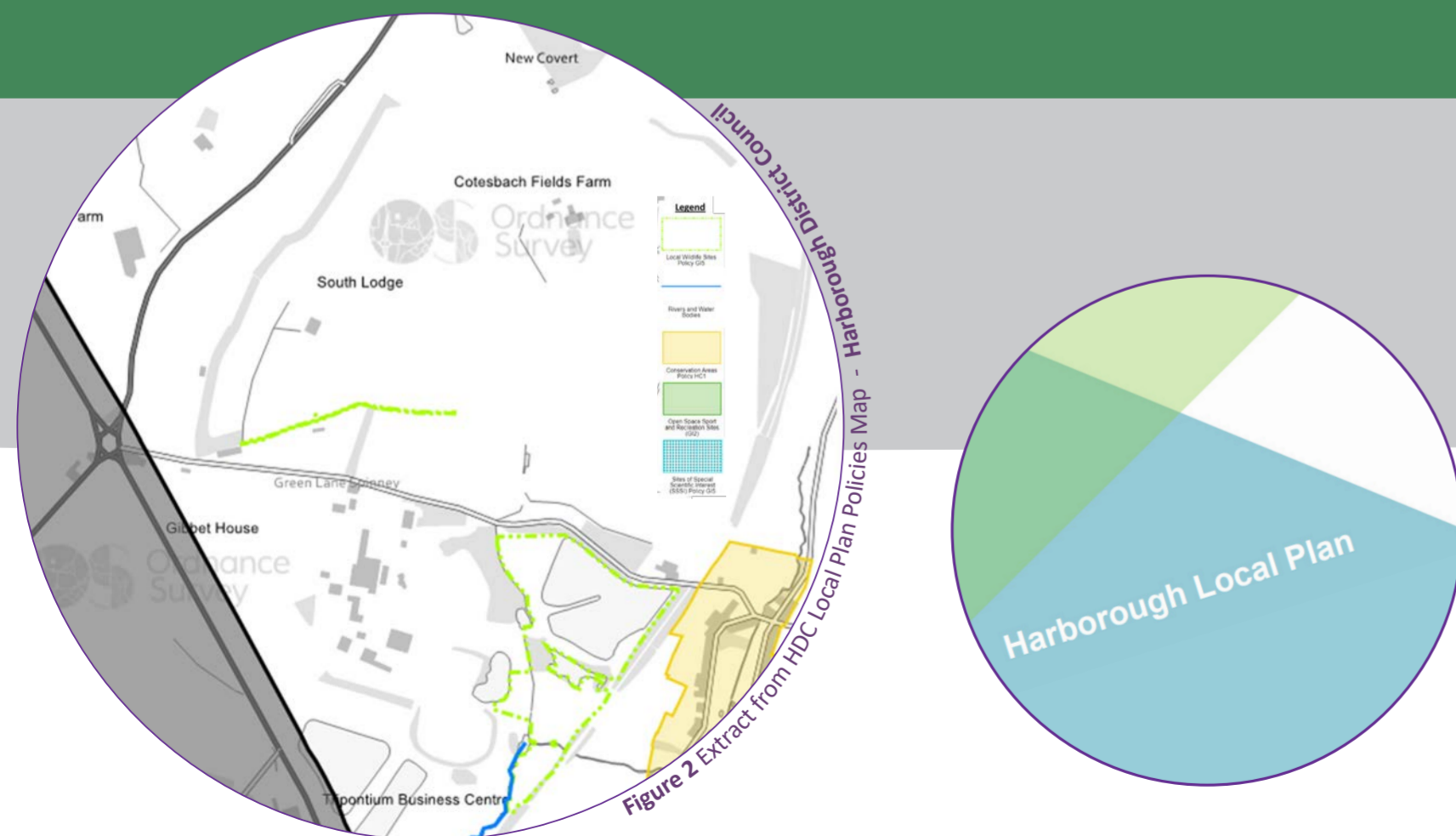
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3.0 PLANNING POLICY CONTEXT

3.1 PLANNING BACKGROUND

- 3.1.1 The Harborough District Local Plan (2011-2031) was adopted in April 2019. An extract of the Policies Map accompanying the Local Plan (2019) is overleaf.
- 3.1.2 There are nature conservation and heritage designations within close proximity to the site, as well as Cave's Inn Pits SSSI and open space designations. Policies pertinent to the designations are contained within the current HDC Local Plan. The specific policies are not discussed in detail in this site promotion. However, it is evident that the site does not contain any significant policy constraints that would adversely impact on the delivery of a well-designed employment scheme for the site.
- 3.1.3 The Local Wildlife Sites within the site can be enhanced through the delivery of an employment scheme that promotes built development within an employment allocation but beyond any ecological designation. Furthermore, the economic benefits of employment uses at the site would greatly increase investment into the creation of a series of better connected habitats which could be developed in collaboration with HDC, LCC, and other local interest groups.
- 3.1.4 It is notable that the large Local Wildlife Site south of Gibbet Lane has developed post-mineral extraction. The Local Wildlife Site south of Gibbet Lane and its adjoining habitats are some of the most pleasant and diverse across the site. The delivery of an employment scheme would provide the opportunity to create further ecological enhancement across the site.
- 3.1.5 In addition, the adopted Local Plan at Policies GD3 and CC2 support the development of renewable energy generation in the countryside. The site has significant potential to accommodate solar power generation. Policy GI5 'Biodiversity and geodiversity' also offers support to developments that offer improvement and enhancements for biodiversity.
- 3.1.6 Similar support is provided to proposals that can demonstrate acceptable impacts on highway safety and capacity (Policy IN2), flood risk (Policy CC3), drainage (Policy CC4), and landscape character (Policy GD5).
- 3.1.7 Importantly, Local Plan Policy CC1 'Mitigating climate change' is particularly relevant to the potential allocation of employment land at the site due to the significant opportunities on-site to provide not only significant gains for biodiversity through the delivery of an enhanced restoration scheme, but also through the delivery of a sustainable employment-led development with exemplar climate change mitigation at its heart.
- 3.1.8 The site can support major development incorporating measures to minimise carbon emissions through passive design, utilising energy efficient construction materials and methods, utilising renewable energy wherever possible, and promoting sustainable transport choices for on-site employees.



3.2 HDC ECONOMIC DEVELOPMENT STRATEGY 2018-2023

- 3.2.1 We consider that the Harborough Economic Development Strategy is a significant consideration for HDC in ensuring that the District can thrive economically in the coming years. The Strategy accords with the national agenda to 'Build Back Better' post-Covid-19.
- 3.2.2 Specifically, the vision of the Economic Development Strategy is: "By 2023 Harborough District's economy will have established a robust reputation as a dynamic, entrepreneurial and attractive place to do business. Sustainable employment opportunities and district-wide prosperity will be achieved by developing home-grown enterprises and proactively attracting high-value businesses to the area."
- 3.2.3 As the Illustrative Masterplan outlines, the site has the potential to support a range of employment units to attract a diverse mix of end users, from providing premises to entrepreneurs with new start-up businesses, to large warehousing, research and development, or office units drawn to the site's location within the 'golden triangle' for logistics in the UK, and a skilled local labour force. The site's prime location for logistics within the 'golden triangle' is particularly worthy of emphasis given that it would be a significant factor in attracting a range of end users to the site. A huge proportion of the UK's population can be reached within a few hours' drive.

3.3 CURRENT IMPORTANCE OF THE SITE

- 3.3.1 Although the site offers significant potential for new start-up businesses and attracting large high-value business to the District, the site already supports considerable employment uses that are economically beneficial for the area. Shawell Quarry itself currently employs seven people directly and a further 40 indirectly.
- 3.3.2 The tile works at Gibbet Lane were initially permitted in 1961 for a temporary period until 1975. Subsequent permissions have been granted for the retention of the tile works, in part due to their economic importance.
- 3.3.3 A 'Shawell Tile Works Economic Impact Report' prepared by Nexus (October 2020) has been submitted in connection with recent planning applications on the tile works site. It is appended to this site promotion for information. It outlines the considerable economic benefits of the tile works which include support for 275 jobs and the production of 8% of the UK's total concrete tile production.
- 3.3.4 The tile works are a vital local employer but also contribute £137k in annual business rates and paid £2.4m in VAT in 2019. The annual turnover of the site in 2019 was £12.1m.
- 3.3.5 Appended to the Economic Impact Report is a letter from David Wright (Economy & Business Service Manager at HDC) who emphasises the importance of the economic value of the tile works and states that HDC "fully support the approach by BMI Group seeking to reduce the severe economic shock that will be felt through the sudden forced closure of its tile works in Shawell." The sudden cessation of production at the tile works (as a result of the cessation of mineral operations at Shawell Quarry) is described by Mr Wright as "catastrophic to its employees and the local economy that they support." *The sudden cessation of production at the tile works (as a result of the cessation of mineral operations at Shawell Quarry) is described by Mr Wright as "catastrophic to its employees and the local economy that they support."*

3.4 INVESTMENT & JOBS

- 3.4.1 The economic potential of the site's development for mixed employment uses is substantial. The scale of economic opportunities are illustrated in the accompanying Economic Benefits Statement prepared by Turley.
- 3.4.2 Headline figures include the potential for significant investment into the local area at construction and operational phases, including an estimated £123 million investment in construction, £67.3 million productivity boost once employment uses are operational, and £3.1 million paid in Business Rates to be collected by HDC.
- 3.4.3 The scale of development proposed could support approximately 1,500 full-time equivalent jobs. This includes circa 140 jobs in the construction phase and over 1,300 full-time equivalent jobs once the site is developed. Given the proposed mixed employment uses, a range of elementary, process, managerial, professional, and administrative occupations would be supported.

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4.0 DEMAND

4.1 HDC EMPLOYMENT LAND POSITION

- 4.1.1 The HDC Authority Monitoring Report 2019/20 contains the latest publicly available figures regarding the levels of employment land supply within the District. The latest figures show a total of 331.9 ha of employment land at 1st April 2020 (828,980m² equivalent).
- 4.1.2 However, 82% of all the employment land in the District is strategic storage and distribution. Of the total 272 ha of strategic storage and distribution within the District, 58.7 ha was completed in the year 2019/20 (at Magna Park). This demonstrates the significant current demand for storage and distribution with the District (specifically within the golden triangle close to Lutterworth) but also that the mix of employment uses is dominated by strategic distribution.
- 4.1.3 The site hereby promoted offers an opportunity to deliver a flexible mix of employment uses.

4.2 BROADER CONTEXT

- 4.2.1 From 1st September 2020, The Town and Country Planning (Use Classes) Order 1987 (as amended) introduced Use Class E which represents commercial, business, and service uses. These include shops, restaurants, financial and professional services, indoor sport, recreation or fitness, not involving motorised vehicles or firearms, health or medical services, crèche, nursery or day centre principally to visiting members of the public, an office, research and development, or any industrial process that can be carried out in any residential area without detriment to amenity.
- 4.2.2 For the purposes of interpreting permitted development rights until 31st July 2021, the previous Use Classes are still used. At the time of writing, subject to the Prior Approval of the local planning authority, Changes of Use of B1(a, b, and c) uses to C3 dwellings are permitted development. This is in accordance with the general 'direction of travel' for permitted development in which it is generally becoming simpler in planning terms to increase housing numbers by directly replacing stock of employment land.
- 4.2.3 Harborough, as across England, we expect to see a loss of existing office and light industrial floorspace as a consequence of changes to the Use Classes Order and the general relaxation of permitted development rights being exploited to increase housing figures.
- 4.2.4 The above notwithstanding, although it is too soon to quantify the impacts of Covid-19 on demand for employment floorspace, we consider that it is likely that demand for B8 (storage and distribution) floorspace will increase nationally as more and more consumers shop online rather than on the High Street. As consistent with the wider trend across the country, the demand for strategic storage and distribution units is considered likely to continue to increase.
- 4.2.5 Harborough District Council has historically seen a significant demand for B8 floorspace as a result of its proximity to the population centres of Leicester, Coventry, and Rugby, but also due to its location within the golden triangle of logistics in the UK. The land promoted within this submission is at the heart of the golden triangle.
- 4.2.6 The site benefits from potential access points onto the A426 which links Rugby and the M6 Junction 1 to the south with Lutterworth and the M1 Junction 20 the north. The A5 crosses the A426 at the Gibbet Roundabout almost adjoining the site itself. From the promoted site a Heavy Goods Vehicle could be on the M1 (northbound or southbound) and on the M6 westbound within five minutes. Access to the A14 (forming the strategic route to the east of England towards Kettering and Cambridge) can be achieved via the M6 eastbound. All of the above can be achieved without the requirement for HGVs to drive through any settlement.
- 4.2.7 Daventry International Rail Freight Terminal is a rail-linked freight handler of national importance. DIRFT is located less than 5 miles from the site with the A5 providing direct access to DIRFT from the site.
- 4.2.8 East Midlands Airport, which is the UK's largest pure cargo airport, is located 28 miles north of the site. The Airport recently processed its highest ever number of goods in a month (at over 41,000 tonnes). The site is also 22 miles east of Birmingham Airport and only 50 miles from London Luton Airport.
- 4.2.9 Magna Park, located less than two miles north-west of the site, is set to expand further in the coming years to take full advantage of its similarly strategically beneficial location within the golden triangle. Similar expansion of logistics development has taken

place at DIRFT which included new rail sidings as part of DIRFTII, and at land north of Rugby which has recently seen Hermes and Amazon open significant warehouses.

- 4.2.10 The trend of increasing demand for logistics within the golden triangle looks set to continue as retail trends show a steady transition from high street shopping towards direct supply of products to consumers from warehouse units.

4.3 CONCLUDING THOUGHTS

- 4.3.1 The site offers excellent potential for employment development in the storage and distribution sector which would assist in meeting ever increasing demand.
- 4.3.2 The site also benefits from the flexibility to provide a variety of units within its boundaries, amongst the wider benefits of developing the site, including increased public access and significant nature conservation and enhancement.
- 4.3.3 Any development of mixed employment uses at the site would provide significant short-term benefits through the construction phase. This represents a direct benefit of the proposed employment development which would assist in mitigating unemployment in the District. Although unemployment in Harborough (3.6% at December 2020, ONS figures) is below the national and regional rates (4.8% and 4.7% respectively, ONS figures), the creation of employment opportunities should be given great weight as the longer term economic and social impacts of the Covid-19 pandemic are still uncertain.
- 4.3.4 Development that drives sustainable economic growth not only accords with the NPPF, but also the 'Build Back Better' agenda promoted by central Government to embrace opportunities for economic growth post-pandemic.
- 4.3.5 Finally, end users of employment units are increasingly under pressure and/or desire to work towards carbon 'net zero' targets. We consider that the site has the potential for delivery of exemplar employment units with the latest energy efficiency and 'green' solutions to provide net zero workplaces. The site also has considerable potential to generate renewable electricity. These will become important considerations for businesses looking to reduce their carbon footprint and maximise use of green technologies such as battery storage and the use of Electric Vehicle (EV) charging points for both cars and commercial vehicles. The site has excellent potential to incorporate these measures to create a future-proof working environment that is attractive to end users and is environmentally beneficial.

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5.0 OPPORTUNITIES & INFLUENCES

5.1.1 This Section considers the site's deliverability in terms of its constraints and opportunities. Topics discussed comprise:

- Geology;
- Topography;
- Access;
- Flood Risk and Drainage;
- Biodiversity;
- Heritage and Archaeology;
- Public Rights of Way;
- Air Quality and Noise Considerations;
- Utilities; and
- Mineral Safeguarding.

5.1.2 The site is not significantly constrained by nearby sensitive land uses. Isolated residential properties are located at the Gibbet Roundabout, along Shawell Lane to the north, and Gibbet Lane itself. The villages of Cotesbach and Shawell are located greater than 300m from any part of the site that is considered at this stage to be developable. A substantial green buffer would be provided between the developable parts of the site and Shawell village.

5.1.3 In respect of some relevant technical baseline, a summary is provided below:

Geology

5.1.4 Published geological information for this area indicates that the site is underlain by glacial Till (boulder clay). Mineral extraction at Shawell Quarry throughout the decades has revealed the presence of a layer of pebbly glacial sand and gravel beneath the boulder clay cover. The glacial gravel in turn overlies the solid Lower Lias of Jurassic Age.

Topography

5.1.5 The existing topography of the site is reflective of its varied land uses, which have been modified by on-site mineral and waste activities. The wider landscape is generally flat, befitting the site's location within the Swift valley.

5.1.6 Given that the site hereby promoted for employment uses includes the potential for considerable proportions of habitat creation, space for public access, SuDS, and renewable energy, the site has scope for management of topography to act as visual screening for built development. The parcels of land shown on the Illustrative Masterplan as 'developable' have been selected for a variety of reasons, including their current uses and the content of the various approved restoration schemes for the site, but also to reflect their topography.

5.1.7 The site possesses significant potential for the development of mixed employment uses that complement the natural and man-modified topography of the site and adjacent land.

Access

5.1.8 A Routing Agreement is currently in place that restricts HGV movements to/from the Shawell Quarry processing area and the MBTF. The Agreement requires HGVs to only use the stretch of Gibbet Lane between their access points and the Gibbet Roundabout. No HGVs travel through Shawell village.

5.1.9 With regard to future development, the site can accommodate separate access points which may be newly created to support the proposed employment uses. At this stage, the potential for the site's primary access from the A426 Rugby Road has been considered, with a new internal site access road serving employment uses across the development plots which are indicatively shown on the accompanying Illustrative Masterplan.

5.1.10 The forms of access junctions will be determined based on the flows of traffic on the main roads and development flows in and out of the site. Junctions are anticipated to consist of simple T-junctions, ghosted right turn lane junctions or roundabouts, and these will be designed to provide highway capacity and minimise the risk of any queuing or blocking back, particularly on the surrounding roads. Some improvement works/localised widening may be required on Gibbet Lane, to facilitate the anticipated type and numbers of vehicles associated with the development proposals. In addition, some form of routing agreement will be provided to restrict HGVs from travelling along Gibbet Lane east through Shawell.

5.1.11 The roads surrounding the site are derestricted (i.e. 60mph speed limits), and hence visibility splays of 4.5m x 215m will likely be required at



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5.0 OPPORTUNITIES & INFLUENCES (continued)

the site access junctions.

- 5.1.12 Access roads and parking provision will be provided in line with the design guidance and parking standards set out in the Leicestershire Highway Design Guide.
- 5.1.13 Liaison will be undertaken with LCC regarding traffic impact on the A426 Rugby Road and Gibbet Lane, and also with Highways England regarding traffic impact on the A5 (and Gibbet Roundabout), as well as potential impact on the nearest junctions on the M1 and M6.
- 5.1.14 In addition to the previous Section, a Transport Technical Note has been prepared by Tutum Consulting Ltd, a local highways and transport consultancy in order to appraise and assess the local highway network. The purpose of the high-level technical study is to appraise the highway network and consider the potential implications of developing the site for mixed employment uses with regard to highway capacity and safety.
- 5.1.15 The Technical Note also considers the site's accessibility in the context of sustainable transport. The Technical Note introduces the potential for re-routing the X84 bus service between Rugby and Leicester (also serving Lutterworth and Magna Park).

Flood Risk and Drainage

- 5.1.16 In respect of flood risk, Environment Agency flood mapping (extract below, Figure 3) show that the majority of the site would not be at risk of fluvial flooding and it falls within Flood Zone 1. A very small proportion of the site falls within Flood Zone 3 (representing land with a 1 in 100 or greater annual probability of river flooding). However, this part of the site has already been restored post-mineral extraction and is not considered to be comparatively as suitable for development as other parts of the site with no flood risk constraints.
- 5.1.17 For all new developments Sustainable Drainage Systems (SuDS) will be considered in relation to draining surface water from the site and implemented where possible. By mimicking natural drainage regimes, SuDS aim to reduce surface water flooding, improve water quality, and enhance the amenity and biodiversity value of the environment. SuDS achieve this by lowering flow rates, increasing water storage capacity and reducing the transport of pollution to the water environment. As such, SuDS are more sustainable than traditional drainage methods and are considered to be environmentally beneficial, causing minimal or no long-term detrimental damage. They are often regarded as a sequence of management practices, control structures and strategies designed to efficiently and sustainably drain surface water, while minimising pollution and managing the impact on water quality of local water bodies.
- 5.1.18 When identifying the most appropriate method of controlling and discharging surface water, the drainage hierarchy shall be adhered to. The hierarchy details where surface water run-off should discharge to in order of priority: an adequate soakaway or other infiltration system is preferential; where this is not reasonably practicable, discharge to an open watercourse should be sought; and if this is not possible, a connection into a surface water or combined sewer will be necessary but will only be considered if all other options are infeasible.
- 5.1.19 Soil datasets indicate that infiltration systems will most likely not be possible at this site and therefore, drainage to an open watercourse will be explored as the preferential option for discharging surface water. This method would reduce the need for surface water pumping and treatment, leading to reduced energy use and associated carbon emissions.
- 5.1.20 As previously mentioned, SuDS are required to be considered when designing the drainage at the site; the drainage strategy will aim to incorporate a range of sustainable drainage features, where feasible.

Biodiversity

The Environmental Bill

- 5.1.21 In the context of the emerging Environment Bill, which will provide a new framework for improving the natural environment, a 'Biodiversity Gain Objective' is set out in Part 6 (supporting Schedule 14). Biodiversity compensation is to be achieved for development proposals, if required, through a combination of on-site provision (where possible), off-site contribution, or through purchasing biodiversity credits. Part 6 (supporting Schedule 14) section 93 sets out the 'Biodiversity Gain Site Register' which will be used by local planning authorities when off-site biodiversity compensation is required. The Register will set out compensation receptor sites to be used by developers to achieve biodiversity net gains through development. The site hereby promoted offers excellent potential for biodiversity net gain. The scale and availability of the site make it ideal not only to provide on-site biodiversity net gains, but it also retains the potential to act as a compensation site for biodiversity enhancement through the delivery of other nearby development proposals.

Ecological Designations

- 5.1.22 An ecological background data search covering a 2km search radius around the site has identified two statutory designations:
- Cave's Inn Pits (SSSI) (a neutral lowland grassland covering an area of 5.82 hectares); and
 - Ashlawn Cutting Local Nature Reserve (LNR) (designated for a limestone grassland scrub habitat with 24 butterfly species, Green Winged

Orchid, Yellow Rattle plant species and ponds with various aquatic species along the former Great Central Railway Line).

- 5.1.23 Using National Biodiversity Network (NBN) software, a number sensitive ecological receptors within a 2km search radius of the site have been identified, including:
- Great crested newts (GCN) (*Triturus cristatus*) found 38 records within the 2km search radius of the approximate site. Dated between 2015-1977 –approximately 390m to the east of the dismantled railway line, which runs along the eastern boundary of the proposed restoration scheme site.
 - Both adders and grass snakes have been recorded within the 2km search radius further adding to the potential ecological value of the site and its surrounding habitats.
 - Four species of bat were found within a 2km search, this included: Lesser Noctule (*Nyctalus leisleri*), Noctule (*Nyctalus noctule*), common pipistrelle (*Pipistrellus pipistrellus*) and brown Long-eared bat (*Plecotus auratus*).
 - Some specialist bird species were also found during the search of the area this included: Turnstone (*Arenaria interpres*), common scoter (*Melanitta nigra*), lesser spotted woodpecker (*Dryobates minor*), oystercatcher (*Haematopus ostralegus*), yellowhammer (*Emberiza citrinella*), yellow wagtail (*Motacilla flava*), spotted flycatcher (*Muscicapa striata*) and grey partridge (*Perdix perdix*). In total within the 2km search radius, 135 species of birds were found in total.

Current Restoration Scheme

- 5.1.24 The current approved restoration scheme is set to return large proportions of the land back to agricultural land use, with some woodland patches surrounding field margins to add to existing woodland blocks. This holds some ecological value in that it may attract farmland and garden bird assemblages, however other groups such as wetland or waterfowl bird species will have limited habitat within the area. However, agricultural land generally has a low biodiversity value. Given the scale of the site, there is significant potential to provide meaningful enhancements for wildlife when compared with the approved restoration scheme. For example, woodland and wetland bird species will have limited nesting grounds under the current approved restoration scheme. An increase in waterbodies at the site would diversify the habitats created on-site to attract bird assemblages and increase biodiversity.

- 5.1.25 The intention of this site promotion is to diversify the restoration scheme with proposed nesting, foraging and resting grounds for a number of sensitive ecological species, boosting not only biodiversity, but enhancing the available land to better both floral and faunal species. This in turn will create a greater biodiversity net gain with a wider range of habitats compared to the current approved restoration scheme which is dominated by agriculture. Development for employment uses can provide a viable opportunity to promote a scheme for the site that vastly increase its long-term ecological value when contrasted with the approved agriculture-led restoration scheme.

Heritage & Archaeology

- 5.1.26 There are no Listed Buildings, Scheduled Monuments or Registered Parks and Gardens within or in close proximity to the site. Within a 2km radius, there are two Scheduled Monuments: a Roman Station at Tripontium (1005759), which is located approximately to the south of the site's southern extremity (beyond the A5), and the Motte castle and associated earthwork SSW of All Saints Church at Shawell (1017549) which is located a little over 300m beyond site boundaries, within the village itself.

Rights of Way

- 5.1.27 A number of Public Rights of Way traverse the site. The Rights of Way (RoW) within the site boundaries are shown in Section 6.0.
- 5.1.28 Any proposed employment scheme would incorporate and complement the RoW present within the site and would also aim to improve connectivity between different parts of the site where, at present, no RoW exist. This could include linking the Public RoW network with pocket parks and nature trails within the extensive site to facilitate pleasant recreational walks through a mix of habitats that form circular routes.

Air Quality and Noise Considerations

- 5.1.29 Given the distance of separation between the developable areas of the site and the villages of Shawell and Cotesbach, matters of noise are unlikely to constrain future employment development. Any issues would be considered in greater detail, through appropriate noise assessment work, in due course as specific uses and site layout details become known.
- 5.1.30 With regard to Air Quality, the site lies outside of any defined Air Quality Management Area.

Land South of Cotesbach

Promotion of Land for Sustainable Mixed Employment Uses, Energy, Public Access & Enhanced Biodiversity

M6

5.0 OPPORTUNITIES & INFLUENCES (continued)

Utilities

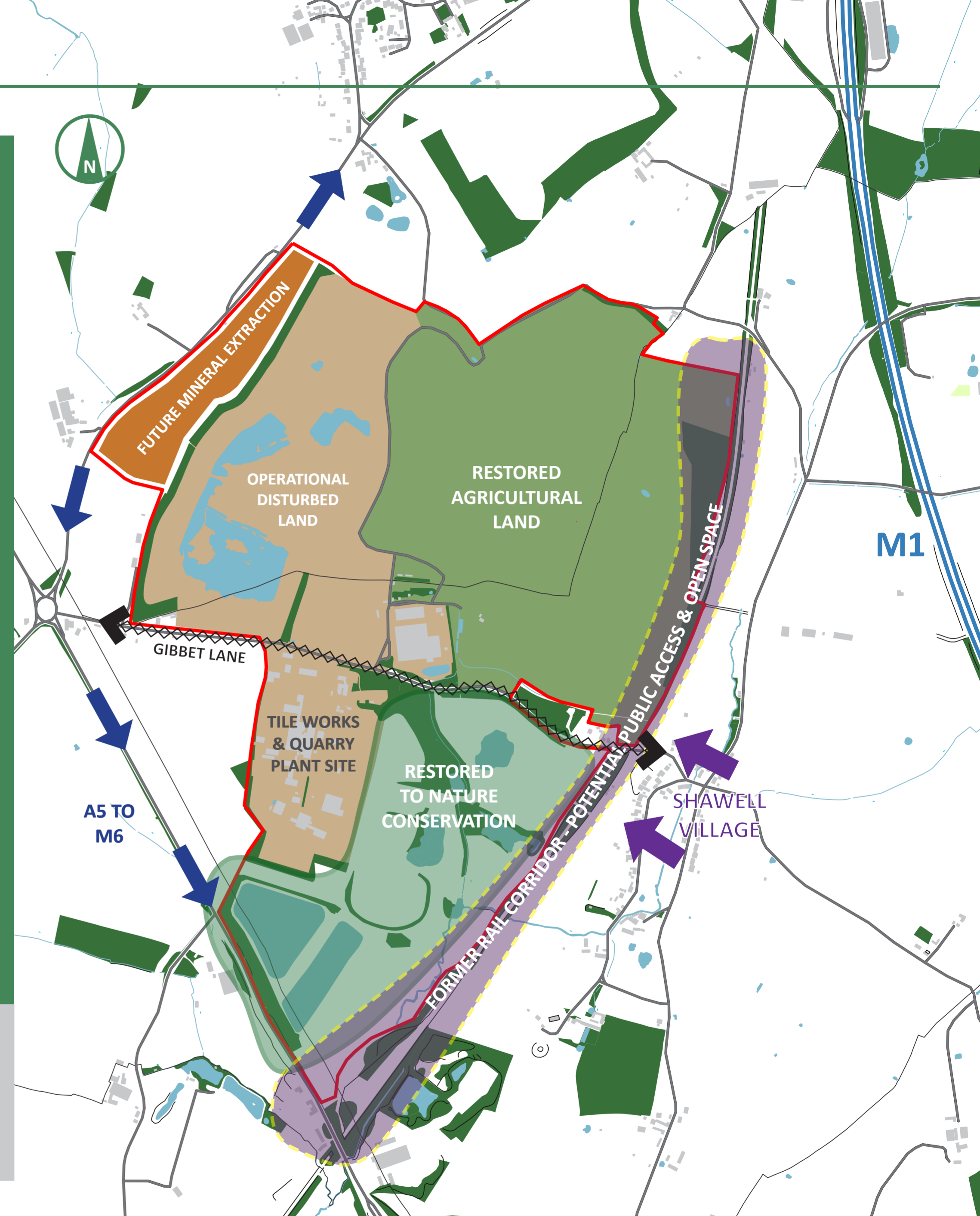
5.1.31 The utility and energy strategy adopted for the development can have a significant and meaningful contribution to the achievement of a net zero carbon development. This can include the following options:

- The installation and use of renewable energy sources on-site, including photo-voltaic panels, to complement the standard distribution network connections to each unit.
- Use of a 'fabric first' building construction methods to reduce the overall energy requirement for the proposed units.
- Use of low-carbon heating options, such as Air Source Heat Pumps (ASHP) or Ground Source Heat Pumps (GSHP) where possible.
- Negating the use of high-carbon heating methods, such as mains gas connections to the units.
- Installation and use of Electric Vehicle (EV) charging points for both cars and commercial vehicles.
- Installation of energy storage options, such as battery storage, within the units to store generated electricity from renewable sources.
- Installation of Smart Network technology to balance energy usage across high and low usage periods.

5.1.32 The above is not an exhaustive list of the options available to develop a utility and energy strategy for a development which is focused to the achievement of net zero carbon. However, it is provided to illustrate the many options available for this purpose.

Mineral Safeguarding

5.1.33 Finally, as the 'assessment of potential development sites' sets out within the Leicester & Leicestershire SHELAA Joint Methodology Paper (2019), mineral safeguarding should be considered in the assessment of site suitability for future development. It should be emphasised that as a mineral business, Tarmac in due course will have exhausted the viable the mineral deposits of the site. Therefore, no viable mineral reserves will be sterilised through the redevelopment of the site for employment uses.



Land South of Cotesbach

Promotion of Land for Sustainable Mixed Employment Uses, Energy, Public Access & Enhanced Biodiversity

6.0 WHOLE OF SITE VISION: ILLUSTRATIVE MASTERPLAN

ILLUSTRATIVE MASTERPLAN



Strategic Context, Accessibility & Sustainability

At the site level there are positive internal and contained access opportunities, including the potential to deliver a quality primary access onto the A426 (Rugby Road), with direct onward access onto the A5, M6 and M1 corridors. The site's excellent strategic position is appropriately located to sustainably connect into the existing transport network with onward connections to major regional and national centres.



In-Built Landscape Framework & Green Infrastructure

Existing landscape structure planting already assists in framing the site. This will be strengthened through both additional native tree and shrub planting and defining landscape units, to promote landscape character and deliver successful development / landscape assimilation.



Public Access, Social Amenity & Well-being

There is currently limited public access within the site. This will change as multi-user routes, including footpaths, bridleways and cycleways, would be developed to deliver internal amenity benefits to connect into the surrounding PROW structure. Benefits including exercise, education, sculpture and well-being opportunities. 2No. strategic corridors would be the focus for amenity enhancements, including adjacent to the former route of the now dismantled railway- providing linked access towards both Rugby and Lutterworth.



Ecology & Biodiversity

A significant land area within the site will be utilised to create a diverse network of habitats to promote protected species and to enhance biodiversity. Biodiversity enhancements being linked and aligned to structural buffer zones, e.g. to define separation between Shawell village, and to proposed public amenity spaces to allow access, interpretation and education, whilst delivering high quality conservation.

A landscape, social & biodiversity led, sustainable area of mixed employment land uses, providing significant opportunities & enhancements to an intrinsic green & blue infrastructure network.

Being strategically placed both economically and with respect to local and regional transport routes / networks.

Providing opportunities for significant Social, Economic and Environmental benefits towards net gain.



PARCEL A:	11.5Ha (28.5 Acres)
PARCEL B:	12.2Ha (30.2 Acres)
PARCEL C:	9.8Ha (24.2 Acres)
PARCEL D:	10.4Ha (25.7 Acres)
TILE WORKS:	9.5Ha (23.4 Acres)
Total:	53.4 Ha (132 Acres)

Land South of Cotesbach

Promotion of Land for Sustainable Mixed Employment Uses, Energy, Public Access & Enhanced Biodiversity

6.0 WHOLE OF SITE VISION: STRATEGIC ACCESS & SUSTAINABILITY

HARNESSING THE STRATEGIC LOCATION & SUPPORTIVE LINKAGES

The Rugby Road (A426) has been identified as having the potential to deliver a new quality highways access to the site, with opportunities and control to deliver significant visibility splays to ensure suitability of use.

It is proposed that this primary access point, provide onward internal access to Plots B to D, and the tile works. Illustrative internal arrangements highlight how defined access corridors and associated internal landscaping can be delivered.

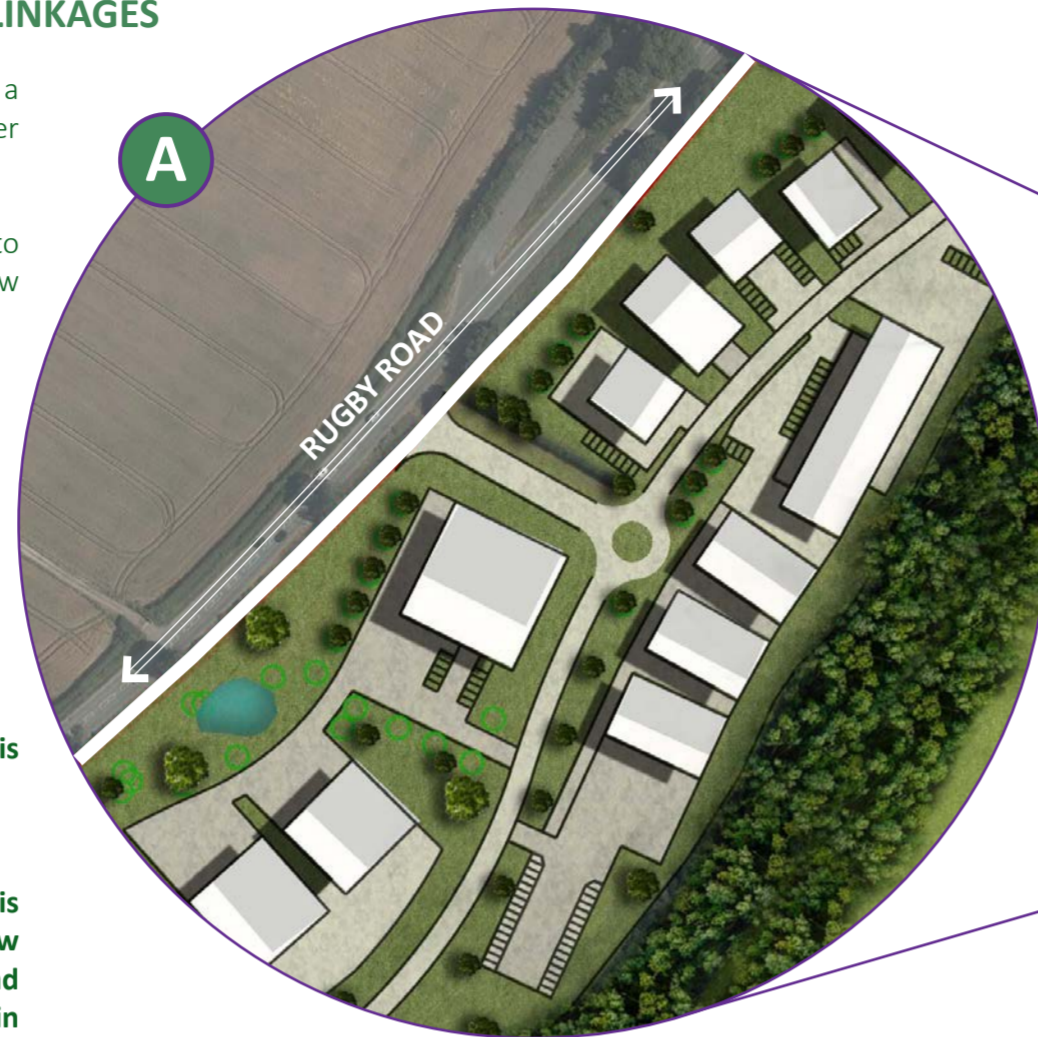
The Rugby Road (A426) provides excellent onward transport links northwards and southwards, to both local market locations, regionally and nationally.

This approach to access hierarchy, enables internal 'plots' to deliver flexible arrangements of use types and built form requirements, to enable the site to deliver mixed use, sustainable industrial / commercial opportunities.

A review of highways and transport by Tutum Consulting confirms that at this stage, there are no immediate transport reasons that would prevent the proposed use of the site for employment uses.

Access arrangements for all modes of transport have been carried out. This concluded that in the interests of limiting impact along Gibbet Lane, a new access in the form of 3-arm roundabout would be created off Rugby Road (A426). A secondary point of access would be for emergency use and in addition will create a bus gate. Potential remodelling of the existing access to Plot C and the existing tile works to form a single point of access could be provided as a single crossing point.

A restriction prohibiting vehicles turning east onto Gibbet Lane (towards Shawell village) will also be promoted.



GIBBET LANE

It is proposed that via the A426 (Rugby Road) access, that an internal access can be delivered, with a defined crossing point over Gibbet Lane to enable access to the southern development plot and tile works. This approach having the potential to reduce pressures on Gibbet Lane from vehicular movements.

Strategic Context, Accessibility & Sustainability

At the site level there are positive internal and contained access opportunities, including the potential to deliver a quality primary access onto the A426 (Rugby Road), with direct onward access onto the A5, M6 and M1 corridors. The site's excellent strategic position is appropriately located to sustainably connect into the existing transport network with onward connections to major regional and national centres.



Land South of Cotesbach

Promotion of Land for Sustainable Mixed Employment Uses, Energy, Public Access & Enhanced Biodiversity

6.0 WHOLE OF SITE VISION: ECOLOGY & BIODIVERSITY

DELIVERING QUALITY, BIODIVERSE ENVIRONMENTS & ACHIEVING BIODIVERSITY NET GAIN (BNG)

Opportunities exist to support enhancement of habitats for Great Crested Newts (GCN). There are 38 records of GCN within a 2km search radius of the site. A series of interconnected wetland/pond habitat with specialist floral species such as water mint (*Mentha aquatica*) and brooklime (*Veronica beccabunga*) could provide optimal egg-laying habitat for GCN and other newt/amphibian species.



A lowland meadow could be created at the south west corner of the site close to Shawell village with pocket parks and/or sculpture trail running through a developed meadow with enhanced biodiverse habitat. This would benefit local wildlife populations and enhance habitats for invertebrate species



ALIGNING WITH PUBLIC ACCESS STRATEGIES TO ENABLE EDUCATION & INTERPRETATION TO BE PROVIDED

A series of habitats could be created alongside the current approved arable pastures which would create a diverse mosaic of habitats. Some potential measures that could be applied to arable fields are unfarmed corners of agricultural land to provide refuge for reptiles, with field margins managed as a rough grassland scrub habitat. Hedgerows should be able to develop soft edges through facilitating scrub growth. Additionally, where possible a boundary bank between fields can provide connectivity between two otherwise separated, occupied habitat patches and provide basking opportunities for reptiles.



Ecology & Biodiversity

A significant land area within the site will be utilised to create a diverse network of habitats to promote protected species and to enhance biodiversity. Biodiversity enhancements being linked and aligned to structural buffer zones, e.g. to define separation between Shawell village, and to proposed public amenity spaces to allow access, interpretation and education, whilst delivering high quality conservation.



Due to the known but low populations of reptiles in the area, one proposed method of enhancing the reptile populations is to create log piles for increased foraging and resting grounds, hopefully attracting higher numbers. The log piles could be placed along the eastern boundary of the site along the woodland strip, surrounded by a grassland scrub mosaic providing good habitat connectivity for reptiles within the site. This would also increase populations of scrub nesting birds, rabbits and badgers that are also often found within scrub habitat close to woodland zones.



The site can incorporate unmanaged hedgerows which are to be left to naturally 'wild' where possible, along with a number of flora species and trees planted within the hedge. This will further diversify the site and encourage a number of farmland bird species and provide roosting locations for any of the four bat species identified during the data search.



Land South of Cotesbach

Promotion of Land for Sustainable Mixed Employment Uses, Energy, Public Access & Enhanced Biodiversity

6.0 WHOLE OF SITE VISION: PUBLIC ACCESS, SOCIAL AMENITY & WELL-BEING

SECURING A LONG TERM COMMUNITY ASSET WITH OPPORTUNITIES FOR LOCAL & LONGER DISTANCE MULTI-USE RURAL CONNECTIVITY, EXERCISE, EDUCATION, & INTERPRETATION

Two strategic north to south corridors have been identified to provide strategic green infrastructure routes and enhanced corridors for local and longer distance public access, leisure and enjoyments.

One

To provide a clear buffer and community asset to Shawell, to the eastern boundary of the site is proposed for a combination of community / public access and biodiversity / ecological enhancement, to provide a diverse network of linear spaces with an evolving character- from woodland to wetland to meadow.

Two

To provide an enhanced intermediate wooded corridor between Plot A and Plot B. Similarly diverse, allowing opportunities for outward open views as well as more contained woodland experiences and routes.

These strategic links to be supplemented by additional public access within restored agricultural land to provide east to west linkages and defined circular routes.

Opportunities exist for cycleways, footpaths, bridleways and multi-use routes to be delivered with opportunities to integrate sculpture trails, natural exercise trails, play and interpretation.

The land area being sufficient to do so without user conflict.



Public Access, Social Amenity & Well-being

There is currently limited public access within the site. This will change as multi-user routes, including footpaths, bridleways and cycleways, would be developed to deliver internal amenity benefits to connect into the surrounding PROW structure. Benefits including exercise, education, sculpture and well-being opportunities. 2No. strategic corridors would be the focus for amenity enhancements, including adjacent to the former route of the now dismantled railway- providing linked access towards both Rugby and Lutterworth.



Land South of Cotesbach

Promotion of Land for Sustainable Mixed Employment Uses, Energy, Public Access & Enhanced Biodiversity

6.0 WHOLE OF SITE VISION: LANDSCAPE & SUSTAINABILITY

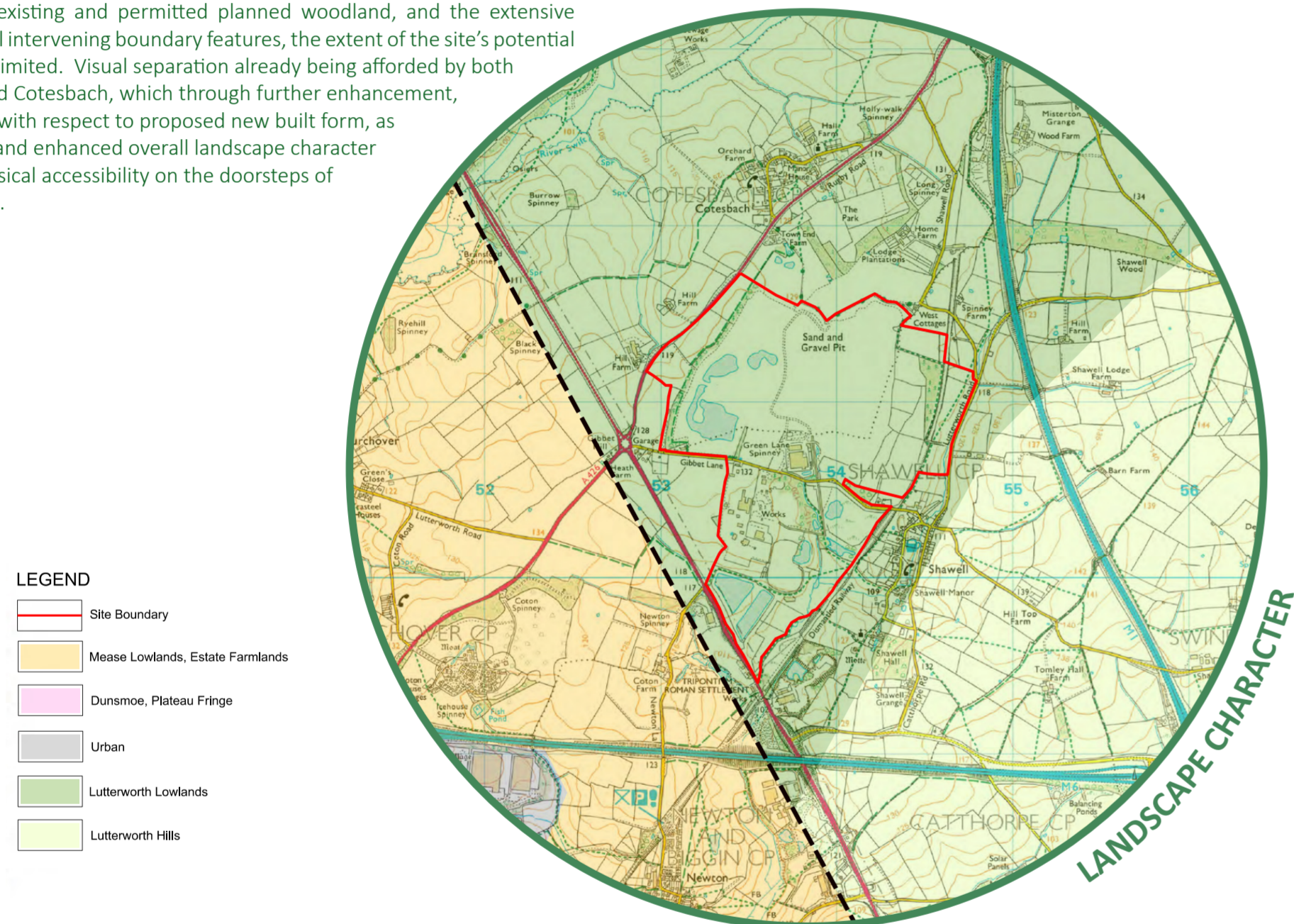
IN-BUILT, STRATEGIC & LOCALLY DISTINCT LANDSCAPE CHARACTER ELEMENTS, FEATURES & TOPOGRAPHY, ENABLING BUILT FORM TO BE SUCCESSFULLY ASSIMILATED INTO THE LANDSCAPE CONTEXT & TO PROVIDE SUBSTANTIAL PHYSICAL BUFFERS & BETTERMENT LOCALLY

Extensive woodland belts exist within the internal and surrounding landscape, providing a high degree of landscape and visual containment. This will be furthered through permitted restoration works, which are progressively establishing an enhanced connected network of woodland.

Proposals for the site incorporate additional woodland planting and natural boundary features, over and above that already to be delivered, which further enhance the natural screening and containment of much of the site, to enable future built form to be successfully accommodated and assimilated within its landscape and visual context. These features being locally distinct and characterful of the Lutterworth Lowlands Landscape Character Area - as defined by Leicestershire County Council, along with the adjacent Lutterworth Hills and Mease Lowlands Estate Farmlands.

This network of woodland, enables proposed built form to be integrated within a series of 'plots' which provide internal separation and internal green corridors, maintaining, enhancing and extending landscape (& ecological) connectivity locally. Wider opportunities for landscape enhancement exist, over and above those permitted through existing restoration scheme, with clear opportunities for amenity integration.

Visually, due to existing and permitted planned woodland, and the extensive network of natural intervening boundary features, the extent of the site's potential influence is fairly limited. Visual separation already being afforded by both Shawell village and Cotesbach, which through further enhancement, can maintain this with respect to proposed new built form, as well as providing an enhanced overall landscape character structure and physical accessibility on the doorsteps of these settlements.



In-Built Landscape Framework & Green Infrastructure

Existing landscape structure planting already assists in framing the site. This will be strengthened through both additional native tree and shrub planting and defining landscape units, to promote landscape character and deliver successful development / landscape assimilation.



EXISTING & 'TO BE ENHANCED' STRUCTURAL WOODLAND

EXISTING LANDSCAPE FABRIC & CONTAINMENT

NETWORK OF NEW NATIVE HEDGEROWS & AGRICULTURAL BUFFER

TOPOGRAPHIC VARIANCES ELEVATING WOODLAND RIDGES

Land South of Cotesbach

Promotion of Land for Sustainable Mixed Employment Uses, Energy, Public Access & Enhanced Biodiversity

7.0 ENGAGEMENT STRATEGY

- 7.1.1 Key to the delivery of the mixed employment uses and wider benefits of the potential development is engagement with the local community. It is proposed to liaise closely with Shawell Parish Council and Cotesbach Parish Council at the earliest opportunity to present the potential uses of the site and also highlight the benefits of the proposed scheme in contrast to the 'do nothing' alternative of eventually returning the land to agriculture. It is also proposed to engage with key councillors to ensure all parties remain well-informed of the proposals.
- 7.1.2 Feedback from the local community and other key stakeholders will be considered and the future designs for the site that may be developed at outline planning application stage will be informed by the feedback received.
- 7.1.3 In addition to engaging with the local community, potential end users for the site will be contacted at the earliest opportunity to introduce and present the site's potential availability for employment uses.



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