

Bradgate Stables Options Appraisal

April 2024



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Executive Summary

Bradgate Stables were added to the Heritage at Risk (HAR) Register in 1998 and are currently owned by Heidelberg Materials. This Options Appraisal has been commissioned to identify potential new sustainable uses for the designated heritage asset and its removal from the HAR Register. To inform this process Place Services have been appointed by Hinckley and Bosworth Borough Council to prepare:

- A **Statement of Significance** to understand the origins and historical development of the Site and how the elements which survive today contribute to the special architectural, historic, and archaeological interest of the Site and, therefore, its significance.
- An **Options Appraisal** informed by the understanding of the complex and its significance as set out in the Statement of Significance. The Options Appraisal explores opportunities for sustainable new uses that also address the potential for renewable energy. The Options Appraisal also identifies ways in which to improve public access to the complex and its setting. The Options Appraisal has also taken into consideration, and been informed by, a number of relevant existing studies and reports, including the Bradgate Stables Feasibility Study 1996; Historic Buildings Report 1992; and An Historic Building Assessment and Record of the Standing Fabric forming the Grade II* Listed Building known as Bradgate Stables 2006.

This study concludes that there are viable sustainable new uses for the Grade II* listed stable block and its setting. Four options were taken forward for further assessment which included a Curated Ruin, Events Space, Visitor Centre and Business Centre. It is considered that the Curated Ruin would be the most straight-forward to realise in physical terms. However, it has been evidenced that there is little potential to fund the works or financially sustain the use, compared to other options. It has also concluded that securing funding for the capital works for a Business Centre use would be similarly challenging. Overall, the study has suggested that the two most viable options are Visitors Centre and Events Space and, that if these uses are implemented together as a hybrid scheme, the viability could increase.

Each option for the stables will result in different levels of harm to the historic and natural environment as well as different challenges around access, utilities and funding. What has been resolved is that the stables are a nationally important heritage asset and based on information to date, their loss is not something which is considered acceptable in terms of policy and legislation. It is recommended that the owners engage with the local planning authority and Historic England to explore the findings of this assessment. It is further recommended that, based on further discussions, consultation is potentially undertaken with interested parties/ stakeholders to refine a brief with the aim of detailing an option both in terms of design, delivery, operation and funding.

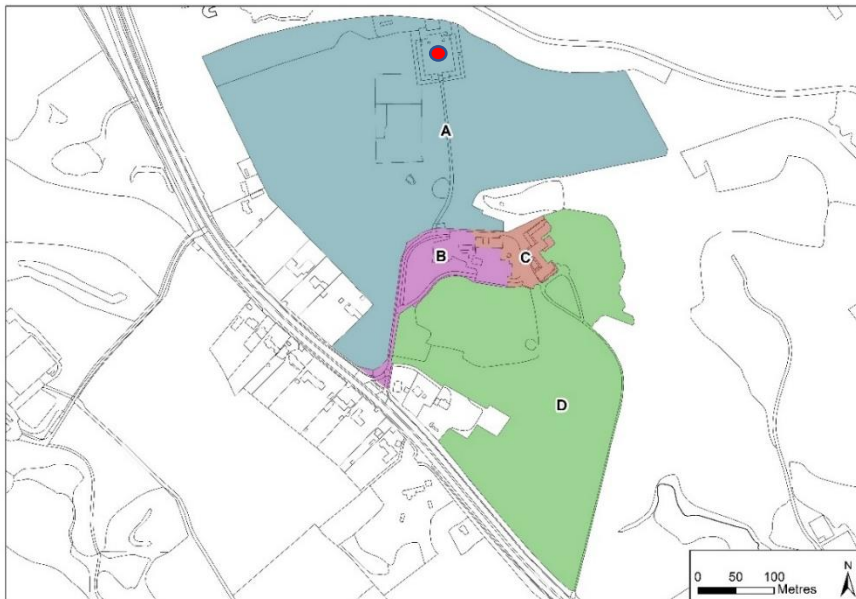
1. Chapter 1: Introduction

1.1 Introduction

This document forms an options appraisal for Bradgate Stables. The study has been led by Place Services with inputs from a number of specialists, outlined below, to provide a holistic understanding of the Site and its potential to unlock a future which can sustain this nationally important heritage asset.

1.2 Study Area

The building is Grade II* Listed (listed as *The Stables and Kennels to Bradgate House*). The stables and approximate study area (hereafter referred to as the 'Site') are outlined on the map below. The study area is comprised of four separate character areas which are described in *Chapter 2: Site Description*. These areas are approximate and whilst some of these adjacent areas are outside of the options appraisal, they are considered in how they may help contribute to the sustainable use of the stables.



Site plan with approximate study area, showing separate character areas.

1.3 Scope of the Study

This study has been commissioned by Hinckley and Bosworth Borough Council with support and funding from Historic England. The appraisal has been completed by a multi-disciplinary team and considers:

- The condition of the stables;
- The heritage and ecological significance of the Site;
- Extant and future planning considerations;
- Site constraints and opportunities;
- Current market circumstances; and
- Potential viable future uses.

The study is limited to Bradgate Stables but will consider the adjacent land in forming options for future uses. The brief was for the assessment of high-level options to be considered in the pre-quarrying, quarrying, and post-quarrying phases, and where these phases of potential activity remain of relevance to options these are specifically referred to. However, information about the potential quarrying activity has not been confirmed and this can fundamentally impact the viability of options. It is also the case that phases, as outlined in the brief, are not appropriate to this site. Particularly without more information pertaining to quarrying and specific stakeholders who can commit to future specific operations at the Site.

1.4 History and Condition of the Stables

Bradgate Stables is located in the former Bradgate Park estate and was constructed in the mid-nineteenth century to accompany a new house, constructed in 1854 for the 7th Earl of Stamford. Bradgate House was demolished in the early-twentieth century and replaced by a more modest dwelling in the 1920s. In the mid-twentieth century the property, including the stables, was procured by Redland Aggregates. Whilst the 1920s Bradgate House was extended and retained as an office, the stables fell into disuse.

The Stables were listed in 1988, and in the 1990s studies were undertaken to consider the future of the building as well as record its significance. The feasibility study undertaken in 1996 is now out of date both in terms of the approaches to conservation and the environment and market in which new uses were considered.

Since this time the stables have fallen into further disrepair, despite some approved works of stabilisation being undertaken by the previous owner, Lafarge Aggregates Ltd during the mid-2000s, and there is currently no active use for either the stables or Bradgate House. Today the Site is owned by Heidelberg Materials (HM), formerly Hanson Quarry Products Europe Ltd. There is a planning permission to quarry the land to the north of the Site, in close proximity, which may impact the viability of some potential new uses.

1.5 Gaps in Knowledge and Limitations of Quarrying

Sources consulted in this appraisal are noted in the Bibliography of this document.

Many of the existing studies date from the 1990s and 2000s when a full historic building record was completed, and a feasibility study was undertaken.

The history of the stables, and wider Bradgate Park, are well documented and this appraisal includes a high-level overview drawn from these documents. The Leicestershire and Rutland Historic Environment Record was also consulted.

Gaps in knowledge have largely arisen from limited information provided from Leicestershire County Council. This is particularly around the existing quarrying permissions and highways access. The event of quarrying and access to the site are two of the biggest challenges and constraints and this will need to be further assessed after this study. This study has been progressed on the basis quarrying will proceed and the site can be accessed in the manner broadly outlined in this document. This consideration is fundamental in establishing what options are acceptable at the Site.

1.6 Authorship

This Study has been co-ordinated by Place Services and has included contributions from a number of specialists, which are outlined below together with their roles in this project. Outputs of individual specialists are included in this document and the suite of appendices.

Tim Murphy, Place Services, Historic Environment Manager: Project Manager

Sam Pace, Place Services, Senior Heritage Consultant: Project Runner

David Hills, Roger Mears Architects, AABC Architect: Project Architect

David Geddes, Colliers, Principal Associate: Business Planning and Viability Consultant

Ed Morton, The Morton Partnership, Director, CARE Engineer: Project Engineer

Andrew Morton, Andrew Morton Associates: Project Quantity Surveyor

Barry Collins, B J Collins, Director: Project Ecologist

1.7 Stakeholders and consultation

This project has included consultation with a number of stakeholders who are outlined below. Input from stakeholders is considered in the main document. [REDACTED]

Consultation of this document with officers in Hinckley and Bosworth Borough Council and Historic England has been undertaken via the project commissioners.

The following stakeholders have been consulted:

Project Commissioners:

- Paul Grundy, Hinckley and Bosworth Borough Council, Senior Conservation Officer.

Principal Funder and Statutory Consultee:

- Amanda White, Historic England, Heritage at Risk Surveyor
- Rosemary Thompson, Historic England, Inspector of Historic Buildings and Areas

Site Owners (Heidelberg Materials):

- [REDACTED]
- [REDACTED]

Planning:

- Marie Dickinson, Leicestershire County Council (Minerals and Waste), Minerals and Waste Planner.
- Leicester County Council Highways Department.

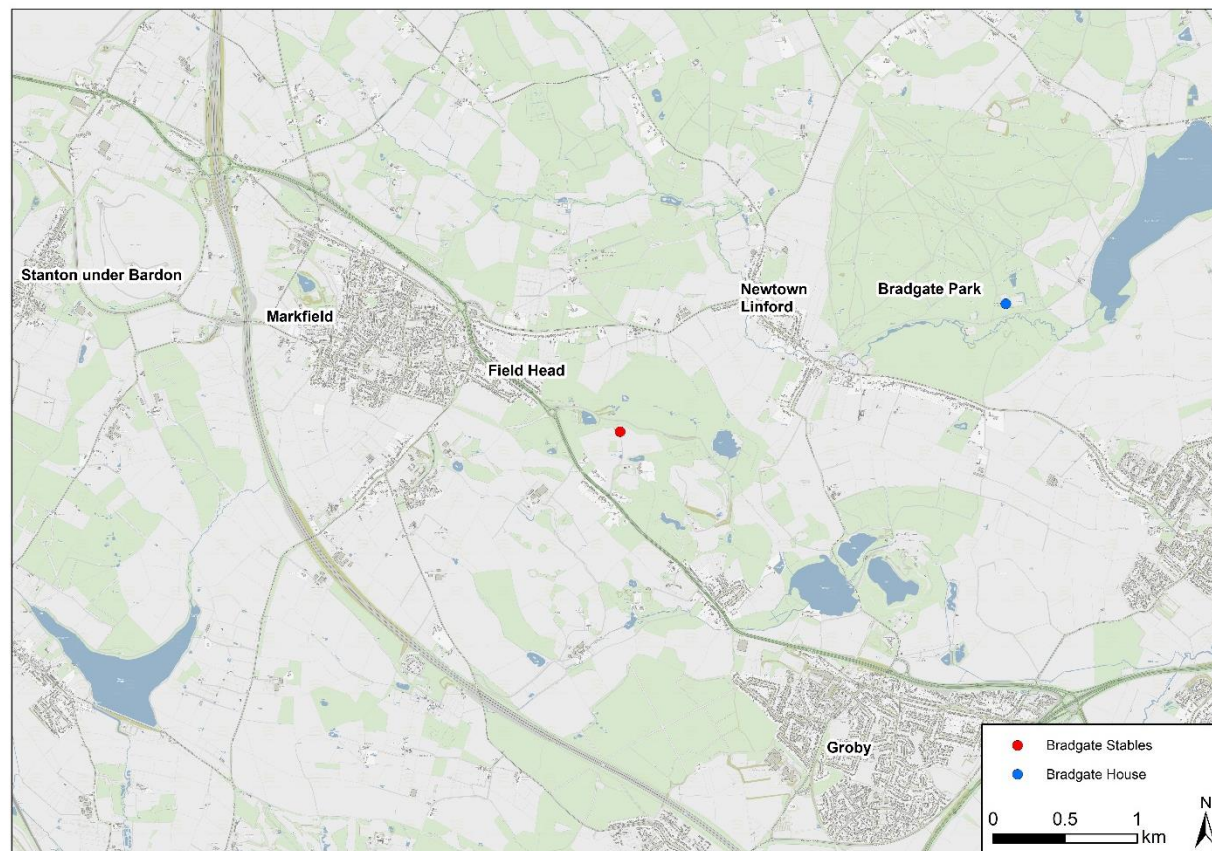
Wider Stakeholders:

- Dr Jack Matthews, Charnwood Forest Landscape Partnership, Geoheritage Officer.
- Alastair Dick-Cleland, Landmark Trust, Project Development Manager.
- James Dymond, Bradgate Park Trust, Director.

2. Chapter 2: Baseline & Understanding

2.1 Location

Bradgate Stables is located within north-west Leicestershire, within the Groby Ward in the Borough of Hinckley and Bosworth. The Site is located to the north of the A50 between Bradgate Hill and Markfield, on the outskirts of Leicester. Newton Linford is located to the north-east, Groby to the south-east and Field Head to the west.



Location of stables (in red) and the wider area. Bradgate Park is the location of the medieval deer park and pre-existing house.

2.2 General Site Description

The stable block is accessed from the A50 which leads to a driveway that terminates at the stone gate piers once associated with the Victorian estate and a tarmacked car park of modern derivation. From here, Bradgate House and lodge can be accessed immediately to the east.

Bradgate Stables is situated on the top of a small rise which permits impressive views of the principal façade when viewed from the south. The stable block is set within an area of traditional parkland comprising semi-improved grassland, and mature and veteran trees. To the north and east, the Site is bounded by dense, deciduous ancient woodland associated with Old Wood, with in an intervening, low-level dry-stone wall. The west of the Site is also bounded by woodland, behind which is the A50, and the gardens of neighbouring properties to the south-west. To the south is Bradgate House and lodge, and two tarmacked car parks which are obscured from view by a small strip of woodland.

Immediately to the north-east corner of the stable block is a nineteenth-century gas plant, with the remains of at least one contemporaneous kennel located to the north-west and north-east corner.

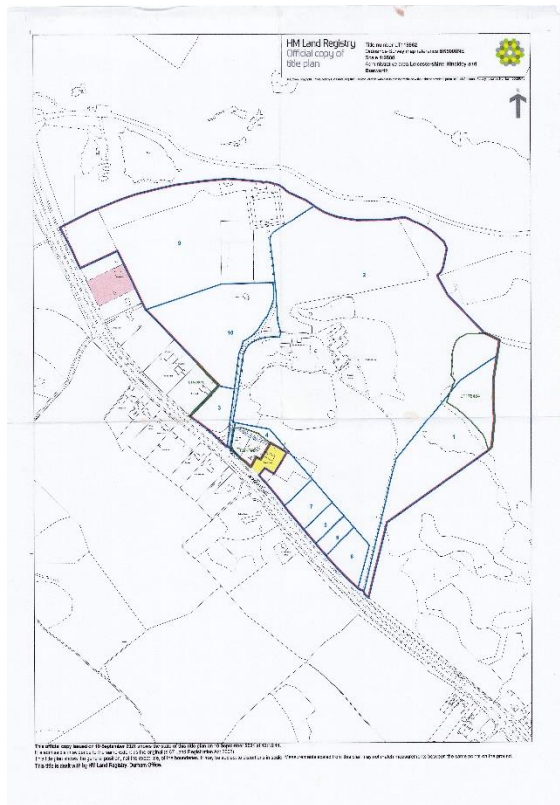


View from south of Bradgate Stables principal façade

2.3 Ownership, Management & Use

The stables are owned by Heidelberg Materials (formerly Hanson Quarry Products Europe Ltd, a wholly owned subsidiary of Heidelberg Materials since 2015). The ownership extends beyond the stables to the land to the north-east, west and south. All buildings are now either ruinous or vacant.

The Land Registry holds title information for the land within which the stables are located called; Bradgate Stables, former offices and surrounding land, registered as land parcel LT119962. The freehold is recorded in the ownership of Hanson Quarry Products Europe Ltd. The outline of the land holding (LT119962) is outlined on the map below.



Land Registry Plan showing landholding LT119962

Land holdings adjacent to the Site include:

Land to the north (including the quarrying permission):

- Freehold LT487897 - Hanson Quarry Products Europe Ltd (no title plan currently available)
- Freehold LT178484 - Hanson Quarry Products Europe Ltd (no title plan currently available)
- Leasehold LT287803 – Midland Quarry Products¹

Section of woodland (Old Wood) to the east:

- Freehold LT66878 – Hanson Quarry Products Europe Ltd

Landfill site:

- Freehold LT331868 – Waste Cycling Ltd

Heidelberg Materials (HM) currently have no use for the buildings within the Site which includes the stables, a former lodge structure and Bradgate House. The latter was constructed in the 1920s and significantly extended to provide office accommodation.

HM currently have planning permission to quarry the land to the north of the stables, this is discussed further in the Planning Overview section below. The permission to quarry the area known as 'Old Wood' to the north has shaped the approach taken to the site to date. It is understood that HM have no current or future plans for the stables or wider Site outside of the quarrying permission.

¹ Midland Quarry Products Ltd (MQPL) formed in 1997 as a joint venture between Hanson Quarry Products Europe Ltd and Tarmac Ltd, wholly owned by Hanson since 2013.

2.4 Planning Overview

Designations

There are a number of designations within the Site and its environs. These would be material considerations in a planning application.

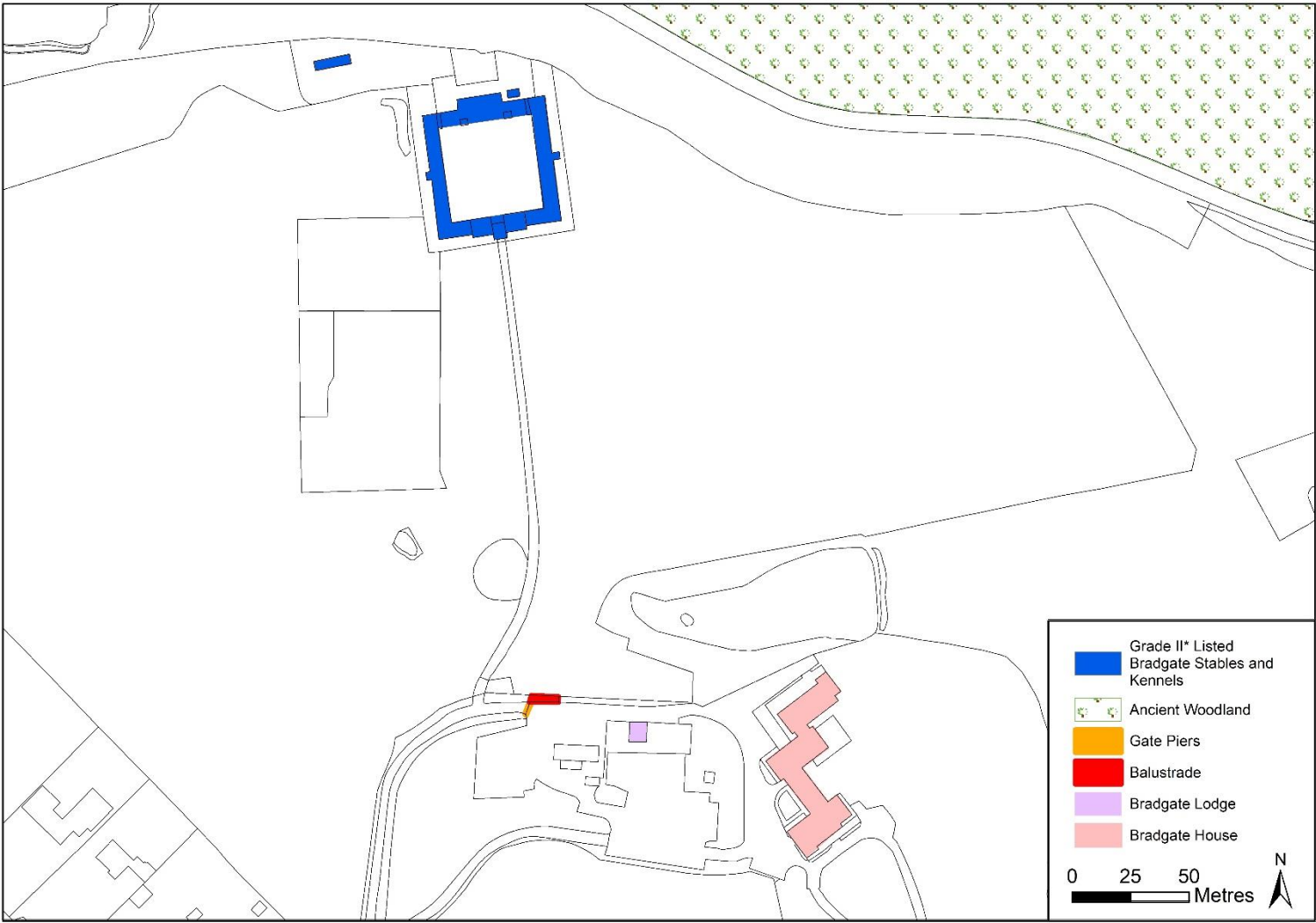
Heritage Assets

Bradgate Stables is designated as a Grade II* listed building (List Entry Number: 1361383). The designation information has been reproduced in **Appendix A**.

Also located within the Site are several structures that are considered non-designated heritage assets. These include:

- Nineteenth-century gate piers to the south of Bradgate Stables;
- Nineteenth-century balustrade to the south of Bradgate Stables;
- Bradgate House (although the rear office range is of no heritage significance); and
- Bradgate Lodge.

Heritage assets within the Site are annotated on the map below.



Heritage at Risk

Bradgate Stables and Kennels to Bradgate House, Bradgate Hill, Groby were added to Historic England's Heritage at Risk Register in 1998. The 2023 published summary reads²:

Condition: Very bad

Occupancy / Use: Vacant/not in use

Priority: A - Immediate risk of further rapid deterioration or loss of fabric; no solution agreed

Notes: Complex of brick stables and kennels built 1856 to house the 7th Earl of Stamford's 47 horses. Largely ruinous by 1988 and now derelict and in very bad condition having not been maintained for many years. The structure is actively deteriorating. There are multiple structural concerns; periodic masonry collapses; uncontrolled and significant ivy growth and self-seeded trees. The local authority has exercised its statutory powers, and this may prompt voluntary action in 2023. Historic England is providing grant aid and technical advice to the council. A feasibility study is to commence in 2023.

The stables were listed in 1988. Since this time, they have fallen into a further state of disrepair and has received little investment and no planned conservation. Because of the deteriorating state of the stables, the Borough Council have served two Urgent Works Notices upon the owners in order to secure repairs urgently necessary for the preservation of the structures including work to all four ranges. The first notice was served in 2022 and was withdrawn due to a commitment from the owner to undertake works voluntarily. However, a second notice was deemed necessary due to a lack of voluntary action, and this was served in May 2023. The Notice has resulted in some voluntary action from the owner including to date (end of April 2024): vegetation clearance, focused scaffolding works and some repairs to the western range. Consequently, the Urgent Works Notice is being held in abeyance and the Borough Council are monitoring voluntary progress of the works.

² [Stables and kennels to Bradgate House, Bradgate Hill, Groby - Hinckley and Bosworth | Historic England](#)

Historic Environment Legislation, Planning Policy and Guidance

Legislation, planning policy, national and local guidance should be taken into account when planning change at the Site.

This should include:

- Planning (Listed Buildings and Conservations Area) Act 1990;
- National Planning Policy Framework, December 2023;
- National Planning Practice Guidance: Conserving and Enhancing the Historic Environment 2019;
- Historic Environment Good Practice Advice Note 2: Decision-Taking in the Historic Environment 2015;
- Historic Environment Good Practice Advice Note 3: The Setting of Heritage Assets 2017; and
- Statements of Heritage Significance 2019.

Planning (Listed Buildings and Conservation Areas Act 1990 (LBA)

Sections 16 (2) and 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duty for development that affects a listed building in the case of Bradgate Stables:

“In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”

National Planning Policy Framework and the Historic Environment

Section 16 of the NPPF relates to the Historic Environment. The latest iteration of the NPPF, at the time of writing, was published in December 2023. Some of the policies have been reproduced below with reference and context to Bradgate Stables.

Paragraph 202 States:

Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

Given the stables appear to have been subject to little maintenance for a number of years, the deteriorated state may not be a material consideration for any application for change. As such, the deteriorated state of the building may not be considered a justification for the loss of the building.

Paragraph 205 States:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

The Stables and Kennels are Grade II* listed and as such 'Great Weight' should be given to their conservation.

Paragraph 206 States:

Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

The Stables and Kennels are Grade II* listed and as such any substantial harm should be wholly exceptional. This would certainly be a consideration if a curated decay option (the total loss of the building) was ever considered. However, this assessment suggests that curated decay is not an appropriate option for the stables (detailed in Chapter 5).

Paragraph 207 States:

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

The above test would need to be considered if substantial harm is caused and this would certainly be the case under a curated decay option.

Paragraph 208 States:

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

With exception of 'curated decay' all of the options will likely cause a level of less than substantial harm as a minimum. As such, Paragraph 208 will be one of the key planning considerations. Whilst less than substantial harm may result from some of the interventions to facilitate the development of a new use, this will need to be weighed against public benefit and optimum viable use. The National Planning Policy Guidance clarifies that 'Public Benefits' can be Heritage Benefits. In the case of the stables this would be the appropriate conservation of the heritage asset in a sustainable new use. It would require further assessment for a planning application, and a business plan, but a new use which sustains the stables may also outweigh some types of less than substantial harm.

Paragraph 209 States:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Bradgate House, Bradgate Lodge, gate piers and balustrades are considered non-designated heritage assets under the NPPF. The effect on these assets as a result of any future development proposal requires consideration under this paragraph.

Paragraph 210 States:

Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

It may be the case that a proposal for future use of the stables includes loss of part of the structure. In this case, future development should be secured by a legal agreement. This is to ensure that if a proposal causes harm, the development which justifies the harm (and provides the sustainable use) is then realised.

Paragraph 211 States:

Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.

An archaeological building record was completed for the building, during the 2000s, by University of Leicester Archaeology Services. This formed a good baseline to understand the significance of the building. Dependant on the form of future works at the Site, there may be a requirement to further record the stables and its environs. This could include attributes which were not previously considered such as setting and also digitally archiving the record for wider dissemination. The digital depositary for this could be the archaeological data service³ and the Leicestershire and Rutland Historic Environment Record.

³ <https://archaeologydataservice.ac.uk/>

Paragraph 212 States:

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

This paragraph will be relevant in consideration of new development in the immediate environs of the stables. This may include both buildings and installation of new infrastructure.

Paragraph 214 States:

Local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

The stables will likely have a considerable conservation deficit (see below). This is not only considering the repair and conservation of the building but also the infrastructure required to provide a viable and sustainable new use. Dependent on what type of future option is ultimately considered, enabling development may be used as a means to fund works at the Site. Should this be considered, Historic England guidance Good Practice Advice Note 4 should be consulted⁴.

Historic England guidance⁵ defines conservation deficit as: *The amount by which the cost of repair (and conversion to optimum viable use if appropriate) of a heritage asset exceeds its market value on completion of repair and conversion, allowing for all appropriate development costs.*

⁴ <https://historicengland.org.uk/images-books/publications/gpa4-enabling-development-heritage-assets/>

⁵ <https://historicengland.org.uk/images-books/publications/gpa4-enabling-development-heritage-assets/heag294-gpa4-enabling-development-and-heritage-assets/#:~:text=Enabling%20development%20is%20development%20that,conservation%20of%20a%20heritage%20asset.>

Natural Environment Designations

A search of the Magic⁶ Map application identified three designated wildlife sites within 2 km of the survey area. These were the Ulverscroft Valley Site of Special Scientific Interest⁷ (SSSI) 1.3 km to the north, Bradgate Park SSSI 1.6 km to the north-east and Groby Pool and Woods SSSI 1.15 km to the south-east.

There were 10 Local Wildlife Sites within the 1km search area from the Leicestershire and Rutland Environmental Records Centre (LRERC) including for Carter's Rough Local Wildlife Site⁸ (LWS), Heyday Hays Wood LWS, Groby Hedgerow LWS, Groby Lane Field LWS, Field south of Main Street LWS, Lane End Farm Hedgerows LWS, Markfield Lane Hedgerows LWS, Home Farm Groby LWS, Markfield/Groby, Ratby Lane LWS and Bradgate House Groby LWS.

Bradgate Stables and Kennels sit within the Bradgate House LWS- (91115 Bradgate House, Groby LWS (Potential:LRWT/PAWS) 2012 Mesotrophic grassland SK507091 Parkland, meadow and lawn with mesotrophic, wet and acid grassland indicator species; plus 9 mature trees (Oak, Lime, Sweet Chestnut, Horse Chestnut) and pond, and woodland).

⁶ Multi-Agency Geographic Information for the Countryside.

⁷ A Site of Special Scientific Interest (SSSI) is the land notified as an SSSI under the Wildlife and Countryside Act (1981) and are the finest sites for wildlife and natural features in England, supporting many characteristic, rare and endangered species, habitats and natural features.

⁸ Local Wildlife Sites are areas identified and selected locally for their great wildlife value. The designation is non-statutory but is recognition of a site's significance with many sites being of county and often regional importance for wildlife.

Ancient Woodland

Bradgate Stables is bounded to the north by Lawn Wood/ Old Wood which is designated as Ancient and Semi-Natural Woodland by Natural England. Natural England is a statutory consultee for proposals affecting ancient woodland, and the Forestry Commission is a non-statutory consultee.

The government provides advice how these assets should be considered in planning decisions (<https://www.gov.uk/guidance/ancient-woodland-ancient-trees-and-veteran-trees-advice-for-making-planning-decisions>) and states:

When making planning decisions, you should consider:

conserving and enhancing biodiversity

avoiding and reducing the level of impact of the proposed development on ancient woodland and ancient and veteran trees

You should refuse planning permission if development will result in the loss or deterioration of ancient woodland, ancient trees and veteran trees unless both of the following applies:

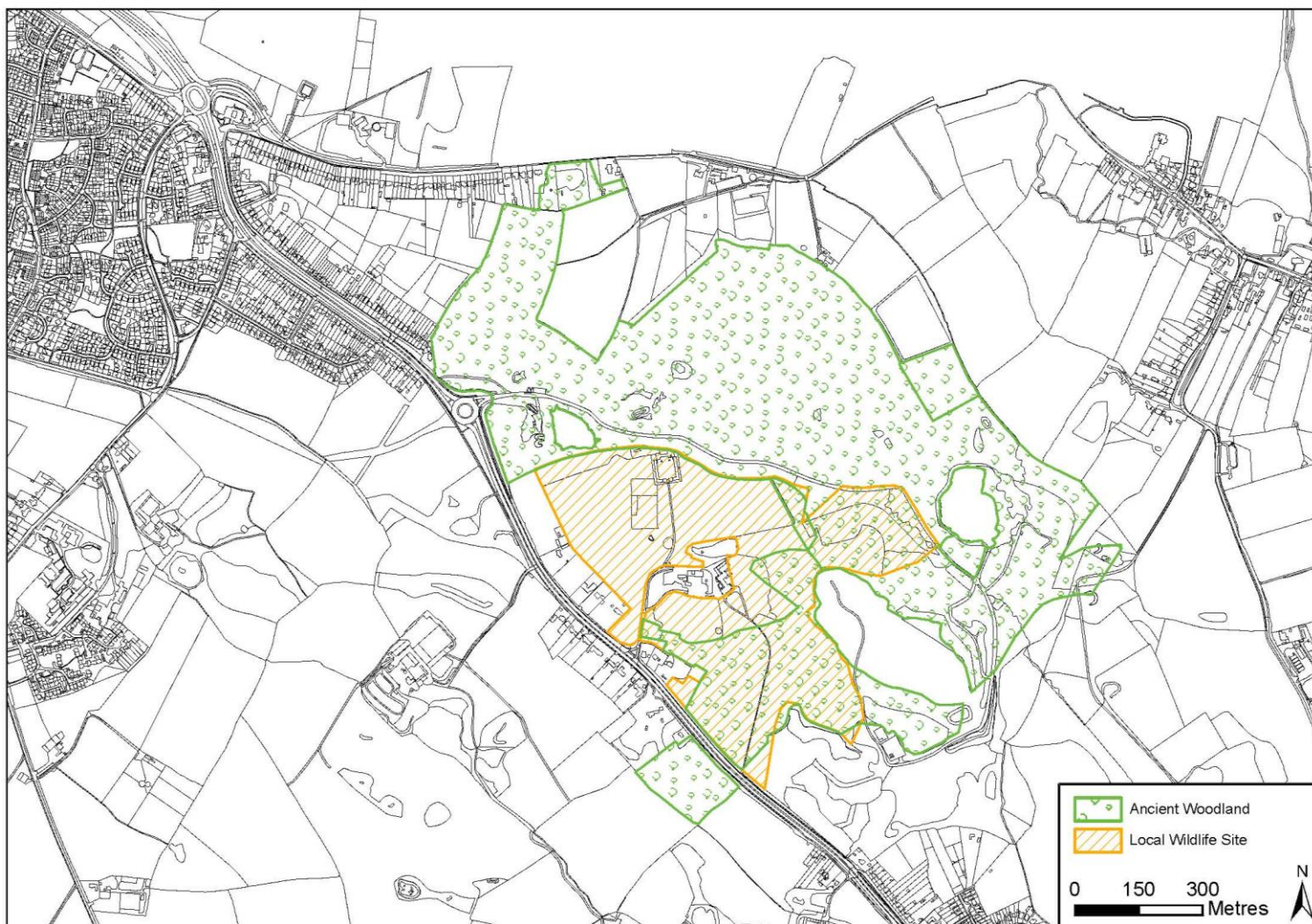
there are wholly exceptional reasons

there's a suitable compensation strategy in place (this must not be a part of considerations of wholly exceptional reasons) - see paragraphs 33 and 34 of the [planning practice guidance](#) on compensation guidance

You should make decisions in line with paragraph 186 (c) of the NPPF.

Ancient woodland, ancient trees and veteran trees are irreplaceable. Therefore, you should not consider proposed compensation measures as part of your assessment of the merits of the development proposal.

The map below shows the location of the Bradgate House LWS and Ancient Woodland.



Local Planning Policy

Core Strategy

The Core Strategy⁹ is the key Development Plan Document (DPD) in the Local Plan 2006 to 2026 providing the vision and spatial strategy for the borough, and all other documents within the Local Plan 2006 - 2026 (formerly Local Development Framework) must conform to it. Some policies within the plan may be of relevance to the Site and are outlined below.

Policy 20: Markfield to Groby: Public Access - Provide multi-user and traffic free access between Markfield and Groby. Options include routing around Groby Pool or to the south of the A50 via Little John and Martinshaw Wood.

This access could run close to or through the appraisal Site.

Policy 21: To support the implementation of the National Forest to the north east of the borough, proposals that contribute to the delivery of the National Forest Strategy (increasing woodland cover; enhancing biodiversity; developing a new woodland economy for timber products and wood fuel energy; outdoor recreational and sports provision; and tourism developments, especially overnight quality accommodation linked to tourism in the Forest) will be supported provided that:

- *The siting and scale of the proposed development is appropriately related to its setting within the Forest;*
- *The development respects the character and appearance of the wider countryside; and*
- *The development does not adversely affect the existing facilities and working landscape of either the Forest or the wider countryside.*

The Site is located in the National Forest¹⁰. The future use and development of the Site may contribute positively towards Policy 21.

Policy 22: Within Charnwood Forest, proposals will be supported that:

- *Maintain the traditional working landscape of the forest, particularly those which involve rural diversification and sustainable tourism, including green tourism initiatives;*
- *Provide new recreation facilities around the fringes of the area;*
- *Provide access to and from the rural areas into and within the regional park by non vehicular means, provided that they:*

⁹ https://www.hinckley-bosworth.gov.uk/downloads/file/487/core_strategy_adopted_document

¹⁰ <https://www.nationalforest.org/about/what-is-the-national-forest>

- *Retain local character and complement the local landscape;*
- *Enhance open spaces, including the treatment of built edges;*
- *Enhance woodland and habitat provision and connectivity; and*
- *Manage and enhance the cultural heritage of the area.*

The Site is located within the Charnwood Forest¹¹ and certain uses within the Stables and their setting may sustain and enhance the Forest landscape.

The Charnwood Forest is an area to the north of Martinshaw Wood and Groby. It is a distinctive area with special qualities in terms of its landscape character, bio/geodiversity, historical importance and recreational role. The western part of Charnwood Forest also constitutes part of the National Forest (noted above). The significance of its bio/geodiversity is recognised by the presence within the area of the Regional Park of many sites with national level designations. Charnwood Forest is a major recreational asset for Leicestershire and is surrounded by growing urban areas such as Leicester, Loughborough and Coalville, as well as numerous other smaller settlements.

¹¹ <https://resources.leicestershire.gov.uk/environment-and-planning/local-partnerships/charnwood-forest-regional-park>

Site Allocations and Development Management Policies DPD – Local Plan 2006-2026

The Site Allocations and Development Management Policies Document (DPD)¹² allocates land to deliver the development requirements outlined in the Hinckley and Bosworth Core Strategy such as housing, employment, recreation, green spaces, community uses, and leisure uses. In addition, it also includes development management policies which apply across the borough, and which will be used when determining planning applications. The Site Allocations and Development Management Policies DPD is in conformity with the strategic policies in the Core Strategy and the National Planning Policy Framework. The following, non-exclusive, list outlines policies which may be relevant depending on future uses of the Site.

DM4: Safeguarding the Countryside and Settlement Separation

To protect its intrinsic value, beauty, open character and landscape character, the countryside will first and foremost be safeguarded from unsustainable development. Development in the countryside will be considered sustainable where:

- a) It is for outdoor sport or recreation purposes (including ancillary buildings) and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or*
- b) The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or diversification of rural businesses; or*
- c) It significantly contributes to economic growth, job creation and/or*
- d) It relates to the provision of stand-alone renewable energy developments in line with Policy DM2: Renewable Energy and Low Carbon Development; or*
- e) It relates to the provision of accommodation for a rural worker in line with Policy DM5 - Enabling Rural Worker Accommodation*
and:
 - i) It does not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside; and*
 - ii) It does not undermine the physical and perceived separation and open character between settlements; and*
 - iii) It does not create or exacerbate ribbon development; with Core Strategy Policies 6 and 9; and*

¹² https://www.hinckley-bosworth.gov.uk/info/856/local_plan_2006_to_2026/426/site_allocations_and_development_management_policies_dpd

- iv) *If within a Green Wedge, it protects its role and function in line*
- v) *If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21*

The Site is located within the countryside, where there are a number of tests to be met for development in the countryside to be considered sustainable.

DM6: Enhancement of Biodiversity and Geological Interest

Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long term future management.

Major developments in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services.

Proposals where the primary objective is to conserve or enhance biodiversity or geological interest will be permitted where they comply with other relevant policies in the plan.

On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured.

If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused. In addition to the above, where specific identified sites are to be affected the following will be taken into account:

Internationally and Nationally Designated Sites

International and Nationally Designated Sites will be safeguarded.

Development which is likely to have any adverse impact on the notified features of a nationally designated site will not normally be permitted.

In exceptional circumstances, a proposal may be found acceptable where it can be demonstrated that:

- a) A suitable alternative site with a lesser impact than that proposed is not available; and*
- b) The on-site benefits of the proposal clearly outweigh the impacts on the notified features of the site and where applicable, the overall SSSI or habitat network; and*

- c) All appropriate mitigation measures have been addressed through the development management process; and*
- d) Development likely to result in a significant effect on internationally designated sites will be subject to assessment under the Habitats Regulations and will not be permitted unless adverse effects can be fully avoided, mitigated and/or compensated.*

Irreplaceable Habitats

Proposals which are likely to result in the loss or deterioration of an irreplaceable habitat would only be acceptable where:

- e) The need and benefits of the development in that locations clearly outweigh the loss; and*
- f) It has been adequately demonstrated that the irreplaceable habitat cannot be retained with the proposed scheme; and*
- g) Appropriate compensation measures are provided on site wherever possible and off site where this is not feasible.*

Locally Important Sites

Development proposals affecting locally important sites should always seek to contribute to their favourable management in the long term.

Where a proposal is likely to result in harm to locally important sites (including habitats or species of principal importance for biodiversity), developers will be required to accord with the following sequential approach:

- h) Firstly, seek an alternative site with a lesser impact than that proposed;*
- i) Secondly, and if the first is not possible, demonstrate mitigation measures taken on site;*
- j) Thirdly, and as a last resort, seek appropriate compensation measures, on site wherever possible and off site where this is not feasible.*

There are a number of ecological sensitivities in the Site making this policy relevant.

DM10: Development and Design

Developments will be permitted providing that the following requirements are met:

- a) It would 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;*
- b) The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site;*

- c) *It complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features*
- d) *The use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally;*
- e) *It incorporates a high standard of landscaping where this would add to the quality of the design and siting;*
- f) *It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24;*
- g) *Where parking is to be provided charging points for electric or low emission vehicles are included where feasible;*
- h) *An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority. Schemes should incorporate wildlife areas, ponds, swales and permeable paving where appropriate;*
- i) *It maximises natural surveillance and incorporates the principles of Secured by Design and has considered the incorporation of fire safety measures.*

In exceptional circumstances where outstanding, innovative design is demonstrated (particularly where high levels of sustainability are an integral feature), applications will be considered favourably, even where this may result in some limited conflict with the above criteria.

Depending on the types of interventions to the stable block, and any future proposed development on the Site, this policy may be relevant.

DM11: Protecting and Enhancing the Historic Environment

The Borough Council will protect, conserve and enhance the historic environment throughout the borough. This will be done through the careful management of development that might adversely impact both designated and non-designated heritage assets.

All development proposals which have the potential to affect a heritage asset or its setting will be required to demonstrate:

- a) *An understanding of the significance of the heritage asset and its setting; and*
- b) *The impact of the proposal on the significance of the asset and its setting, including measures to minimise or avoid these impacts; and*
- c) *How the benefits of the proposal will outweigh any harm caused; and*
- d) *Any impact on archaeology in line with Policy DM13.*

This policy will apply to Bradgate Stables and any development within its setting.

DM12: Heritage Assets¹³

All development proposals affecting heritage assets and their setting will be expected to secure their continued protection or enhancement, contribute to the distinctiveness of the areas in which they are located and contribute to the wider vibrancy of the borough.

All development proposals affecting the significance of heritage assets and their setting will be assessed in accordance with Policy DM11: Protecting and Enhancing the Historic Environment and will require justification as set out in this policy.

All development proposals will need to accord with Policy DM10: Development and Design.

Listed Buildings

Proposals for the change of use, extensions and alterations of listed buildings and development affecting the setting of listed buildings will only be permitted where it is demonstrated that the proposals are compatible with the significance of the building and its setting.

Locally Important Heritage Assets

Assets identified on the Locally Important Heritage Asset List should be retained and enhanced wherever possible. The significance of the assets illustrated in the List and the impact on this significance should be demonstrated and justified in line with Policy DM11.

This policy will apply to Bradgate Stables and any development within its setting. This policy will also be relevant to the non-designated heritage assets within the Site.

¹³ Only heritage asset types from the policy which are relevant to the site have been listed.

DM13: Preserving the Borough's Archaeology

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.

Where applicable, justified and feasible the local planning authority will require remains to be preserved in situ ensuring appropriate design, layout, ground levels, foundations and site work methods to avoid any adverse impacts on the remains.

Where preservation of archaeological remains in situ is not feasible and/or justified the local planning authority will require full archaeological investigation and recording by an approved archaeological organisation before development commences.

This policy will be a consideration for development within the Site.

DM17: Highways and Transportation

Development proposals will be supported where they:

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

Where appropriate, improvements will be required to be undertaken to the highways and transportation network to limit any significant impacts arising from the development (taking into account cost effectiveness).

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highways authority.

This policy will apply to the proposals to Bradgate Stables and any future development on the Site.

DM18: Vehicle Parking Standards

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

Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.

This policy will apply to the proposals to Bradgate Stables and any further development on the Site.

DM24: Culture and Tourism Facilities

Provision of New Facilities

The Borough Council will seek to support the development of new cultural and tourism facilities across the borough. To reduce reliance on the private car, where new facilities are to be established it should be demonstrated that they can be accessed by a range of sustainable transport modes.

Retention of Existing Facilities

The Borough Council will seek to resist the loss or change of use of cultural and tourism facilities including ancillary areas.

The redevelopment or loss of cultural and tourism facilities would only be appropriate where it can be demonstrated that:

- a) The existing facility can no longer operate in a viable manner and all attempts of diversification have been exhausted; and*
- b) The facility cannot be retained through voluntary, charitable or community organisations or ventures, with the exception of strategic hotels; or*
- c) The proposal would result in an appropriate replacement cultural, tourism and leisure resource which fulfils the requirements of Core Strategy Policy 23; or*
- d) The loss of a small portion of the site for alternative uses would result in enhanced facilities for culture and tourism on the remainder of the site.*

Depending on the proposed use for the Site, this policy may apply.

Quarrying Permission

Existing Permission

Planning permission for the quarrying of stone, construction of a conveyor tunnel and processing plant and ancillary development on land at Lawnwood, Bradgate and Groby Quarries (see map below) was issued on 1st October 1996 and was implemented by ARC Central Ltd. (1995/1807/02, 1995/0552/04). Subsequently, ARC Ltd. and Tarmac PLC. formed a joint venture company called Midland Quarry Products, and this company took over the operation of the site. Midland Quarry Products also operated Cliffe Hill Quarries and the mothballed Whitwick and Charnwood Quarries. The plan on the following page outlines the boundary of the permission.

Soon after taking over the Lawnwood, Bradgate and Groby Quarries site, Midland Quarry Products decided to put quarry development on hold to concentrate production at its Cliffe Hill Quarry and in 1997 applied to postpone the submission of various schemes required by planning condition at the site which was approved by the County Council (1997/0615/02, 1997/0394/04). In 2007 Midland Quarry Products applied to the County Council again to defer the submission of schemes required by planning condition prior to recommencement of quarrying operations (2007/1550/02, 2007/0600/04). This was approved by the County Council, but the outstanding schemes were required to be submitted by 30th September 2011.



Review of Old Mineral Permission (ROMP)

At the time of permission, Schedule 14 of the Environment Act 1995 required all mineral sites to be periodically reviewed every fifteen years from the date of a previous review or, where no previous review has taken place, from the date of the latest substantive mineral permission relating to the site (as in the case of the Bradgate, Lawnwood and Groby Quarries site). Such reviews are intended to provide an opportunity for the County Council to ensure mineral sites continue to work under modern conditions which reflect sustainability aspirations and offer appropriate environmental protection.

In 2012 Midland Quarry Products requested a postponement of the review until 1st October 2021, which the County Council granted.

Leicestershire County Council have advised that the 1996 permission was, effectively, renewed in 2016 and that a Review of Old Mineral Planning Sites (ROMP) is due in May 2031 (2016/0139/04).

Current Situation

Leicestershire County Council have confirmed that the planning permissions for the site are still extant [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Consequently, today Bradgate Stables is situated within a Minerals Safeguarding Area (MSA) for igneous rock. The Leicestershire Minerals and Waste Local Plan Policy M11 sets out that:

Policy M11: Safeguarding of Mineral Resources

Sand and gravel, limestone, igneous rock, surface coal, fireclay, brickclay and gypsum resources within the Minerals Safeguarding Areas shown on the figures contained within the Mineral and Waste Safeguarding documents, will be protected from permanent sterilisation by other development.

Planning permission will be granted for development that is incompatible with safeguarding mineral within a Mineral Safeguarding Area if:

- (i) the applicant can demonstrate that the mineral concerned is no longer of any value or potential value; or*
- (ii) the mineral can be extracted satisfactorily prior to the incompatible development taking place; or*
- (iii) the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or*

- (iv) *there is an overriding need for the incompatible development; or*
- (v) *the development comprises one of the types of development listed in Table 4.*

Planning applications for non-mineral development within a Mineral Safeguarding Area should be accompanied by a Mineral Assessment of the effect of the proposed development on the mineral resource beneath or adjacent to it.

Planning permission for mineral extraction that is in advance of approved surface development will be granted where the reserves would otherwise be permanently sterilised provided that operations are only for a temporary period. Where planning permission is granted, conditions will be imposed to ensure that the site can be adequately restored to a satisfactory after-use should the main development be delayed or not implemented.

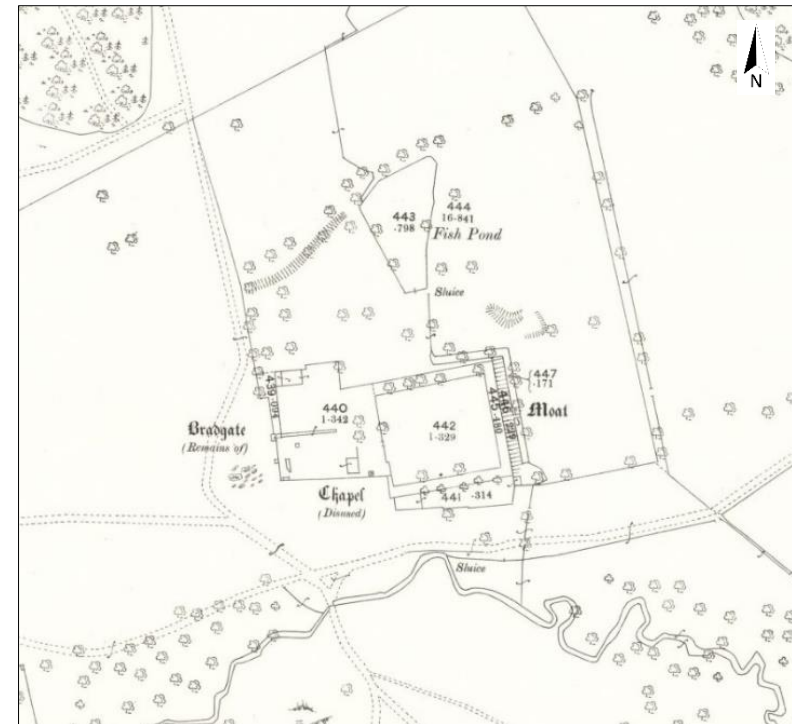
For the purposes of this appraisal, it is assumed that permissions will remain extant, and quarrying will commence at a future date. Should quarrying not go ahead, the parameters and conclusions of this this assessment may have differed.

2.5 Historical Overview

Bradgate Stables (the Site which is the subject of this study) is situated approximately c.3.3km south-west of the pre-existing Bradgate Park which began as a hunting ground in the early thirteenth century. The first written reference to a deer park at Bradgate is from 1241 when the Earl of Winchester was given rights to 'take deer with nine bows and six hounds'.¹⁴ The stables were built on land that was originally part of the medieval assart (an area of land that has been converted from forest to arable use) known as 'Steward's Hay'.

In 1445 the park passed by marriage to the Grey family and later that century (perhaps in three phases of construction) Sir Thomas Grey, the 1st Marquess of Dorset, and his son Thomas Grey, the 2nd Marquess, built an impressive Tudor mansion within the grounds of the medieval deer park.

In 1739, when the 4th Earl of Stamford inherited the title, he moved the family seat to Enville Hall in Staffordshire and Bradgate House was abandoned and left to decay. Reports of its ruinous state were circulating as early as 1790 and the site was described a century later simply as 'remains' on the First Edition Ordnance Survey (OS) map of 1883.



¹⁴ Stevenson, J & Squires, A., *Bradgate Park: Childhood Home of Lady Jane Grey*, Kairos Press, Leicestershire, 1994

George Harry Booth-Grey was born at Enville in Staffordshire in 1827 and was the only son of Lord Grey of Grubby (1802-1835). He succeeded as 9th Baron Grey of Groby at the death of his father in 1835. A decade later, on the death of his grandfather, he became the 7th Earl of Stamford, 3rd Earl of Warrington, and Baron Delmer of Dunham Massey. During this time, it was noted that Steward's Hay was the official residence of the Earl of Stamford's Steward. In his book, '*Leicestershire and the Quorn Hunt*', Colin Ellis described how the Earl used this a hunting seat during the season.

In 1854, the Earl had a new house built to the designs of M.J. Dain of Dain and Parsons on the site of his Steward's former house at Stewards Hay. It was built by local builder Mr. Thomas Rudin in mock Jacobean style and was known as the Calendar House because it had 365 windows, 52 rooms, and 12 main chimneys.

In 1856, the Earl was appointed Master of the Quorn Hunt. The Quorn Hunt, usually called 'the Quorn', was established in 1696 at Tooley Park, Leicestershire and is one of the world's oldest fox hunting packs. It is considered one of the most well-known hunts in the United Kingdom and was the originator of the fast-moving 'Leicestershire' style of hunting. During the hunting season, the Quorn would have hunted three or four days a week, and each rider would have required at least two horses per day. This meant that the Earl would have needed stabling for up to fifty horses.

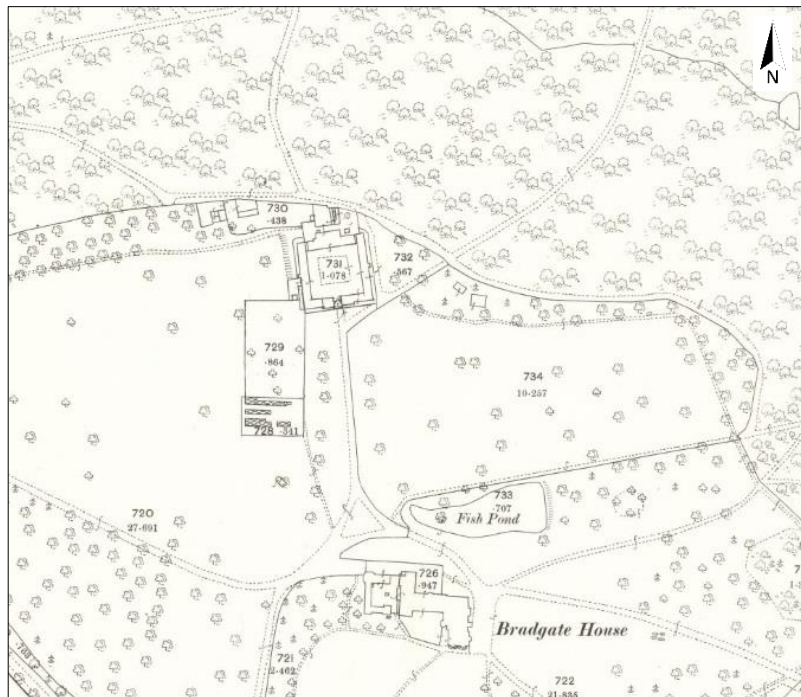


Photograph of Bradgate House (also known as Calendar House) c.1900

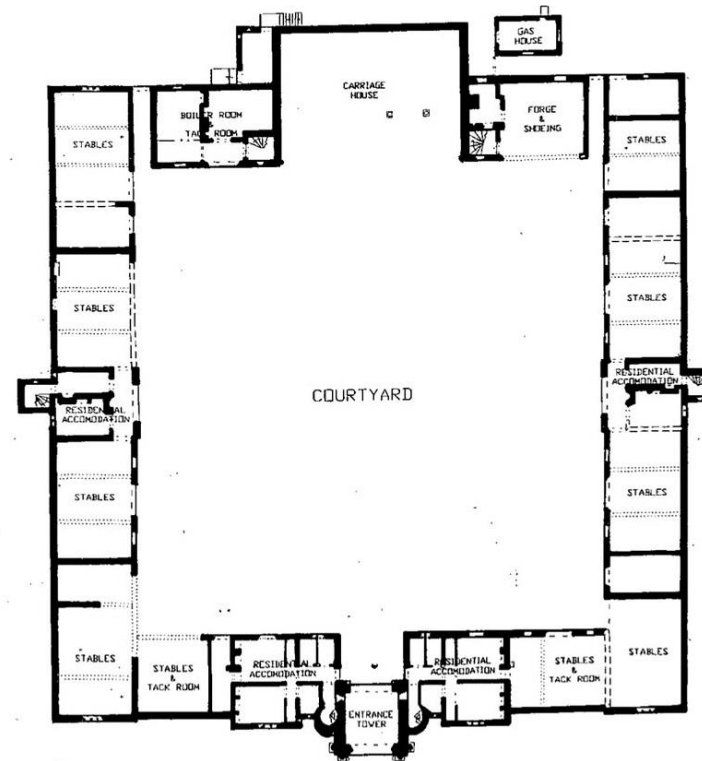
The Quorn Hunt
By John E. Ferneley I (1782 – 1860)



Shortly after his appointment and the construction of the new and impressive Bradgate House, the Earl commissioned M.J. Dain to design and build a new stable block to house hunters and staff, as well as to provide accommodation for carriages, further estate horses and stabling for his numerous guests. There is a datestone of 1859 in the gable of the accommodation block to the east of the carriage entrance which may indicate the completion date of the stable block. Both Bradgate House and the stable block appear on the First Edition Ordnance Survey map of 1883.

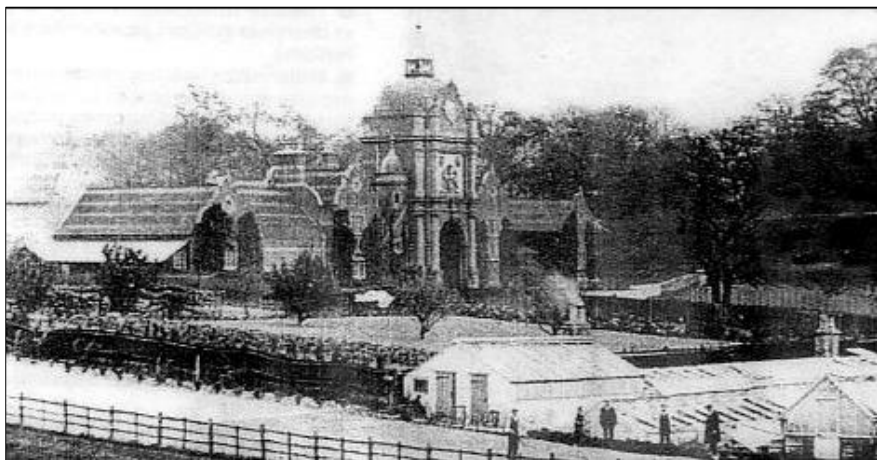


Ordnance Survey Map of 1883, showing Bradgate House and the Stables to the north-west.

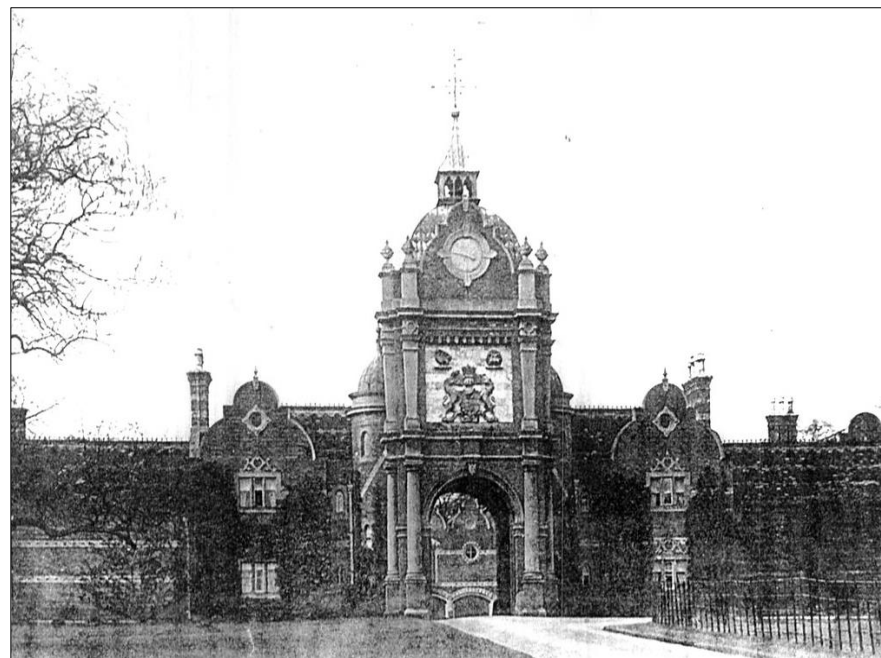


Layout Plan of Bradgate Stables © A. Spencer Architects

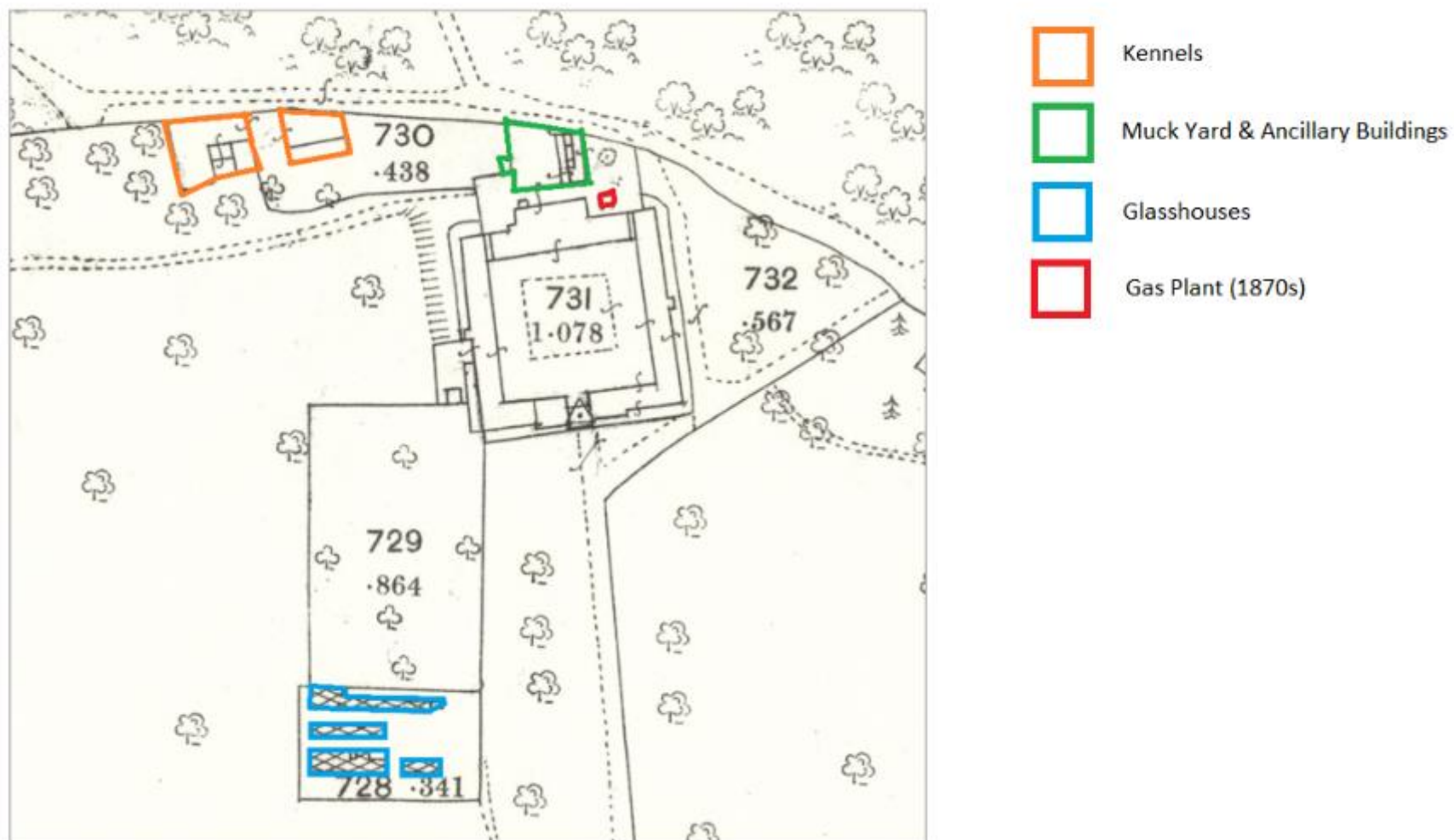
The quadrangle of the stable boasted four accommodation blocks, a carriage house, five haylofts, a forge and shoeing box, three tack rooms, and a boiler house with drying room over. A water supply was provided from a well to the north of the stable block, and a lean-to structure abutted the external western range. A muck yard and ancillary buildings were located to the north of the stables and a small kennel was situated to the north-west. The centrepiece of the principal south façade was an entrance clock tower with a large alabaster panel containing the arms of the Earl of Stamford including a wyvern and a unicorn. The stable block overlooked spacious kitchen gardens and a collection of glasshouses to the south-west.



Photographs of Bradgate Stables showing kitchen gardens and glasshouses in the foreground. C. 1870-1890

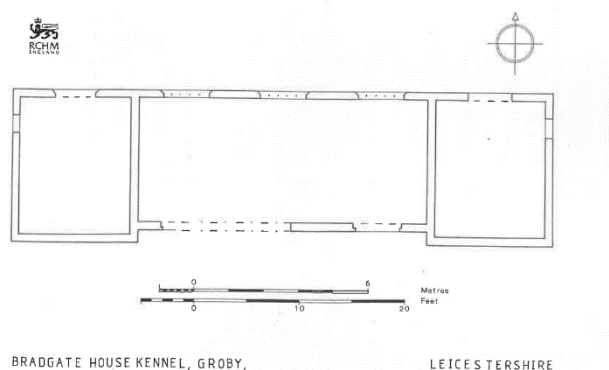


Photographs of Bradgate Stables with clock tower c.1870-1890

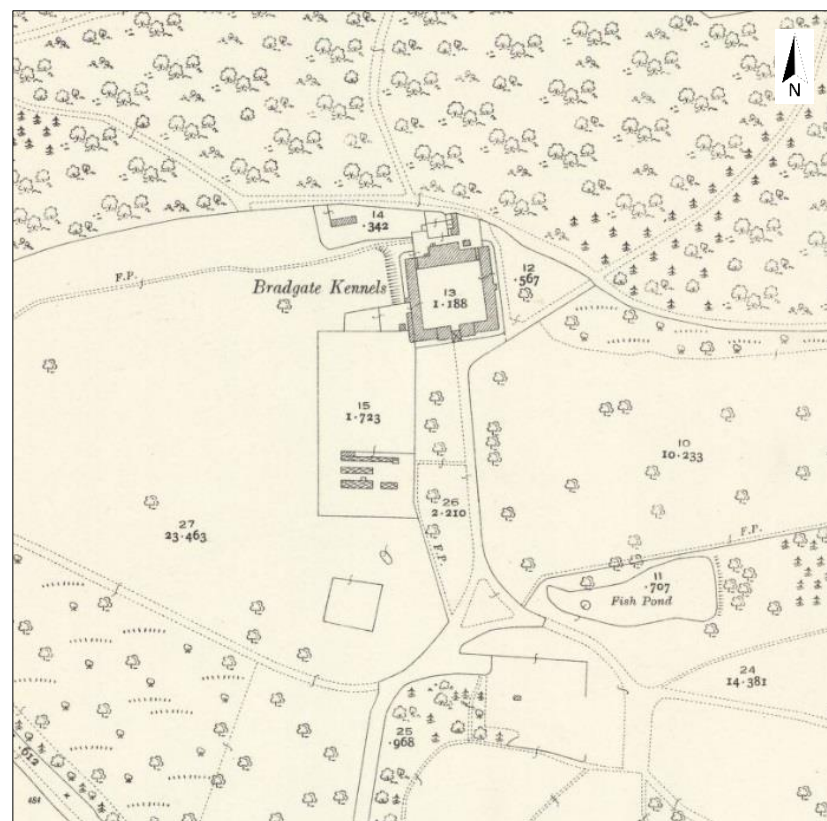


Plan showing the location of associated buildings.

A report by The Royal Commission on the Historical Monuments of England (1992) suggested that there was no evidence that kennelling for the Quorn Hunt was ever provided at Bradgate. The report suggests a single lodge would have been insufficient in scale to house the number of hounds required. It is understood that from 1753 to 1904 the hounds for the hunt were kennelled in the village of Quorn, also known as Quorndon, from which the hunt gets its name. At the time of the 1992 survey only a single lodge remained and had done so since at least 1928, as indicated on historic maps. However, the nineteenth-century maps show both a single rectangular-on-plan lodge with rear yard and a larger L-shaped building to the immediate west. Together these buildings may have been large enough to provide kennelling for the pack when they gathered at the Master of the Quorn Hunt's house at Bradgate.

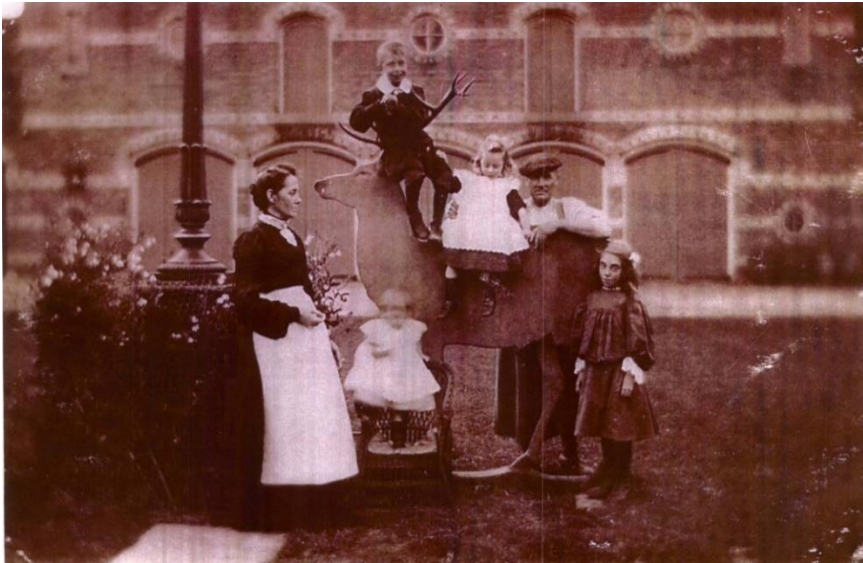


Plan of the surviving kennel at Bradgate in 1992 © RCHME



Ordnance Survey Map of 1928, showing 'Bradgate Kennels' and the site of nineteenth century Bradgate House which had been demolished by this time.

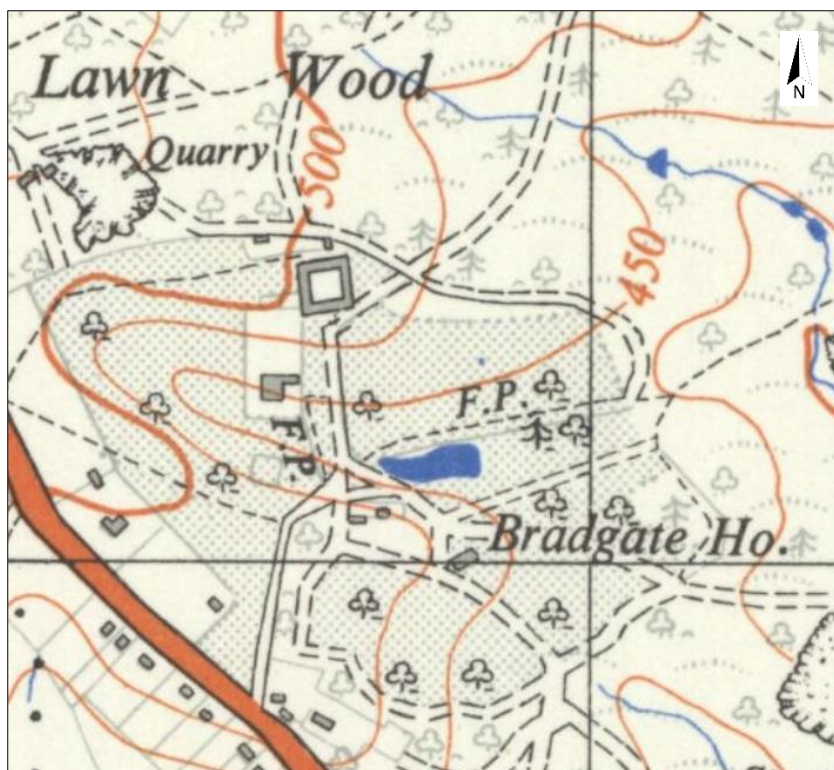
Though almost all country houses during this time would have had some form of stabling, only those owners with a particular equestrian interest, would have constructed stables of such size and ornamentation as those at Bradgate. The Jacobean style was favoured by many country house architects during this period but was not often applied so elaborately to accompanying stable blocks. Bradgate Stables, conversely, was built on lavish scale, at a cost thought to have run to £30,000.



Photographs of the internal courtyard of Bradgate Stables showing the central gas lamp and well-maintained stable block c.1890

Whilst the Earl only held his post as Master of the Quorn Hunt until 1863, the stables continued to be used. In the early 1870s the Earl built a small gas plant behind the north-east corner of the complex to provide power and a large central lamp provided was a focus in the courtyard. This can be seen in early photographs which also show that the stables remained in a well-maintained condition throughout the late-nineteenth and early-twentieth centuries.

The Earl died childless in 1883, and upon the death of his second wife the estate passed to his niece in 1905. She subsequently sold the estate in 1925 to an architectural salvage company at which point the stables fell into disuse and anecdotal evidence suggests that the then owner stripped some of its features, such as metalwork, for their scrap value. In 1926, M.J. Dain's Bradgate House was demolished, and sometime between 1928 and 1938 it was replaced with a large, inter-war, domestic residence, and later office ranges. At the same time, Bradgate Lodge was constructed to the west. With the exception of the stable block, the only remnants of the nineteenth-century Bradgate House that survive today are the gate piers and balustrade, which are located to the immediate north-west and north of Bradgate Lodge.



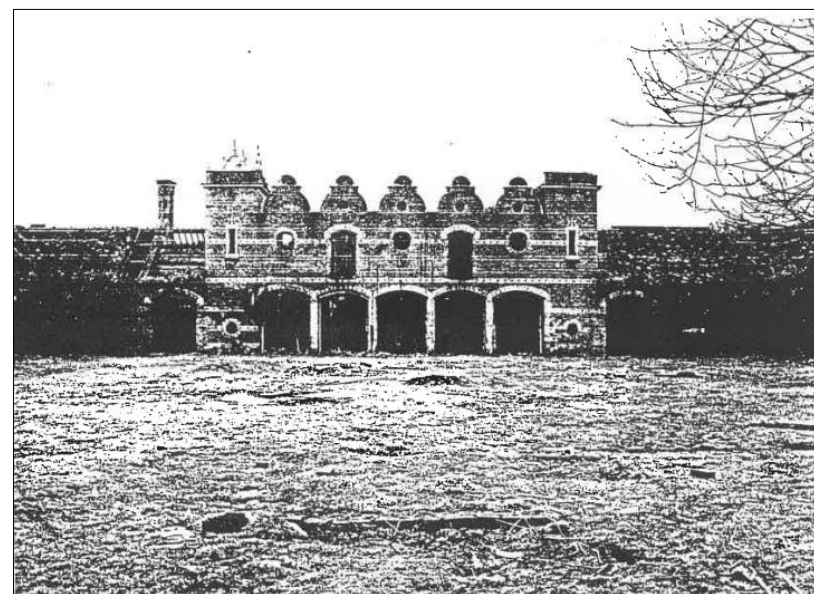
Ordnance Survey Map of 1938, showing the new inter-war Bradgate House.

In the mid-twentieth century, the property was acquired by Redland Aggregates, along with the current Bradgate House, but they had little use for the buildings.

In 1968 permission was granted to use the internal yard of the stables for the storage of vehicles. At this stage the majority of the building remained intact however, over the next several decades the building deteriorated with some of its historic fabric and features being lost to decay or theft.

In 1988 the stable block was included on the Statutory List of Buildings of Architectural or Historic Significance (now the National Heritage List for England).

Since then, Bradgate Stables has remained unused and has been subjected to further decay. The latter half the twentieth century saw the loss of the clock mechanism, roof structures, gable walls, and chimney flues. Very little of the five-bay carriage house that formed part of the North Range has survived, with only two cast-iron columns remaining, as well as the glasshouses to the immediate south of the stable block.



The five-bay Carriage House to the North Range which is now largely ruined.

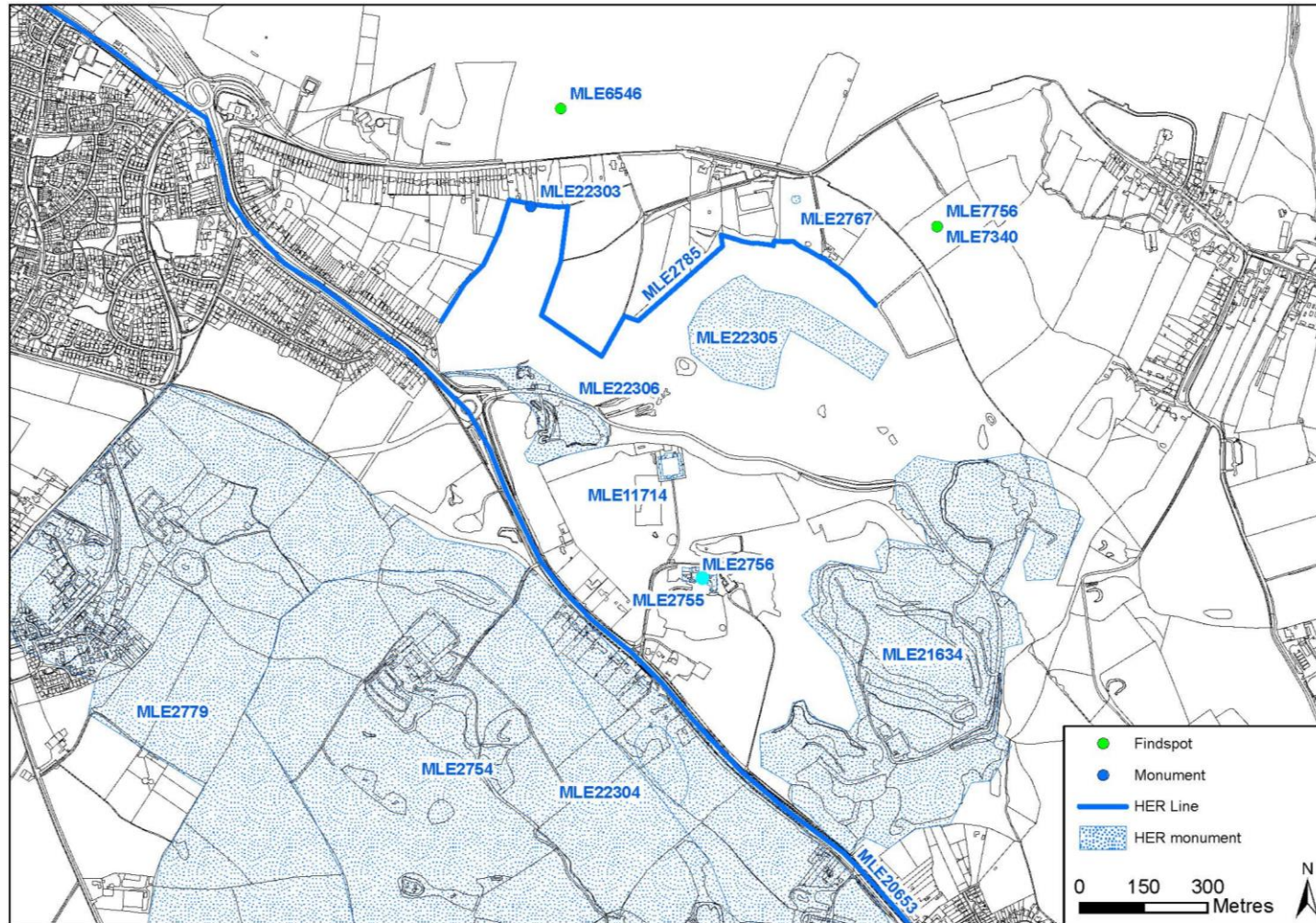
Very little survives of the former kitchen garden, however a low-level concrete wall partially indicates its historic perimeter.

During the last decades of the twentieth century the footpath heading northwards from the stable block was lost and a new access road leading west towards the newly constructed A50 and Leicester Road roundabout was constructed to serve a landfill site which has since closed. The footpath leading north-east from the stables through Lawn Wood and Old Wood remains, (although largely overgrown) as well as the principal access drive, albeit in a much less formal fashion.

Since 2022, two Urgent Works Notices have been served and over the past 12 months a number of urgent repairs have been commenced at the Site. During the production of this study, these repairs were in progress. The schedule of works aim to stabilise the structure and halt further deterioration and works to date have included vegetation clearance, focused scaffolding works and some repairs to the western range.

2.6 Archaeological Overview

A search of the Leicestershire & Rutland Historic Environment Record (HER), within 1km of Bradgate Stables, identified 16 known heritage assets and eight areas of previous archaeological work. A map showing HER points is provided below.



Two of the previous archaeological events are desk-based assessments (ELE5018 and ELE9336) and as a result are not relevant to the overview below.

The overview below has been considered by period.

Prehistoric Period (500,000 BC to 43 AD)

There are no records of a Prehistoric date with the search area.

Roman Period (43 AD to 410 AD)

Evidence of Roman activity within the search area is limited to two findspots. The upper stone of a Late Iron Age/Early Roman Beehive quernstone was found 860m to the north of Bradgate Stable between 1965-75 (MLE6546). A Roman Dolphin brooch (dating from 50-150AD) was uncovered, through metal detecting, 840m to the north-east of Bradgate Stable in the 1990s (MLE7756).

Anglo-Saxon (410 AD to 1066 AD)

The nearby settlement of Groby, to the south-east, was recorded in the Domesday Book as having ten villagers, one freeman and five smallholders. Presumably this is an indicator of a late Anglo-Saxon manorial estate in the locality, that continued into the early Norman period. There are, however, no HER records of an Anglo-Saxon date with the search area.

Medieval (1066 AD to 1540 AD)

Several HER records relate to activity, within the search area, during the Medieval period.

Groby Park, a medieval deer park, was first described in the thirteenth century. The early extent is mapped on the HER (MLE2754). The edge of the park is located some 450m to the south of Bradgate Stables, on the other side of the A50.

Stewards Hay, noted in the historical overview above, is also recorded on the HER (MLE2755), in the same location as the later Bradgate House, associated with the stables (itself since demolished).

420m to the north of Bradgate Stables is an earthwork bank, identified from aerial photography, that forms a border to Lawn Wood (MLE2785). The bank is likely to be medieval in origin and was surveyed in greater detail in July 2009 in advance of a quarry scheme (ELE7236).

The parish boundary is located close to the bank, between Newton Linford and Groby. This was surveyed in 1983 by the Groby Archaeological Society (MLE22303). This boundary is at least medieval in date and could have earlier origins in the Late Saxon period.

Post-medieval and Modern (1540 AD to present)

The majority of the HER records within the search area relate to post-medieval or modern activity, primarily historic or twentieth century quarrying activity.

The location of nineteenth century Bradgate House is recorded in the HER (MLE2756). The stables and kennels are separately recorded (MLE11714). Also documented are several building surveys of the standing remains (ELE4436, ELE6258), and previous feasibility studies of the site in 1995/6 (ELE6260, 6261). These studies have been consulted as part of this appraisal.

The later post-medieval expansion of Groby Park, to the south, is recorded on the HER (MLE2779). The main road to the immediate south of the Site is recorded as a turnpike road running from Leicester to Ashby (now the A50; MLE20653).

Any area of possible historic quarrying has been identified some 250m to the north of the stables (MLE 22305). Twentieth-century quarrying activities at Bradgate Quarry are recorded to the south-east of the stables, activity here ceased in the 1970s and the sites have since gone to landfill (MLE21634). A smaller section of twentieth century quarrying is recorded to the west of the Site (MLE22306).

A post-medieval spoon was uncovered during metal-detecting to the north-east of the stables in the 1990s (MLE7340).

A geophysical survey was undertaken some 815m to the west of Bradgate Stables in 2015, but no archaeological features were identified (ELE9335).

Unknown Date

There are two HER entries within the search area of an unknown date. The first is a circular cropmark, around 18m across, identified 700m to the north of Bradgate Stables, beyond the extent of Lawn Wood (MLE2767). Based on its form this could conceivably be prehistoric in origin but may also be related to medieval or post-medieval woodland management. The second is a collection of earthworks to the south of the A50, within the post-medieval extent of Groby Park (MLE22304).

Summary of Archaeological Potential

Any analysis of the archaeological potential of the Bradgate Stables site is severely hindered by the lack of archaeological fieldwork and investigation undertaken in the immediate area.

Based on the records, that are present within the HER, medieval or post-medieval quarrying activity or woodland management may have historically extended into the stables and its environs. Given the known boundaries of Groby Park to the south it seems unlikely any remains directly related to that landscape will extend into the Site.

Post-medieval remains related to Bradgate House and its associated gardens are likely to survive in some capacity within the Site, including any since demolished historic outbuildings or landscape features. More tentatively, the presence of the nearby settlement of Groby in the Domesday book indicates historic occupation in the environs of the Site, and the recovery of a small number of Roman finds to the north suggests there is the possibility for even older settlement activity to surviving in the general area.

The post-medieval archaeological potential of the Site should be considered medium, rising to high in areas of known remains (such as Bradgate House). If unknown archaeological features are located within the Site, outside of building footprints it is considered there has been minimal or no truncation and as such there could potentially be a good level of survival.

However, given the lack of archaeological investigation in the vicinity, the archaeological potential of the Site as a whole is best described as 'Unknown'. As such it is likely that any future development within the area of the stables will require some form of archaeological investigation. Depending on the location of new development this may initially include non-intrusive survey such as geo-physics.

2.7 Site Description

The following section provides an overview description of the stables and surrounding Site.

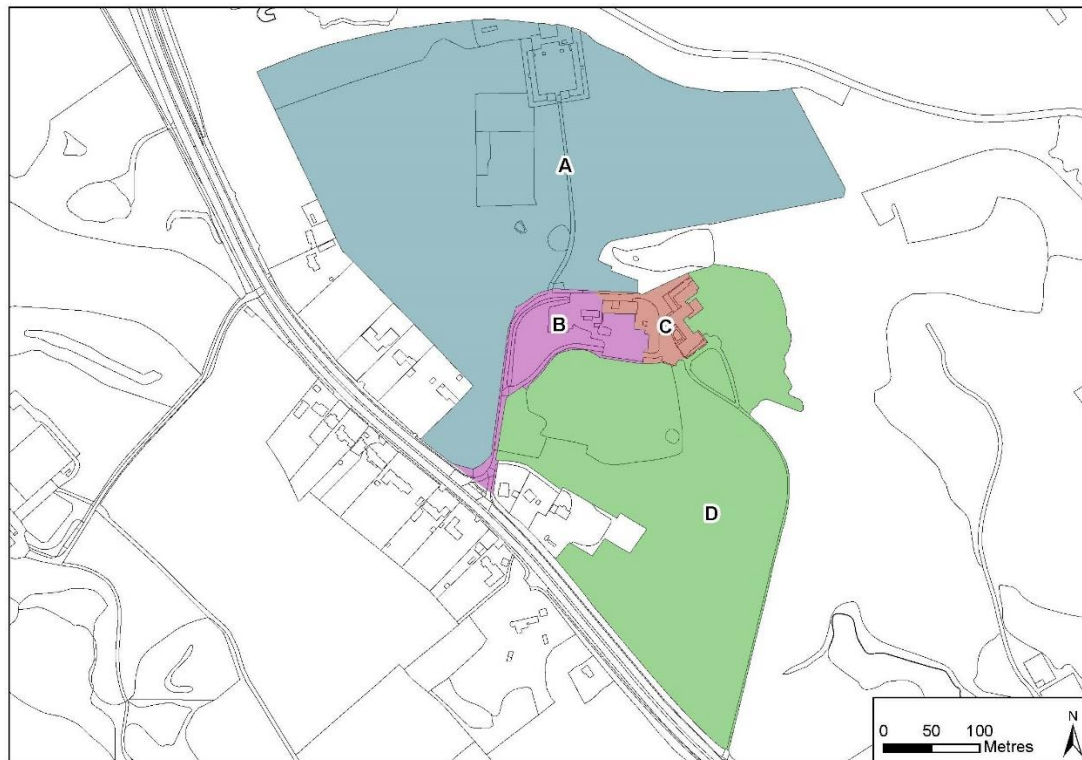
For ease and clarity, the Site has been split into four separate character areas:

Area A: The stable block, kennels, gas plant, fields, and ancient wood land

Area B: Access drive and car park

Area C: Gate piers, balustrade, Bradgate Lodge and Bradgate House

Area D: Land to east and south of Bradgate House (including specimen trees)



Area A: The stable block, kennels, gas plant, and fields, and ancient wood land

Bradgate Stables is a partial ruin of a nineteenth-century quadrangular stable block. The four ranges comprise alternating single and two-storey buildings constructed in red brick laid in English bond, with polychromatic white brick banding, and ashlar dressings in the mock Jacobean style.



South facade



South façade, central entrance

The structure provided stabling for horses in various sizes of loose boxes, all with Swithland slate clad stalls. The stable block consists of four rectangular ranges built around a central courtyard. This is entered beneath a centrally located entrance tower, flanked by a pair of Doric pilasters supporting an entablature under an alabaster panel with the coat of arms of the Earl of Stamford. The keystone of the panel takes the form of a fox's head, this has eroded over time. A second pair of Doric pilasters at first-floor level supports a decorative ashlar cornice beneath a partially dismantled Dutch gable, which once housed a clock face set within a stone oculus. Remnants of a timber cupola survive atop the entrance tower, along with a single finial to the east side. Semi-circular stair towers are located either side of the entrance.

Internally, the southern facade has a central five-bay, two-storey block including the gate tower. Either side are single storey stable wings with irregular segmental-headed doorways and round headed windows. At ground floor, two pairs of large jostle stones are located at the front and rear of the entrance-tower and two spiral staircases, one on either side of the entrance tower and accessed at ground-floor via doorways set in the side walls of the entrance tower, lead to two first-floor accommodation blocks either side of the entrance tower. At both ground and first floor the rooms of the residential units were lit by three light, stone mullioned windows with ornamental stone strapwork sitting beneath Dutch gables, some of which are now partially lost, with central oculi having lozenge surrounds. Two further accommodation blocks were located in the centre of both the east and west ranges. There are basements below this block, the extent of which are currently unknown.



Jostle stone in main entrance



Dutch gable in south range, internal elevation



External view of east elevation

Stabling was provided at ground-floor to the south, east, and west ranges. The stalls were clad internally with slate panels, some of which remains. These were predominantly single-storey with the exception of the four loose-boxes which flank either side of the accommodation blocks in the east and west ranges. In these loose-boxes stabling was provided for several horses with a hayloft over, the pitching doors overlooked the courtyard. The east and west ranges are identical. Externally, each range consists of two continuous runs of red brick walling, most of which is two-storey in height. The two sections of walling are separated by a centrally positioned square brick tower with three stone windows. Each section of wall also has a single two light stone mullioned window close to the base of the tower.

Internally the polychromatic brick banding to the south elevation continues to run through the east and west range. The central section of this range (which is the accommodation block) projects slightly further into the courtyard than the rest of the range. The roofs to these ranges have been largely lost.

A two-storey carriage house, now ruinous, was situated in the centre of the north range. It originally had five doors in its south wall. The first floor was a hayloft supported by large cast iron columns, only two of which remain upright; the pitching doors have not survived. Access to the first floor of the north range was via a pair of spiral staircases situated in the adjoining towers at the south-east and south-west corners. The lower windows in both stair towers are circular while the upper windows are rectangular and have strapwork decoration. At ground floor, was a boiler room and tack room and a blacksmiths forge (to the west and east of the carriage house respectively). Access to the north of the stable block, from the north-east and north-west corners allowed for the east removal of detritus from the stables to muck yard, once situated to the immediate north.



*Polychromatic
brick banding*



*View from south of former
carriage house*

To the north-west of the stable block there are remains of one of two single-storey red brick kennels, and to the north of the north-east range there is a single-storey red brick structure which served as the late-nineteenth century gas house.

Whilst the contemporaneous glasshouses and kitchen garden to the south-west of the stable block have not survived, later low-level concrete walls appear to denote the location and general layout.



*Former kennel
structures*

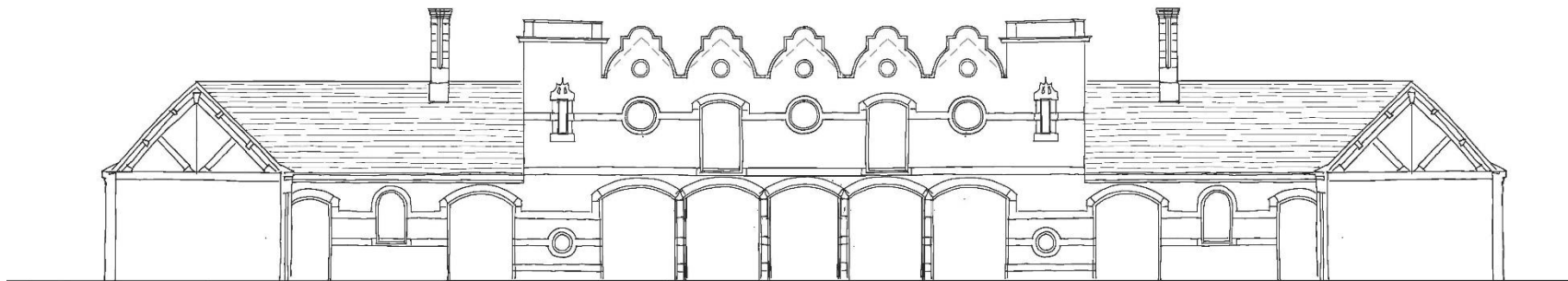
The following pages include reconstruction drawings produced by David Hills. These show the elevations as they would have been constructed.



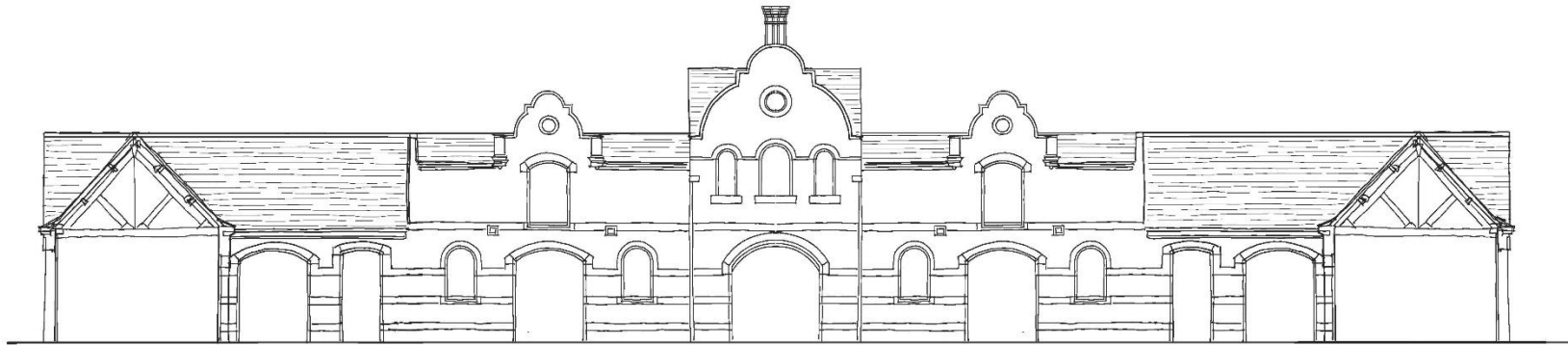
South block, external elevation



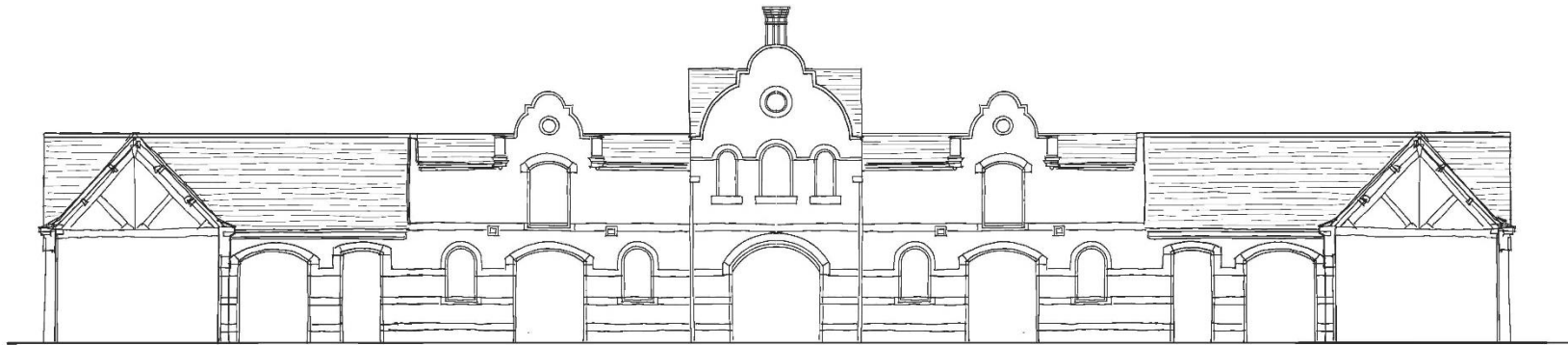
South block, internal elevation



North block, internal elevation



West block, internal elevation



East block, internal elevation

Area B: Access drive and car park

The Site is accessed from the A50. The junction from the A50 is bounded by a wall on the north side and dwelling (outside of the Site) on the north side. The single-track lane terminates at a tarmac car park of modern derivation that is largely bounded by trees and shrubbery. An access road leads from the east side of the track to the front of Bradgate House. A modern garage is located within the car park.



*Garage and
tarmac area*



Gate post



Balustrade

Area C: Gate piers, balustrade, Bradgate Lodge and Bradgate House

At the east of the tarmac car park are nineteenth century gate piers and balustrade associated with Bradgate House. The pair of square ashlar gate piers have a lamb's tongue chamfer to each corner, and topped with a pyramidal coping stone, with the coping stone to the southern pier now displaced. The northern pier connects to a stone balustrade that bounds the northern side of the driveway. The stone balustrade of continuous round-headed arches sits atop a brick plinth of seven courses with a stone coping. The balustrade and gate piers are the only known surviving structural remnants of the domestic curtilage of nineteenth century Bradgate House.

Bradgate Lodge is located on the south side of the balustrade driveway. The lodge is a two-storey, three bay, T-plan building constructed of brown brick laid in English bond, with plain tile roof and brick chimneystack. The principal elevation (north) consists of a central round-headed arch door opening flanked either side by ground floor windows, with two centrally located twelve-pane casement windows at first floor level. The east elevation is comprised of the three irregular square-headed windows and two round-headed window openings to the west-facing gable end. The west elevation is more active and comprises a ground-floor bay window under jettied first-floor with a central four-light casement window.



*Bradgate
Lodge*



*Bradgate
House*

Bradgate House is located at the north end of the driveway. The original house appears to have been rectangular in plan and possibly in a double-pile formation. Extensive office ranges were added to the rear (north) of the building in the latter half of the twentieth century. The house, which faces south-east, is a two-storey, five-bay house constructed in red brick laid in English bond, with plain tile roof behind brick parapet, and two chimneystacks. The central doorway is flanked by ashlar stone dressing and sidelights rising to cornice and stone-infilled arch under Juliette balcony. At parapet level, above the entrance, there is an ashlar cornice with pediment above. There are four windows to ground floor and first floor levels, with those at ground floor being slightly taller; all windows have concrete cills, those at ground floor have brick

voussoirs with central ashlar keystone. The front door opens out onto a small patio accessed via central stone steps. The original in-and-out driveway to the house is now overgrown and led south-east from the house.

The principal elevation is flanked to either side by one-and-a-half storey extensions which are set back, that to the south-west having a single-storey front extension which now projects beyond the building line of the house.

The office ranges consist of one-and-a-half, two-storey and three-storey blocks (to accommodate variances in ground levels) and are of simple red-brick facades having a single stone string course with square-headed window and door openings, and casement windows with sidelights under eaves.

Area D: Land to east and south of Bradgate House (including specimen trees)

To the east, south, and south-east of Bradgate House was once open designed spaces. These are today much less accessible due to dense shrubbery and undergrowth abutting the ancient woodland. This area contains the former overgrown driveway to Bradgate House and a number of specimen trees which are believed to be a remnant of a designed nineteenth century planting scheme.



*View of Area D and
specimen tree*

2.8 Ecological Overview

A survey of the Site was undertaken by BJ Collins Protected Species Surveyors. The survey report is located in **Appendix B**.

The ecologists undertook surveys within the stables as part of urgent work that is currently being undertaken.

Survey Overview

For this appraisal a Preliminary Ecological Appraisal was undertaken on the access track and immediate environs at Bradgate Stables to inform the potential impact of works within the area. The previous detailed studies have identified bat roosting within the stable complex, monitoring of the common lizard population within the interior of the stable complex, a botanical assessment of the grassland habitats associated with the access drive and immediate external surrounds of the stables and eDNA surveys of surrounding ponds for the specially protected great crested newts.

The survey for this appraisal focused upon the habitats outside the confines of the stable complex comprising of the potential location for proposed access roads, formalised parking and modifications to the immediate landscape surrounding the stables. The habitats associated with the survey site include hard standing (track), neutral grassland, tall ruderals, semi-mature trees and scrub.

The survey of the Site reported the following:

- The principal habitat affected by any potential future proposal is that of a track, grassland, ruderals, semi-mature trees and scrub.
- The entire area of grassland around the stable is located within a local wildlife site (LWS), specifically site 91115 Bradgate House, Groby LWS (Potential: LRWT/PAWS).
- The habitats, within the Site, are used by roosting, foraging and commuting bats.
- The surrounding area is used by badgers and precautionary actions will be required.
- The habitats surrounding the site could offer some refuge and foraging opportunities for hedgehog. Precautionary actions are recommended for future works.
- The interior of the stables complex was found to support common lizard. Surveys of the exterior were constrained by the presence of cattle, but the few refuges set out did not identify lizards occupying the habitats externally. Further survey may be required depending on the scale of future works.
- There are ponds within 250 metres of the stables complex. These were found to be absent of great crested newt. However, redevelopment works could be potentially constrained as great crested newt ponds are known 500 m from the southern end of the access track to the stables.
- The botanical assessment found areas of the grassland to be species rich – the plans should aim to avoid impacts in these areas.
- The habitats on site have potential for use by nesting birds in the appropriate season – precautions with regard to timing and/or a nesting bird survey may be required.

- The work will not impact any statutory sites.

Further survey requirements

- Further bat surveys will be required to inform a European protected species derogation licence, if works impact upon the bat roost habitat within the structure or to inform any planning application, as the existing surveys are now outside of the recognised lifespan.
- Further reptile survey will be required if the impact upon the site extends beyond the surrounds of the stables, only the internal area has been effectively surveyed for common lizard.
- A further survey for nesting birds will be necessary if any vegetation removal is required during the breeding bird season.
- Further reptile surveys are required to affected areas of grassland.
- Further survey work to check for the presence of great crested newt maybe required depending upon how close any development proposal extends towards the GCN ponds located to the south-east of the landholding.
- If there is to be any scrub removal from the external wall areas, or the interior areas of the stables, then there should be a badger survey undertaken in advance to check for the occurrence of badger setts. Badger setts are protected by legislation.

Precautionary measures

- Precautionary measures are required in connection with hedgehogs, badgers, common reptiles and common amphibians. Appropriate lighting will be required in order to safeguard roosting and commuting/foraging bats.

Any future works will need to consider the legislative and legal requirements relating to wildlife legislation. The principal consideration is bat roosts, not just within the stables complex but also within the mature trees across the landscape and environs. Whilst surveys undertaken in 2022 found roosting in only one location, there were also signs of bats in other areas and these animals roost transiently. The 2022 surveys are now considered out of date by best practice guidance and cannot be relied upon for future works. There is abundant bat activity associated with this area of landscape. Therefore, any works that are carried out to any of the stable structures will need to be informed by up-to-date emergence and activity surveys and at least part of the structure will need to be covered by a European protected species derogation licence to render those works lawful.

2.9 Statement of Significance (This includes a section about setting and its contribution to significance)

The intrinsic significance unique to each heritage asset can be defined as the sum of tangible and intangible values which make it important to society. The significance of an asset or place may reflect its age, aesthetic, architectural quality, or fabric, as well as intangible qualities such as associations with historic people or events.

To assess the heritage significance of Bradgate Stables, this assessment has drawn guidance from Historic England¹⁵ which recommends making assessments under the categories of: Archaeological interest, Architectural and artistic interest, and Historic interest. These interests together contribute to the overall significance of a place or site.

These attributes of significance are described as:

Archaeological interest

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and artistic interest

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

Historic Interest

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

Setting also contributes to the significance of a heritage asset. The NPPF notes that setting is: *The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.* This assessment has consulted Historic England Guidance document, The Setting of Heritage Assets¹⁶.

¹⁵ Historic England, 2019. *Statements of Heritage Significance: Analysing Significance in Heritage Assets - Historic England Advice Note 12.*

¹⁶ Historic England, December 2017. *The Setting of Heritage Assets - Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)*

Significance of Bradgate Stables

In statutory terms the significance of Bradgate Stables has been recognised by its designation as a Grade II* listed building, which reflects its special interest as a building of national significance.

Whilst the building is currently in a poor state of repair, significance is drawn from its architectural and artistic interest. The quality and design of the stables is still very much legible in its elevations, layout and size. Significance is also drawn from its historic interest; the building is associated with persons and events of historic note. Although the stables are relatively modern, they form a later phase of building stock of a long-standing estate of historic importance in this area.

As an important and only surviving element of the Victorian Estate, Bradgate Stables is a physical testament to the aristocratic and social changes that took place here in the nineteenth century. Built by the one-time Master of the Quorn Hunt, and with strong links to the nearby medieval deer park, Bradgate Stables is an outstanding reminder of Leicestershire's equestrian history. Furthermore, Bradgate Stables illustrates the architectural fashions and aspirations of the nobility and equestrian community in Leicestershire during this time.

Architecturally, Bradgate Stables is an exceptional example of a Victorian stable block built in the mock-Jacobean style, familiar to Country Houses of the time. It retains much of its external historic fabric, including the unusually lavish ornamentation, architectural detailing, and materiality (albeit in a largely delapidated state). Of particular interest is the central alabaster which appears to be uniquely positioned externally; due to its poor weathering properties, this is a material better suited to internal conditions.

Although not exhaustive, specific elements of special interest are listed below. Identifying themes of significance is useful to understand from a high-level what is important about a Heritage Asset:

Archaeological Interest

- Furthers understanding of high-end nineteenth century stable structures both in terms of their design and use
- Furthers understanding of the development of Bradgate Estate

Architectural and Artistic Interest

- Exceptional example of mock-Jacobean architecture
- Affluence of composition

- High quality design, construction, and craftsmanship
- Layout and scale
- Decoration and ornamentation
- Unique central alabaster panel with coat of arms

Historic Interest

- Association with The Quorn Hunt
- Association with the Seventh Earl of Stamford and Master of the Quorn Hunt
- Familial ties with Bradgate Park
- Association with London architect M.J. Dain of Dain and Parsons
- Representative of Leicestershire's equestrian traditions
- Representative of the nationally celebrated culture of hunting during the nineteenth century

Contribution of Setting to Significance

Historic England's *Setting of Heritage Asset* advice note on setting includes a:

“(non-exhaustive) check-list of potential attributes of a setting that may help to elucidate its contribution to significance’. As the advice note states, ‘only a limited selection of the attributes listed will be of a particular relevance to an asset.’”

The Historic England advice note identifies the fact that heritage assets can include overlapping settings, as well as having a setting of their own. With regard to the non-exhaustive checklist, included in Historic England's guidance, the following broad headings to be relevant in terms of the contribution setting makes to the significance of the heritage asset:

The asset's physical surroundings:

- Topography;
- Other heritage assets;
- Definition, scale and 'grain' of surrounding streetscape, landscape and spaces;
- Orientations and aspect;
- Green space, trees and vegetation;
- Openness, enclosure and boundaries;
- Functional relationships; and
- History and degree of change over time.

Experience the asset:

- Surrounding landscape and townscape character;
- Views from towards, through, across and including the asset;
- Intentional intervisibility with other historic and natural features;
- Visual dominance, prominence or role as a focal point;
- Tranquillity, remoteness, 'wildness';
- Sense of enclosure, seclusion, intimacy or privacy;
- Land use;
- Cultural associations, and
- Traditions.

Bradgate Stables is prominently located on a natural rise in the landscape permitting impressive views of the imposing and ostentatious external south elevation from the access road and wider site (see map below). As a display of wealth and status the stable block is a focal point in the surrounding landscape and is assuredly the dominant feature.

The surrounding woodland allows for a sense of enclosure, privacy, and isolation, whilst the openness of the undeveloped immediate fields around the stables provides a tangible reference to the historic use of the wider site. Together, this results in a strong sense of tranquillity and isolation as would have been originally experienced. The lack of modern development within the Site and the immediate land around the stables reinforces the experience of the heritage asset in the manner the structure was designed and originally constructed.

The functional relationship between the stable block and adjacent kennels, and gas plant can still be understood, despite the partial loss of these associated structures. However, the historic and functional relationship between the stables and the contemporary Bradgate House has been compromised as a result of the loss of the contemporary dwelling. The only known features extant which were constructed contemporaneous and as part of the composition of this phase of the estate are a balustrade and gate piers. These two features, together with the residual nineteenth century designed planting which is observed across the site, permit an understanding of the historic layout of the estate and the stables relationship with the location of the former principal dwelling. The loss of the historic formal driveways, and the introduction of tarmacked car parking areas detracts from the setting of the stables. As a result, the ability to understand and appreciate Bradgate Stables as ancillary structure to Bradgate House has been further compromised to a degree. Nevertheless, the grandeur and opulence of Bradgate Stables remains appreciable today.

There have been some adverse changes to the wider setting of the heritage asset, including the introduction of the dual carriageway, roundabout, and landfill site. Although less formally laid out, the agrarian character and appearance of the surrounding landscape, as well as the ancient woodland to the north, remains and makes a positive contribution to the significance of the designated heritage asset.

In summary, the historic and functional relationship between the stables and the surrounding landscape remains legible and facilitates the ability to appreciate the significance of the stable block, including its important role in the cultural tradition of hunting in the Victorian era.

Map showing important views. See photographs and descriptions below.





Clockwise from top left:

View A: *The view southwards from the central entrance to the south range. This view facilitates an understanding and appreciation of how the stables were experienced.*

View B: *The prominent and imposing view of the principal entrance elevation (south range) facilitates an appreciation of the architectural interest of the heritage asset.*

View C: *The view of the stables within its setting from the nineteenth-century balustrade and gate piers. This view facilitates an appreciation of the architectural, historic interest of the stables and its setting, and the relationships between the stables and the non-designated heritage assets.*

View D: *The view from the historic entrance to the site, following the original footpath to the stables. This view facilitates an appreciation of the architectural and historic interest of the stables and its setting.*

2.10 Existing Infrastructure

Public Rights of Way

The map below outlines the existing public rights of way in the vicinity of the Site. These can be considered in future options for connections to the wider environs.



3. Chapter 3: Structure and Condition

3.1 Summary of Condition of Bradgate Stables

A survey of the stables was undertaken by Ed Morton of The Morton Partnership, a CARE Engineer. Mr Morton is intermittently involved at the Site, determining the schedule of repairs to inform the Urgent Works which are being undertaken to the stables at the time of this appraisal. This is discussed in the Heritage at Risk section above.

The Morton Partnership's comprehensive assessment of condition and associated recommendations for conservative 'necessary repair' is located in **Appendix C**. 'Necessary' repairs, for the purposes of this document, are limited to the consolidation and protection of vulnerable building fabric and those to enable independent (scaffold free) structural integrity. This consolidation, together with a maintenance plan, could preserve the structures for perpetuity. This scheme of repair, with additional works, would also form the basis of a curated ruin option in future uses of the site.

Bradgate Stables were ruinous when they were listed in 1988 and have further deteriorated, likely due to lack of maintenance. The buildings are deteriorating with some further loss since it was surveyed in early 2022. Scaffold was erected many years ago to provide temporary support to parts of the structure. Unfortunately, this was poorly designed and has not prevented sections of walling collapsing. Wall cappings, in the form of half round pipes, have helped protect some wall heads.

The inspections have shown clear evidence of loose and decaying brick and stonework, particularly to wall heads, where not protected. Walls have bonding timbers within their thickness, sometimes to both faces of the wall. Where these have decayed, the wall is at greater risk and vulnerable to collapse. Vegetation, including trees and saplings, have further compromised the fabric. The main risk of large-scale collapse relates to a lack of lateral stability due to the poorly designed scaffold. It is understood that the last structural collapse happened in December 2022.

3.2 Summary of minimum necessary works to preserve the building

The schedule of 'necessary works' required to preserve the stable buildings are outlined in **Appendix C**. With exception of an option to curate the decay of the structures being progressed, these are considered the minimum which should be undertaken to the structure.

The minimum works recommended includes consolidation of wall heads and masonry generally, whilst introducing stability steelwork to particular elements. These are preferred to a scaffold option as they will allow potential use of the site and stabilisation of the structure. This method also provides a longer -term solution to the consolidation of the structure.

The schedule of 'necessary works' has been costed by Andrew Morton of Andrew Morton Associates. This cost report is available in **Appendix E**.

4. Chapter 4: Viability Analysis

4.1 Overview

An assessment by Colliers (**Appendix D**) has considered what uses of the stables could be viable in economic terms. It considers the impact of the nature of the property and the circumstances on possible uses, the market for them, and how they might be delivered and operated.

Understanding what use options may be viable is key to identifying what the “optimum viable use” might ultimately be for this site. That is the use that is the best balance between viability and impact on the heritage asset. Uses that might be more viable than others may be less optimal in totality because they require more harmful intervention. The impact of different uses on heritage significance is considered in Chapter 5.

Uses analysed included:

- Heritage attraction.
- Charnwood Forest Visitor Centre, including geology-related exhibition.
- Self-catering accommodation, such as Landmark Trust or other.
- Hotel.
- Residential.
- Events Space.
- Equestrian centre, most likely to be a livery stable.
- Artisan centre.
- Rural business centre.

They are considered in different forms which relate to differing scales of intervention to the site:

- Consolidating and stabilising the ruins. As at the ruins in nearby Bradgate Park (the medieval building outside of the Site).
- Semi-permanent structure(s) inserted into the consolidated ruin. This would be for use such as events or visitor centre.
- Partial rebuilding. This would rebuild one or more or two of the ranges for use such as events, workspace or visitor centre, with the remained being stabilised ruin.
- Fully rebuilt to original form. This may suit uses such as workspace and equestrian centre.
- Fully rebuilt to modified form. This may suit uses such as hotel and residential.

This assessment provided a baseline, considering what options may be viable and worthy of more detailed consideration and furthermore what challenges there may be for the Site. The information below is informed by the assessment's findings.

Some of uses could be uses could be combined as a mixed-use development.

There is also, theoretically, an option of Curated Decay. Colliers concluded that could not be justified in terms of the tests required by NPPF because there are potential viable solutions for the site. Curated Decay is addressed further in Chapter 5.

Connection Opportunities

Connections to the wider environs including Bradgate Park, and sites in the Charnwood Forest and National Forest may be considered when taking options forward for design development. The public right of way to the east of the site, for example, is part of The National Forest Way.¹⁷

Consultation

Individuals consulted as part of the assessment to consider use options included:

- [REDACTED] Heidelberg Materials
- Amanda White, Heritage at Risk Surveyor, Historic England
- James Dymond, Director, Bradgate Park Trust
- Dr Jack Matthews, Geo-heritage Officer, Charnwood Forest Landscape Partnership
- Alasdair Dick-Cleland, Project Development Manager, Landmark Trust
- Leicestershire Minerals and Waste Planning

Challenges

There are two main issues that have a major impact on the viability of different options for how the stables might be used: the impact of the quarrying permission and the implications for providing access and parking. These challenges must be addressed in a manner which minimises the impact upon the significance of the heritage asset.

¹⁷ <https://www.nationalforest.org/visit/national-forest-way>

As noted in Chapter 3, there is an extant quarrying permission for the area adjacent to the north of the stables. In terms of the permission, there is a lack of clarity as to how this will be taken forward and its timescale. Heidelberg Materials have suggested that they still plan to quarry the site and a design for this quarry will be detailed in the next 20 years with quarrying starting in approximately 30 years. As noted in Chapter 3, Leicestershire Minerals and Waste Planners, via consultation, have suggested neither the permissions, the requirements to discharge the conditions of these permissions, will not be reviewed in the immediate future.

As per the brief of the study, further assessment of options will be completed on the basis that quarrying will proceed. Should this situation change, the parameters for the Site's new uses, and how it might be delivered, are changed to some extent.

An adjacent quarry is likely to rule out any option that involves people or animals staying on site overnight, including residential and visitor accommodation.

The potential of quarrying taking place will affect matters such as the price that people will be prepared to pay for houses and whether a business operator, including a hotel company or organisation like the Landmark Trust, could be certain that the value of the investment would not be compromised in the future. As such, future uses should be compatible with the quarrying, or the versatility of the Site should be that uses could be changed or evolved to be compatible with future quarrying activity.

Options for access and parking are considered in Chapter 5. Uses that require a big increase in traffic movement and requirements for parking could require considerable new road infrastructure.

Another significant issue is the absence of utilities in close proximity. The cost of new connections is likely to be high.

Financial Considerations

Collier's analysis shows that there is likely to be a large conservation deficit¹⁸ attached to the stables. It is, as such, unlikely that development of the stables could be undertaken on a commercial basis.

An exception may be using the stables as an events venue with relatively low-cost structures inserted into the consolidated ruins. It may have potential to generate enough income to make a development viable on a commercial basis.

¹⁸ The amount by which the cost of repair (and conversion to optimum viable use if appropriate) of a heritage asset exceeds its market value on completion of repair and conversion, allowing for all appropriate development costs.

It is more likely that subsidy will be required. The owners may cover all or part of or, alternatively, a lease with repair obligations may be realised in some circumstances.

There is a good prospect of achieving grant funding, especially if the use can fit well with funding criteria and there is an appropriate body to apply to and receive funding from. A key strategic aim of many funding bodies is ensuring that everyone can have access to, learn about, and enjoy their built heritage. As such, public access to the stables will be a key component in leveraging public funding. Funding bodies may include:

- Department for Environment, Food and Rural Affairs (DEFRA)
- National Heritage Lottery Fund (NLHF);
- Historic England;
- Arts Council England (ACE);
- UK Shared Prosperity Fund; and
- The Architectural Heritage Fund.¹⁹

In addition to the above, there may be grants and funding bodies relevant with the specific future use, operation and the region; a list can be found in **Appendix D**.

A beneficial approach might be for a building preservation trust to be given the freehold or a long leasehold. They would be able to apply for grants, supplementing a contribution from the owners, to pay for the works and, using project managers, deliver the works. They would most likely then rent either the whole site or parts of it to one or more companies that would run the business(es), providing the trust with income. Conditions in the freehold / leasehold would prevent the building preservation trust from acting in way that is contrary to the interests of the owners.

The cost of fully rebuilding the stables is likely to be too high to be able to achieve funding, in the short-medium term. It is more likely, therefore, that the focus should be on rebuilding individual ranges which can support the specific uses.

The potential for a contribution from development of Bradgate House (the redundant office complex nearby) may be worth exploring, assuming that it is not ruled out by the impact of the quarry. Redevelopment of the site for residential is likely to have the highest value. It could have other benefits, especially paying for restoration and ongoing maintenance of the grounds and restoring the main drive. It may not be contrary to

¹⁹ A list of other foundations and trusts can be found in Appendix 1.3.6 of the Colliers Report.

planning policy and, if so, would not be needed to be treated as enabling development in the formal sense²⁰. There may also be options for off-site enabling development that could be explored.

4.2 Summary of Conclusions

The full assessment by Colliers is located in **Appendix D**. The information below provides a summary of conclusions against each of the uses considered.

Potential Uses That Can Be Ruled Out

The following uses can be discounted unless the prospect of future quarrying can be firmly ruled out. This is because of the potential of quarrying to rule out overnight habitation and its impact on the value of property. It is unlikely they would be deliverable and viable even without the prospect of the quarry.

- Residential;
- Hotel/Retreat/Spa; and
- Stables / Equestrian Centre.

Conversion to a Landmark Trust type property can be ruled out if unless it is confirmed that quarrying would not go ahead, for the same reasons, but visitor accommodation run as part of a mix of uses may be possible on the assumption that it could be used as workspace if quarrying started.

Options Ruled Out

The following summarises why the uses are unlikely to be the optimum viable use even if quarrying was not to go ahead.

²⁰ Enabling Development is, in planning law, development that would otherwise be contrary to planning policy but is allowed because it permits sustainable restoration of a heritage asset at risk.

Stables/ Equestrian Centre

This would rebuild the structures for use (most likely) as livery stables. Livery stables are stables that provide a place for horse and pony owners to keep their animal in return for a weekly or monthly fee. They typically also provide lessons, supervised hacking (recreational riding) and other services.

It could be considered the most appropriate from a purely heritage perspective because it would be a return to the original use and could be the most sympathetic form of full reconstruction.

It is recommended to be ruled out because:

- The imbalance between the cost of rebuilding the stables and the income that it is likely to generate is too large to be bridged. The stables would be too small in terms of the number of horses that could be stabled, creating inefficiency.
- The level of access by the public would be low compared to other uses. This would make it more difficult to obtain grants.
- There is not an existing bridleway network from the site.
- It would not be a flexible adaptation of the space. It would be difficult to find an alternative if the equestrian centre failed or was stopped because quarrying started.

Hotel

The conversion project could be undertaken by a building preservation trust. They could lease the property to a hotel company on completion, or a hotel company could run it on an operating agreement. This is standard in the hotel sector where there is frequently separation of ownership and operation, albeit this is less often the case with up-market rural hotels than with hotels in cities and near trunk roads.

It is recommended to be ruled out because:

- While the buildings could make an interesting hotel, the subsidy required is likely to be too high to make it deliverable. A profit at the level estimated would value the business on completion at about £7 million (see explanation in Section 4.6.1 of the Colliers report in **Appendix D**). That would be considerably short of the development cost.
- The hotel would be relatively small in terms of room numbers. There are examples of boutique hotels of that nature operating at the top of the market, but it would limit its potential for earnings.
- It would likely require more harmful interventions to the building relative to other more viable options.
- The prospect of quarrying may mean it will not receive permission for conversion and investment is unlikely.

Residential

Residential development of the site could be delivered in the form of either a relatively large number of small dwellings or a small number of large dwellings, which would probably be preferable in terms of heritage impact.

It is recommended that either be ruled out because:

- It is difficult, perhaps impossible, to achieve without adverse interventions that would represent harm to the heritage asset and its setting.
- It would have a large deficit and require a significant subsidy. It would be more difficult, probably impossible, to obtain grants to subsidise it.
- The prospect of quarrying may mean it will not receive permission for conversion and investment is unlikely.

Options for Further Assessment

Assessment has suggested the following options are taken forward for further assessment and costing. These options consider both uses and the type of intervention noted above.

Consolidation: Curated Ruin

Consolidation of the ruins, plus ongoing maintenance, is the minimum necessary works to limit further deterioration of the site and that it is safe. This is detailed in the report by The Morton Partnership.

Consolidation alone, without public access, would severely restrict the potential for grants. The owner would have to assume all or most of the cost of capital works and ongoing maintenance and security.

The stables could be open to the public, either occasionally or on a day-to-day basis. Day-to-day access would be similar to many scheduled and archaeological sites managed by English Heritage, and sites such as the original Bradgate House in Bradgate Park, most having little or no visitor facilities and no personnel on site for most of the time. Toilets and, perhaps, a small exhibition about the site could be located in the existing garage at the car park. An economical interpretation scheme could be installed. It would not generate large amounts of revenue but may provide some opportunities for funding.

Semi-permanent structures in a consolidated ruin: Events Space

This would keep all or most of the stables as ruins that are consolidated and made safe. Semi-permanent modern structures would be inserted to accommodate uses. The stables could be operated as an events venue from May to September. The modern structures that are inserted into the ruins would not be insulated against cold and would not have heating. Small sections of structure might be rebuilt for toilets, kitchen facilities and bar etc. It could have a large platform within the former carriage house, and which would extend out into the courtyard.

Events may include weddings, parties, live music and outdoor event cinema.

The consolidation work could be completed by the owners or by a building preservation trust if they are given the freehold or long lease.

The site could be leased by the owners or building preservation trust to an outside catering company that has experience of weddings and other events. An alternative approach would be for the owners to lease the site to a building preservation trust (such as the Bradgate Park Trust or a new trust) to take bookings for events and use one or more outside catering companies.

This is considered to be one of the most viable options:

- Assessment suggests there to be good potential demand for weddings, which are the main source of revenue for similar facilities.
- It would be a relatively low-cost option, but with potential for much higher income than operating the site as a heritage attraction could achieve.
- An operator may pay for all or part of the semi-permanent structures that accommodate the events business in return for lower rent. This is common with food and beverage related leases.
- It could be managed so that access is tightly controlled, lessening concerns about uncontrolled public access to the area. There could be a requirement, for example, for a security presence at events.
- The option may not be fundamentally affected by the quarrying. There could be limitations on the number of events and when they can be held.
- The semi-permanent interventions could be reversible.
- It would not entirely depend on connection to utilities. Given the temporary nature of the use, generators could be used as an alternative for power and water could be brought in.
- There are opportunities for other income streams alongside e.g. glamping.

Partially Rebuilt Stables: Events Space

This option would be similar to above and include the reconstruction of the west range (and possibly others).

This would have the same advantages as the above and in addition:

- It would give people a better sense of what the stables would have been like in their original form.
- The west range could be used for smaller, self-contained weddings and events.
- Events could take place there all year around.

Partially Rebuilt Stables: Visitor Centre

This could be operated by the Charnwood Forest Landscape Partnership who have expressed interest. The aim would be to create a visitor centre that is an attraction in its own right, part of the UNESCO Global Geopark status aspired to by the Partnership, and provide information and wayfinding to people about other things to do in the Charnwood Forest Area.

It would be an educational centre that attracts school visits and a base for field trips by university students and others. It would likely include a partial rebuild, perhaps of the south and west ranges. It could include:

- Exhibition space.
- A café and shop.
- A classroom.
- Lecture room.
- Offices for the Charnwood Forest Partnership and other organisations that have synergistic functions.

This could provide a sensitive conversion and create a new attraction. It could be challenging to make it financially self-sustaining, however. Visitor Centres that have a focus on heritage-related exhibitions seldom make a surplus and often require subsidy. This is true, for example, even of the Lake District National Park visitor centre, which is in a prime location in a historic building on Lake Windemere.

Partially Rebuilt Stables: Events Space and Visitor Centre

This option would combine the two options above and potentially, aiming to create a more financially sustainable operation than a visitor centre by itself.

Partially Rebuilt Stables: Events Space and Workspace

This would use space in the rebuilt ranges for one or more businesses that have synergy with the events business noted above. This could be compatible with an events business and provide further commercial rationale for reconstruction of some ranges. This use could also be compatible with quarrying activity.

Fully Rebuilt Stables: Workspace Centre and Charnwood Visitor Centre

This could reconstruct the stables, adapting the stalls and other rooms to form work units, each of which would open onto the courtyard. The units could be let to artisans and artists to produce craft items, food and drink. There could also be a number of different types of business lets. Product would be sold on-site and off-site with at least one place to eat and drink. There could be a regular food and drink market.

This would, most likely, be a visitor attraction, with visitors able to see things being made and purchase them. The Charnwood Forest Visitor Centre could be incorporated, especially if the entire complex is rebuilt.

The project could be delivered by a building preservation trust. It could continue to hold the site after completion on a long lease or set up a new trust to hold the asset. Spaces would be let to tenants.

Benefits of this use would include:

- The existing stall spaces are likely to be of suitable size for use by artisans, requiring minimal intervention to the original architectural form.
- The stables are big enough to create a centre that would have critical mass.
- It would not involve people staying overnight and would therefore be potentially compatible with future quarry activity.

Fully Rebuilt Stables: Workspace-Rural Business Centre

This would be similar in form to the above, but spaces would be let to a wider range of businesses that, primarily, serve people living in the area rather than visitors. It could be more financially viable. However, as these businesses would not be predominantly craft-based, rather providing services to local people, they would have less synergy with a Charnwood Forest visitor centre and a tourism-based visitor profile.

Conclusions

Colliers' assessment concluded that options that seem most likely to be optimal are variations of a Charnwood Visitor Centre, an events space and a workspace centre. An events space by itself has most potential to generate substantial income with relatively modest capital expenditure, but the others would be well-positioned to secure grant funding. The site could be developed in a phased way, starting with events space and then rebuilding ranges for use for visitor centre and / or workspace.

Chapter 5 will consider each option in more detail. Based on the viability assessment the following options, and associated intervention types, will be taken forward for further assessment.

- Consolidated Ruin
 - Consolidated Ruin (the minimum necessary works to preserve the ruins and limit further deterioration)
 - Curated Ruin (works which go beyond the minimum necessary works to facilitate public access to, and greater understanding of, the heritage asset)
- Semi-Permanent Structures in a Consolidated Ruin
 - Events Space
 - Visitor Centre
 - Hybrid of Events and Visitor Centre
 - Events and Workspace
- Fully Rebuilt
 - Workspace and Visitor Centre
 - Rural Business Centre

5. Chapter 5: Options Appraisal

5.1 Introduction

The chapters above have provided baseline information pertaining to the Site and the assessment by Colliers (**Appendix D**), summarised in Chapter 4, has identified a number of uses which may be financially/ economically viable for the Site.

This chapter appraises options giving due weight to a range of factors including impact on significance, capital costs, and long-term viability. It will:

- Outline the repair/ development philosophy and review a curated decay option;
- Outline development and repair costs;
- Provide costed options for new access to the Site;
- Provide costed options for utilities provision; and
- Provide an assessment of different uses and their impacts. Scenario costings are also provided based on the above.

5.2 Repair and Development Philosophy

Approach

The approach to the future repair and development of the stables can be considered under the broad headings of 'Preservation', 'Conservation' and 'Restoration'. All of the uses, with the exception of Curated Decay, discussed below, fall under one or more of these approaches. These are discussed further below.

Preservation

This can be considered as 'preventative conservation' once an asset is at an acceptable baseline condition, or the activity/ process of keeping something valued intact and free from damage or decay through appropriate maintenance. The legal interpretation is simply to keep something 'safe from harm'²¹. Bradgate Stables are currently in a very poor state of repair as evident in the current urgent works. An approach of preservation here would include appropriate repair of the structure, stabilising it to minimise further deterioration and making the Site safe for access. Future mitigation would take the form of planned maintenance and, if needed, reactive repairs.

This approach does not typically include any new structures or development and would maintain the remains of the stables in-situ with an aim of minimising further deterioration. This approach is considered the minimum necessary which should be undertaken at the Site and would take the form of a consolidated ruin which is structurally sound (i.e., free from temporary support). This assessment has also discussed a 'curated ruin' which would fundamentally adopt the same philosophy and approach.

²¹ The legal interpretation established in *South Lakeland DC v Secretary of State for the Environment and Rowbotham* [1991]

Conservation

Historic England Guidance, Conservation Principles, define conservation as:

*“The process of managing change to a significant place in its setting in ways that will best sustain its heritage values, while recognising opportunities to reveal or reinforce those values for present and future generations”.*²²

This approach, together with some elements of ‘preservation’, is likely to be most relevant to the stables and their future sustainable use.

Many of the potential uses include an intervention by way of a new structure or the rebuilding of a dilapidated structure(s). This assessment has indicated the extent to which this may be undertaken in broad terms which can give an indication of acceptability. However, as with most interventions to historic buildings, the success will ultimately be found in the detail and how various elements are installed or articulated. This may include the way in which the stables are altered and repaired, the aesthetic of new interventions and structures, and new upgrade items such as windows and insulation. The detail of this change is outside the scope of this study but the approach of managing and proposing appropriate change at a detailed level has been assumed in all the broad proposals outlined in this document.

Restoration

Historic England Guidance, Conservation Principles, define restoration as:

*“To return a place to a known earlier state, on the basis of compelling evidence, without conjecture”.*²³

Should places be restored, it is important that they are done so faithfully and informed by a good understanding of past form. Incorrect restorations, and those that manifest in a collection of elements which never co-existed, are adverse in their result and detract from the experience of the significance of a heritage asset.

Assessment of existing built fabric and documentary material, pertaining to the historic form of the stables, suggests it may be possible to undertake an accurate reconstruction of the complex. However, in terms of viability this is unlikely to be a realistic expectation; the stables will unlikely be used for their designed purpose and as such a full reconstruction will be unlikely to support a new use.

²² <https://historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesandguidanceapril08web/>

²³ <https://historicengland.org.uk/images-books/publications/conservation-principles-sustainable-management-historic-environment/conservationprinciplespoliciesandguidanceapril08web/>

Depending on the use taken forward, there are elements of the stables that could be reconstructed to some extent. One of the most significant elements is the south elevation or range, this being the main façade and the most prominent in views. Any reconstruction of the elevation should be faithfully undertaken in the context of the original design as much as possible. However, the restoration of Bradgate Stables may only be viable in combination with a degree of 'conservation'. For example, should the south range be rebuilt for use, it is unlikely single-glazed windows would be reinstated and whilst an appropriate roof profile and material may be reinstated, this may not be a 'restoration' in the true sense as the roof structure (considering cost) may be different as would some of the internal structure.

Whilst a philosophy of restoration may be adopted to some extent for the most significant elements of the building, it is likely this will be combined with elements of both 'conservation' and 'preservation' to ensure the development is both viable and usable.

Do Nothing

Legislation and planning policy requirements mean a 'do-nothing' scenario is not an option as evidenced by the local planning authority's recent and ongoing statutory action.

Curated Decay

One approach which does not fall under preservation, conservation, or restoration is 'curated decay'. This is a circumstance where the ultimate loss of the heritage asset is accepted, and it is left to deteriorate with no maintenance or intervention. The only reason works would be typically undertaken would be as a result of a safety issue and works would involve incrementally dismantling the unsafe structure rather than repairing it. In this scenario the loss of the building would need to be accepted, the local planning authority and Historic England would need to be in agreement and consents would need to be granted for works which would otherwise be unacceptable.

Curated Decay is typically considered a last resort approach when all other options have been fully exhausted, or when heritage assets are at a point of unavoidable loss where investment into their preservation/conservation is folly. A good example would be a heritage asset adjacent to a cliff or land edge over the sea where it is predictable that total loss would occur in the short term. An example is the recent loss of the lighthouse at Orford Ness, Suffolk.

Curated decay is not considered an acceptable approach at Bradgate Stables for a number of reasons. To date no work has been undertaken in attempt to secure the building and a viable future use; this appraisal has suggested there are options which could secure the stables in the long term. Neither the condition of the stables nor the approach taken by the current owners, in terms of apparent lack of investment or proactive conservation, are justification for the building's loss.

In terms of planning, it is unlikely that curated decay can be considered an option. An option of curated decay would not be in accordance with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 as, based on work to date, an application for total loss would not have special regard to the desirability of preserving the listed building of any features of special interest it possesses.

Paragraph 202 of the National Planning Policy Framework (December 2023) suggests that the poor state of the stables may not be a material consideration in a planning decision.

Perhaps most fundamentally none of the tests outlined in Paragraph 207 of the NPPF have been met to justify total loss (referred to as substantial harm in the NPPF):

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

This assessment concludes that curated decay is not an appropriate approach.

5.3 Stables: Outline Development and Repair Costs

The options for the stables essentially fall into two principal considerations. Firstly, interventions to the structure and the form of these interventions and secondly, the different uses. This section will provide an overview of the interventions. The use options are outlined in the following section with scenarios which can be costed. The use options however could be further adapted based on the reconfiguration of the interventions noted below or further phases of development on the Site.

The types of intervention include the following:

- Consolidating and stabilising the ruins.
- Semi-permanent structure(s) inserted into the consolidated ruin.
- Partial rebuilding.
- Full accurate rebuild to original form (e.g., original roof structure): This is not to be costed/taken forward as it has been found to be unviable in that it will not accommodate a viable use but is listed as a form of intervention for completeness.

- Fully rebuilt to modified form (e.g., outwardly as original but with modifications to roof structures).

These can be realised as:

Consolidating and stabilising the ruins

The ruins would be consolidated to prevent further deterioration, with repairs implemented to prevent further collapse whilst maintaining visibility of the building fabric, i.e., structural steel placed in unobtrusive locations as opposed to scaffolding, wall tops consolidated and covered using half- round tiles. Roofs, etc would not be reinstated.

Semi-permanent structure(s) inserted into the consolidated ruin

In addition to the consolidation of the buildings (as above), a modern temporary building will be inserted into the spaces to the centre of the north range (the former carriage house) and extending out into the courtyard. This will function as a venue for events (see 'viability' below). The temporary building would be entire freestanding and not fixed to the existing building in any way. There is also the potential for a further gazebo-type structure to the centre of the courtyard supporting the temporary building to the north range. This would be demountable and removed if not required.

Rebuilt to modified form.

The ranges would be restored / rebuilt to provide accommodation for the intended use. This would be outwardly as original but with modifications to lost elements such as roof structures that would be costly to reinstate to their original arrangement, The works could be to all ranges, or operate on a 'mix-and-match' basis, with some ranges rebuilt and others remaining as consolidated ruins with the potential to be rebuilt at a later date.

- Full rebuild of all ranges.
- Full rebuild of selected ranges, bespoke to use.

In the compilation of this report, it has become apparent that there is unlikely to be a prescribed option or 'one size fits all' solution to the site. Any re-occupation is likely to happen as part of an incremental process, with different elements of the site given different treatments according to the particular need at any given time.

In recognition of this, and to enable this study to be futureproofed and respond to future developments, rather than remaining static in the present time, it has been decided to devise a system of costing that provides this flexibility, enabling a 'mix and match' approach across the site, with different elements given different treatments within the range of options.

An explanation of how the costings work is provided in **Appendix E**.

Heritage Impact

The acceptability of any proposal will be assessed on the basis of impacts on significance, any harm should be minimised and will require clear and convincing justification. This assessment provides a high-level indication of the interventions to the building which may be acceptable subject to clear and convincing justification. As such, only a high-level assessment of harm to significance is possible; it is not possible to undertake a specific assessment of heritage impact. If approached sensitively it is considered that all of the above interventions could be achieved without having an adverse impact upon the significance of the stables. Even if harm were to be found, this would likely be in the form of 'less than substantial harm' and that the public/heritage benefits of resolving the heritage asset's deterioration and securing an 'optimum viable use' would weigh favourably in the balance in Paragraph 208 of the NPPF.

The acceptability, in terms of heritage legislation and policy, of the above interventions to the stables will ultimately be realised beyond the scope of this document and in the detailed design. Elements that should be considered as part of the detailed design are:

- Appropriate repair specification and methodology, referring to the report by The Morton Partnership.
- Use of appropriate materials and high-quality new materials where appropriate.
- Use of appropriate fixtures and fittings: Where these may differ from original, ensure they are technically and aesthetically appropriate.
- The articulation and scale of new interventions is appropriate.
- Any reconstruction should, ideally, accurately reinstate the principal features of significance, particularly the south elevation and the roof profile/materials.
- If temporary structures are installed, these should be fully reversible with no impact on significant features.
- Appropriate landscaping scheme and new surface treatments.

5.4 New Access and Parking Options

Creating appropriate access and parking to the Site is going to be fundamental to the success and viability of a new use.

Initial Options

Roger Mears Architects produced a number of high-level options which were used for consultation with Leicestershire County Council as the local highway authority. The varying options are described below and plans with annotation of the options are located in **Appendix G**.

The first challenge in creating access to the Site is the ability to enter from the A50. Three potential access points have been identified:

- Access Point 1 is off the A50 and leads to a driveway that terminates at the stone piers. This is currently the only access/ egress point in use.
- Access Point 2 is also off the A50, south-west of Access Point 1, and leads to a driveway that terminates at the existing Bradgate House.
- Access Point 3 is off the A50 and Leicester Roundabout, north-west of Access Point 1, which leads to the rear of Bradgate Stables.

Using these three access points a number of options were identified (see plan on p.95):

Option 1: Via Access Point 3. Should the existing road (which leads to the rear of the stable block) not be available, an alternative route which travels south-east along the field boundaries and then east towards the stable block may be implemented. Parking would be located to the rear of the stables with a potential overspill car park immediately to the west of the stable block. This would also be the egress route.

Option 1A: Via Access Point 3 and utilising existing road which leads to the rear of the stable block. Parking would be located to the rear of the stables with a potential overspill car park immediately to the west of the stable block. This would also be the egress route.

Option 2: Via Access Point 3. In addition to that proposed in Option 1, a route which continues south-east along the field boundaries and terminates at the existing car park at Bradgate Lodge would also be added. This would also allow for occasional disabled access to the stables utilising the existing drive which leads from the stone piers to the principal entrance of the stables.

Option 3: Via Access Point 1. This option would utilise the existing access/ egress point and would either terminate at the stone gate piers and existing car park or continue to the immediate east of the stable block leading to a car park at the rear of the stables, with a potential overspill car park immediately to the west of the stable block. This would also be the egress route, with the direction of travel along A50 being south-east only.

Option 4: Entry via Access Point 1 and egress via Access Point 2. Entering via Access Point 1, this route would lead to the existing car park at Bradgate Lodge and north-west towards the stables via the existing driveway. Parking would be located to the rear of the stables with a potential overspill car park immediately to the west of the stable block. Egress would follow either route to the existing driveway which leads from Bradgate house to the A50, via a left turn only.

Option 5: Entry via Access Point 1 and Access Point 3 with egress via Access Point 3 only. This access arrangement is a combination of Option 1 and Option 3, but with Access Point 1 allowing access only.

Option 6: Entry via Access Point 1 and Access Point 3, and egress via Access Point 3 and Access Point 2. This option is a combination of Option 4 and Option 1.

These options were presented to Leicestershire County Council, who provided a response on 8th February 2024. Their response has formed the basis for final options and costing below (**Appendix G**).

Final Access and Parking Options

In the absence of a clearly defined proposed quantum of development, Leicestershire County Council was unable to provide a detailed response. However, Leicestershire County Council advised that:

- Leicestershire County Council would require a vehicle trip generation exercise to be undertaken;
- Dependant on the quantum of development sought a Travel Plan may be required; and
- Dependant on the quantum of development sought, a Transport Statement or Transport Assessment may be required.

Leicestershire County Council noted that all access options presented are taken via the A50 Bradgate Hill and raised particular concern at this stage at an intensification of use of 'Access Point 1' and 'Access Point 2'. Leicestershire County Council noted that the indicated 'Access Point 3' benefits from existing access.

Whilst use of this 'Access Point 3' could be considered preferable at this early stage, Leicestershire County Council noted that this access is gated and as such would request:

- The gate to be removed; or
- further information on the dimensions of the gate, accessibility/use of the gate and the setback distance from the nearest adopted public highway.

Should Access Point 3 be taken forward the Leicestershire County Council will require:

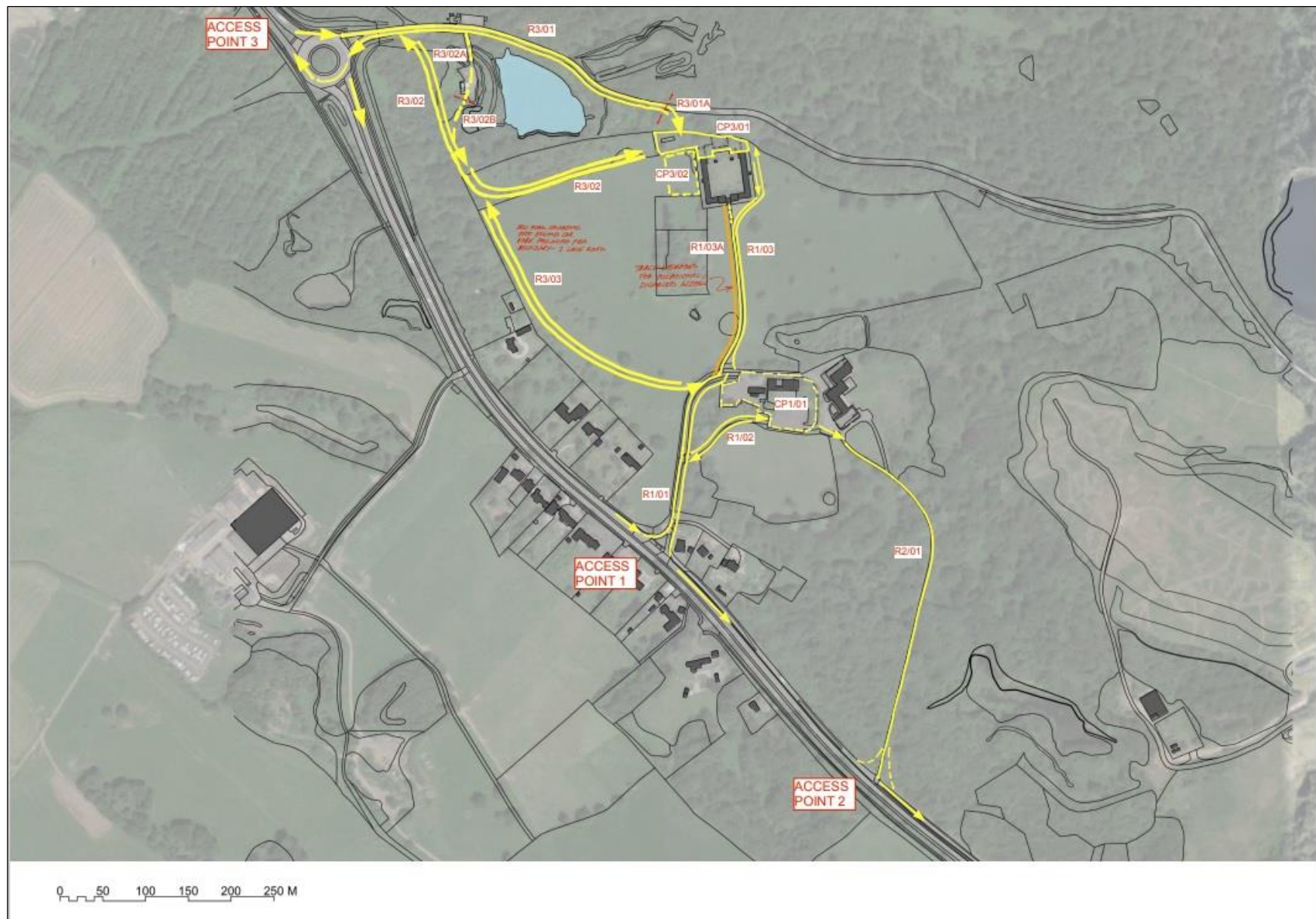
- A Stage 1 Road Safety Audit and satisfactory designers' response

Leicestershire County Council noted that the proposed site access length is greater than 45.0m from the highway and advised that where an access is greater than 25.0m, the minimum width provided should be a continuous 5.0m in order to facilitate access for refuse vehicles. If refuse collection is to be taken from the kerbside, adjacent to the proposed site, where an access is greater than 45.0m, a minimum width of 3.7m should be provided to facilitate access for emergency vehicles.

Leicestershire County Council advised that car parking spaces should be provided at 2.4m x 5.5m and advised that there is guidance in relation to the quantum of parking spaces for each land use type suggested.

Following the pre-application response, it has become apparent that there is unlikely to be a prescribed option or 'one size fits all' solution to the site. Any re-occupation is likely to happen as part of an incremental process, with different elements of the site given different treatments according to the particular need at any given time.

Roads and car parks have been approached in a similar way, with the possible roads and car parks identified and numbered individually (see site plan on the following page). These have been costed to enable access options to be tailored to meet individual uses, with schedules prepared showing the roads and car parks and corresponding costs for each individual use.



Heritage Impact of Access Options

ROAD / CAR PARK NO.	NEW / EXISTING	HERITAGE IMPACT
R1/01	Existing	This retains an existing and historic road and will have a neutral impact on the heritage asset.
R1/02	Existing	This retains an existing road which replaced a historic footpath and will have a neutral impact on the heritage asset.
R1/03	New	This will be a new tarmac road adjacent to the existing and historic road leading to the principal entrance of the stables. The road will present a new formalised route which will be aesthetically different to a historic trackway. This harm could be removed/minimised with appropriate surface treatments. The road will permit the heritage asset to be wholly accessible facilitating a greater understanding and appreciation of the architectural interest of the stables.
R1/03A	Existing	The like-for-like resurfacing of the existing and historic principal access road will result in a heritage benefit.
R2/01	Existing	This will reinstate an overgrown and inaccessible historic road, resulting in a heritage benefit.
R3/01	Existing	This will retain an existing and partially historic access road resulting in a neutral impact on the heritage asset.
R3/01A	New	This will result in a limited increase in hardstanding to the rear of the stables however allows the heritage asset to be wholly accessible facilitating a greater understanding and appreciation of the architectural interest of the stables.
R3/02	New	This will require in a minimal increase in hardstanding most of which follows the footprint of a historic footpath however allows the heritage asset to be wholly accessible facilitating a greater understanding and appreciation of the architectural interest of the stables.
R3/02A	Existing	This retains an existing road and will have a neutral impact on the heritage asset.

R3/02B	New	The use of this new road will negate the use of part of R3/02. Whilst this will result in additional hardstanding it allows the heritage asset to be wholly accessible facilitating a greater understanding and appreciation of the architectural interest of the stables. Any setting impact could be mitigated with appropriate landscaping.
R3/03	New	This will require in a minimal increase in hardstanding in an area which has least impact on setting. Whilst this will result in additional hardstanding it allows the heritage asset to be wholly accessible facilitating a greater understanding and appreciation of the architectural interest of the stables.
CP1/01	Existing	This retains an existing car park and will have a neutral impact on the heritage asset.
CP3/01	New	This will require a significant increase in hardstanding to the rear of the stables, as well as the loss of the nineteenth-century structure associated with the former muck yard, resulting in less than substantial harm. However, it will not be visible in important and principal views of the stables, and it allows the heritage asset to be wholly accessible facilitating a greater understanding and appreciation of the architectural interest of the stables.
CP3/02	New	This will require a significant increase in hardstanding to the west of the stables. It will be visible in important and principal views of the asset resulting in less than substantial harm. However, it allows the heritage asset to be wholly accessible facilitating a greater understanding and appreciation of the architectural interest of the stables. Using this space negates the need to remove the 'muck yard' in some scenarios.

Ecology Considerations of Access Options

Prior to any detailed design and submissions, number of ecology and habitat surveys will be required to inform design, mitigation and planning. Based on a high-level assessment, the known ecological considerations are as follows:

Access Point 1: This potential access has an ecological impact with the removal of semi-improved grassland, part of which is botanically diverse in areas. As the access road approaches the south and west sides of the stables complex it represents a potential impact upon badger sett construction within areas of dense Bramble and upon reptile populations, the survey for which was constrained by the existing landowner and concerns with regards to cattle grazing.

Access Point 2 - the potential impact upon biodiversity from this access route has not been fully investigated. A preliminary ecological appraisal is therefore required which may trigger the need for further detailed species or habitat specific surveys.

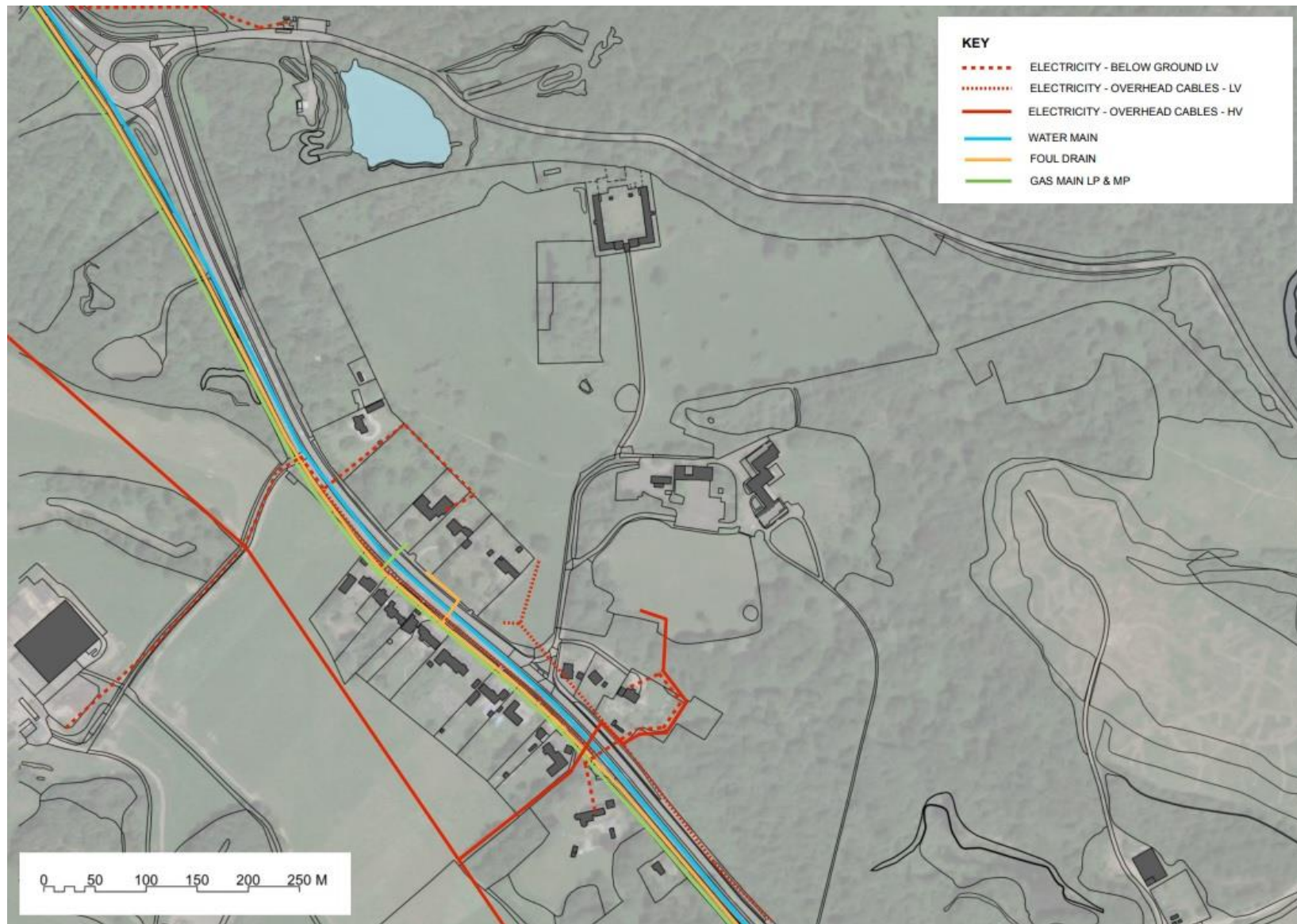
Access Point 3: These options have the potential to impact upon ancient woodland habitats to the north of the Site. All of these are likely to impact upon the scrub and Bramble habitat to the north of the Site and as such there is implications with regards to potential badger setts, breeding birds and the reptile population.

5.5 Utilities

Existing Infrastructure

The plan below shows details and locations of existing service infrastructure (gas/electric/water). The information suggests there is limited existing infrastructure within the Site. The stables benefit from no existing services provision. Bradgate House and Bradgate Lodge are recorded to benefit from at least electricity provision. Further work will be required, beyond this appraisal, to establish the existing gas and water provision to Bradgate House and Lodge.

Any future use of the stable which requires electric, gas, water and sewage will need to establish a new provision. Other alternatives such as renewable energy will also be a consideration if it negates the need to connect to existing infrastructure which is at distance and cost from the stables.



New Connections to Existing Infrastructure

Electricity, water, mains drainage and gas are all located along the route of the A50, approximately 0.5 km from the stables site.

In order for the site (provision within the stables) to be connected to these services anticipated works and costs are as follows:

- Electricity: Overhead LV and HV (11 KV) cables exist to the south of the stables close to the exiting service road off of the A50. These could be extended to the junction between the service road and the track that leads up to the stables, from where it would be buried in the ground to remove any visual impact. A further below-ground LV supply exists to the north-west along the service road to the former landfill site, this is also approximately 0.5 km away.

Approximate cost for electrical services = **£165,000**

- Water: A water main exists following the route of the A50. In order to provide water to the site it will be necessary to connect onto the existing main and run a new pipe in the ground to a length of 0.5 km.

Approximate cost for water services = **£50,000**

- Drainage: Mains drainage exists following the route of the A50. In order to provide water to the site it will be necessary to connect onto the existing main and run a new pipe in the ground to a length of 0.5 km.

Approximate cost for drainage services = **£329,870**

Ultimately, this is likely to be unviable, with alternative means explored, such as a septic tank or composting WCs, dependent on the use.

- Gas: A gas main exists following the route of the A50. In order to bring gas to the site it will be necessary to connect onto the existing main and run a new pipe in the ground to a length of 0.5 km. It is unlikely that this would be implemented given the distance, cost and move away from fossil fuels in the future.

Renewable Energy

Renewable energy options have not been allocated to the options below but have been provided as sustainable options to consider in future. Climate change is one of the most important and challenging issues of our time. Indeed, there is a large amount of national legislation, guidance, and policy which supports the transition to a low carbon future. Renewable energy creation should play an important part in delivering a new use for the Site. It is therefore acknowledged that public benefits may arise from such developments.

However, public benefits may include heritage benefits such as sustaining or enhancing the significance of a heritage asset and the contribution of its setting. Furthermore, Paragraph 8 of the NPPF makes clear that an environmental objective of achieving sustainable development also includes contributing to protecting and enhancing the built and historic environment, and paragraph 205 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, “great weight” should be given to the asset’s conservation.

Consequently, whilst sustainability and energy efficiency are legitimate issues, for historic buildings and buildings which form part of the setting of heritage assets, a balance must be achieved between generating its own energy and avoiding damage both to the significance of the building and its fabric, and the visual impact of the renewable installation on the character and appearance of the historic building or site, including its setting.

There are three typical sources of renewable energy which may be employed: solar, wind, and heat pumps. These are considered below in more detail.

Wind

On a national and industrial level, wind power has the potential to provide large amounts of green energy. However, on a smaller scale, it is difficult to utilise and capitalise on these gains as the amount of energy generated is relative to the size and speed of the wind. This is because the scale of the wind turbine that is required and the physics of the span relative to the amount of energy gained. Essentially the bigger the turbine, the better the gains. As such, small scale turbines have minimal gains.

There also needs to be considerations regarding proximity of nearby buildings, trees and landscape, as well as the visual impact. It is recommended that wind turbines are not attached to a traditional building, due to the minimal gains and the potential impact to the structure of the building. Larger wind turbines are required to be positioned away from buildings and not in a location that has an adverse impact on the setting of heritage assets.

Wind turbines within the setting of the stables will undoubtedly have an adverse visual impact, detracting from the openness of the undeveloped immediate fields around the stables which provides a tangible reference to the historic use of the wider site and makes a positive contribution to the significance of the heritage asset. It is unlikely that wind turbines will be appropriate for the Site.

Heat Pumps

The process of heat pumps is complex, however fundamentally they extract heat/energy from the 'source' location, which is converted and upgraded for central heating. The source can be ground, air or water, though ground and air are more common as they can be accessible to most. Water source heat pumps require a water source that does not freeze during the winter months.

Air source heat pumps extract heat through a fan. They can be installed outside the building, with services connected through the wall which can have an adverse visual impact and may, in some cases, result in the loss of historic fabric.

Ground source heat pumps extract heat via pipes inserted into the ground and connected to a building. Burial of the pipes is either through a closed loop system, that requires trenches, or open loop systems, requiring boreholes. Large drilling machinery is required for the installation, and this can be disruptive to subsurface archaeology.

Aside from the direct impacts on the heritage asset, in order to get the best performance from heat pumps, the building should be well-insulated and relatively airtight. Consequently, heat pumps are only likely to be viable as part of specific uses and in areas that have been fully rebuilt and may also need to be installed in combination with a fabric retrofit. It is unlikely, in consideration of the options taken forward, that heat pumps will be viable. Should certain ranges be rebuilt and very well insulated, the correct environmental conditions may be achieved that this method could be used.

Solar

Solar energy is a renewable source converted through panels. Photovoltaic (PV) Solar Panels converts sunlight energy into electricity, whereas Solar Thermals uses solar to heat water.

When choosing a location, in regard of heritage assets, for a proposed solar array it is considered best practice to appraise each option sequentially and generally in the following order of preference:

- Ground-mounted
- To the roof of any outbuilding (such as a garage or shed)

- To the roof of a later / modern extension
- To the rear/least prominent roof slope of the principal heritage assets

There is potential for a ground-mounted solar array within the setting of the stables, which if sited sympathetically and appropriately landscaped may, have a neutral impact on the heritage asset and its setting. The plan below indicates areas where there is potential for ground-mounted solar panels. This area has been selected based on a site which is closest to the Stables and has the least impact (if undertaken appropriately) on its setting. There maybe other sites in the wider environs but this would require additional service runs in terms of length. It is unlikely that solar panels will be considered acceptable directly attached to the stable roofs. The plan below shows where ground mounted panels could be sited.



Heritage Impact

The location of the potential solar array has been carefully considered in line with existing guidance and best practice and could be sited to wholly avoid any direct impact, and minimise any indirect impact, on the special interest of the heritage asset. The solar array, by reason of its siting, could be installed to neither detract from nor compete with, the special architectural interest of the stables, or the ability to appreciate it. The impact on the setting of the heritage asset could be minimal and any visual impact mitigated by distance, avoiding important views, and the introduction of a sympathetic and appropriate landscape screening scheme. Furthermore, the solar array would be wholly reversible, in line with best practice and core conservation principles.

It is considered that ground mounted solar array could have a low or neutral impact on the significance of the Site.

Ecological Impact

The implications for the wind turbine option represents the greatest ecological potential impact of the energy schemes identified. The potential impact is upon foraging and commuting bats and [REDACTED] bird species.

The potential impact upon bird species from wind turbine strike would need to be considered. Information, provided by the Leicestershire & Rutland Ornithological Society, indicate that the habitats associated with the stables and it's immediately surrounding landscape, when taking into account connectivity to the wider Bradgate Country Park, are that the site could support a range of [REDACTED] species. [REDACTED]

[REDACTED] Seasonal bird survey will be required to inform any potential scale of impact. The existing work surrounding the stables complex are all localised and therefore this constraint has not been identified previously. Ecology constraints, in addition to heritage constraints, make wind turbines an unviable option at the site.

The potential impact upon foraging and commuting bats would need to be informed by specialist survey.

Overall, solar is considered the most viable source of renewable energy on the Site.

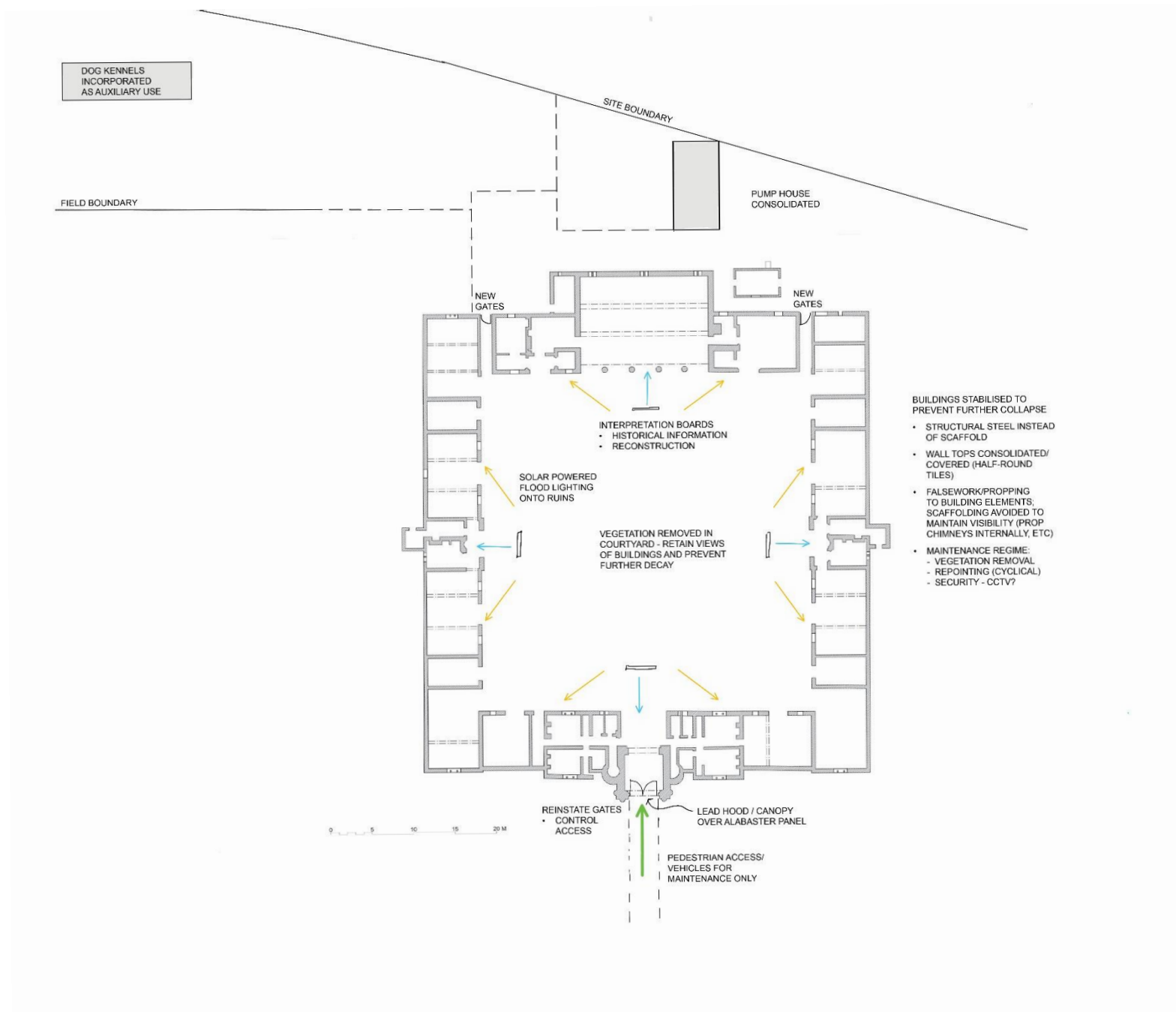
5.6 Options Assessment:

Assessment in Chapter 4 concluded that the following uses and types of intervention have potential and worthy of consideration:

- Consolidated Ruin
 - Consolidated Ruin (the minimum necessary works to preserve the ruins and limit further deterioration)
 - Curated Ruin (works which go beyond the minimum necessary works to facilitate public access to, and greater understanding of, the heritage asset)
- Semi-Permanent Structures in a Consolidated Ruin
 - Events Space
 - Visitor Centre
 - Hybrid of Events and Visitor Centre
 - Events and Workspace
- Fully Rebuilt
 - Workspace and Visitor Centre
 - Rural Business Centre

These have been assessed below and consolidated into options where appropriate. A development scenario has been provided in plan. The sites provision for uses has been informed by the assessment by Collier's and summarised in Chapter 4. Using the information above, each scenario will be provided with an indicative cost and also an assessment of impacts and effects. This will permit a relative assessment for comparison.

Curated Ruin



Description

The ruins would be consolidated to limit further deterioration, with repairs implemented to prevent further collapse whilst maintaining legibility of the building fabric, i.e., structural steel placed in unobtrusive locations as opposed to scaffolding, wall tops consolidated and covered using half-round tiles. Gates would be reinstated to the main entrance and rear access points to control access.

A maintenance regime would be implemented to include vegetation removal, cyclical repointing to vulnerable fabric and general maintenance to ensure health and safety standards.

In addition to this there would be some interpretation within the courtyard space telling the story of the stables and their place within the wider Bradgate Estate. These would take the form of information boards relating to each range featuring early photographs and artists' reconstructions of the buildings in their heyday and explaining the functions that each of them performed in the wider whole. Solar-powered LED lighting could be used to illuminate the information boards or selected building elements.

Basic WC facilities for the use of volunteers, contractors and potentially disabled visitors would be provided within the existing building within the car park to south of the stables.

Summary

- North Range: This range will be consolidated as a ruin.
- South Range: This range will be consolidated as a ruin.
- East Range: This range will be consolidated as a ruin.
- West Range: This range will be consolidated as a ruin.
- Courtyard: The courtyard will be maintained as existing with minor ongoing repairs.
- Access (from main road): Access from the main road will be as existing; off A50 Bradgate Hill.
- Access (from within site): Access from within the site will be pedestrian only via south entrance and secondary north entrance.
- Car parking: The existing car park to south will be utilised for this option.

Viability

This could be operated with only occasional access via guided tours or day-to-day access, perhaps with a parking charge. The amount of income would be very limited in either case and the Site would require subsidy.

Structural Implications

The implications of this option are set out in Section 4.5 of The Morton Partnership Ltd. report included in **Appendix C**.

As well as improved consolidation to wall heads, where needed, there is a need to provide stability to the taller freestanding elements to ensure lateral resistance to wind action. For chimneys, options are provided for either new steel sections to provide vertical stability or by using the chimney voids and dropping reinforcement bars into these and then filling a lytag or similar. The latter is not reversible, so not preferred, although has less visual impact.

Access and Parking

Access would be via existing provisions, i.e., via the main front entrance to the south and via secondary passages to the north to either side of the north range. All entrances would be fitted with new timber gates to control access, particularly out-of-hours.

Road access would be via the existing access point off of the A50 Bradgate Hill with no modifications. The existing access road leading to the car park (see below) would be maintained.

From the access road / car park the existing track leading up to the stables formed of loose stone chippings would be maintained to allow pedestrian access and occasional vehicular access for maintenance and disabled visitors.

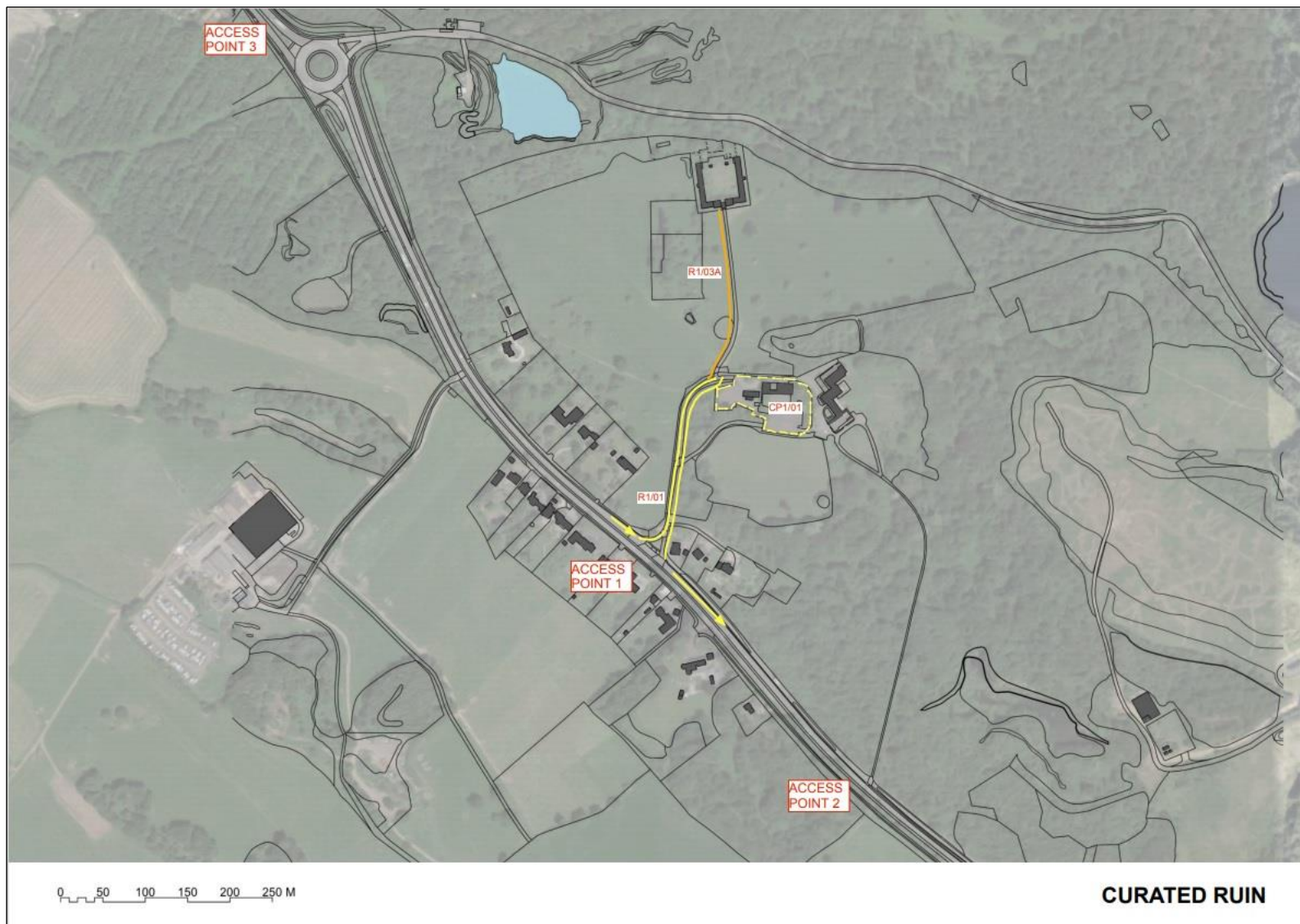
Car parking would be provided within the existing car park to the south of the stables only.

Roads options to be included:

- R1/01
- R1/03A

Car Parks options to be included:

- CP1/01



Utilities Option

No utilities would be provided to the stables. It is presumed that drainage, water and power supplies for the WC already exist within the building to the car park.

Heritage Impact

The consolidation and stabilisation works to each range will result in heritage benefits derived from halting further deterioration and securing the Site for potential sustainable new uses in the future. The reinstatement of gates, subject to appropriate and sympathetic design, materiality, fixing details, will also result in a heritage benefit, facilitating a better understanding of the historic function and use of the Site.

The introduction of interpretation boards and LED lighting, subject to appropriate and sympathetic design, materiality, and siting, will also result in heritage benefits; successful interpretation will facilitate and enhance the public's understanding of the special interest and significance of the heritage asset and its setting. Furthermore, any proposed interpretation boards and any LED lighting would be wholly reversible in line with best practice.

Whilst the implementation of some repairs, such as structural steel, do not reflect traditional building materials or techniques, if kept to the minimum necessary and located in the least obtrusive locations, they will safeguard the building from further decay and loss of historic fabric resulting, overall, in a beneficial impact. Modern materials should only be used where absolutely necessary to ensure longevity. The use of materials and techniques will be subject to an overarching philosophical approach.

Considered in the whole, this option will result in a beneficial impact.

Ecology Considerations

The curated ruin repairs are likely to require stabilisation of the structure which will impact upon potential bat roost as well as known bat roost features. This activity will therefore need to be carried out following a sufficient range of surveys in the active season, to define the roost status and legislative requirement, and subsequently under a mitigation licence. There are opportunities to maintain bat roost features within the structure post repair, similar to those documented for ancient bridge structures etc.

This option will retain the reptile population utilising the internal area of the stables unaffected and maintain the relatively flower rich grassland which occurs within the courtyard area. It is recommended that in this instance regular cutting of corridors around the boundary of the courtyard would allow continued access for maintenance whilst retaining reptiles undisturbed. The curated ruin management plan should also include for partial control of bramble scrub in the courtyard area, which will benefit the structure as well as the common lizard population and the grassland habitat.

The proposal to formalise the access road to the south and to create some level of car parking will remove semi-improved grassland with occasional floristic diversity. It has the potential to impact upon badger setts if present within the dense bramble areas as it extends past the eastern elevations. Furthermore, the previous reptile surveys were constrained by the presence of cattle and the requirements of the landowner and therefore reptiles may also be present in these areas and as such further survey is required to confirm the situation.

In all instances works will have to consider the breeding bird season. This is not anticipated as being a major constraint to the programme.

Implications with regards to the access road and car parking area will need to address the Biodiversity Net Gain legislation post April 2024. This will have financial significance.

Further survey requirements, to inform this option, include updated bat surveys and potentially European protected species derogation licence, a badger survey and a reptile survey.

The potential impact from artificial illumination will need to be taken into consideration and a lighting scheme designed in compliance with best practice guidance (Institute of Lighting Professionals, 2023).

Regulatory and Planning

The stabilising and consolidation works, as well as reinstatement of entrance gates, will require listed building consent.

In permission/consent terms, this option is considered the most straight-forward.

Potential Delivery Partnerships

An organisation, such as Bradgate Park Trust or a new volunteer group, could provide tours or stewards facilitating a day-to-day opening. Alternatively, another potential delivery partner is the National Trust, which has a similar operational arrangement for organised trips to the nearby Stoneywell National Trust.

Funding Options

Most funding would likely have to be provided by the owners because of relatively low public access and this may hinder the availability of grant funding.

Public Access: Enabling understanding and enjoyment of the Site

This would be limited in scale, depending on the nature of the access provided. Only a relatively small number of people would visit. A proportion could experience high quality interpretation via tours by volunteers.

Economic Impact

This would be limited. Visits would likely be largely volunteer facilitated. Work opportunities are likely to be limited to the repair works and a person providing security. There would be few purchases, on an ongoing basis, with local suppliers. A few people would visit from outside the area, spending money in local businesses.

Costs

The following schedule provides an overview of costs for the proposed use:

CURATED RUIN

* See full costings for annual maintenance

** Includes fitout for WCs / kitchen

*** Fitout for exhibition / bar, etc

Note: All figures include for contingency, tender inflation to 1Q2025 and design fees. VAT is excluded.

BUILDING WORKS

ITEM / ELEMENT	MINIMUM WORKS	FULL REBUILD	CAT A ** FITOUT	FITOUT +***	TOTAL	NOTES / DESCRIPTION
North Range	£141,892	N/A	N/A	N/A	£ 141,892	
South Range	£218,489	N/A	N/A	N/A	£ 218,489	
East Range	£243,390	N/A	N/A	N/A	£ 243,390	
West Range	£231,871	N/A	N/A	N/A	£ 231,871	
Miscellaneous site*	£390,597	N/A	N/A	N/A	£ 390,597	Interpretation / vegetation removal / gates. Windows and gates. Pump house.
WC to south car park building	N/A	£32,987	N/A	N/A	£ 32,987	
BUILDING WORKS TOTAL					£ 1,259,226	

ROADS / CAR PARKS

ROAD / CAR PARK NO.					TOTAL	NOTES / DESCRIPTION
R1/01					£ 162,863	Existing road with tarmac surfacing used as access road. Allow for resurfacing.
R1/03A					£ 53,931	Existing road with loose stone surfacing used as access road to stables from car park. Allow for resurfacing like-for-like
CP1/01					£ 52,161	Existing car park with tarmac surfacing; allow minor repairs
ROADS / CAR PARKS TOTAL					£ 268,955	

UTILITIES

UTILITY TYPE	TOTAL	NOTES / DESCRIPTION
Electricity		No Utilities to be brought to site
Gas		No Utilities to be brought to site
Water		No Utilities to be brought to site
UTILITIES TOTAL	£ -	

TOTAL BUILDINGS / ROADS & CAR PARKS / UTILITIES £ 1,528,181

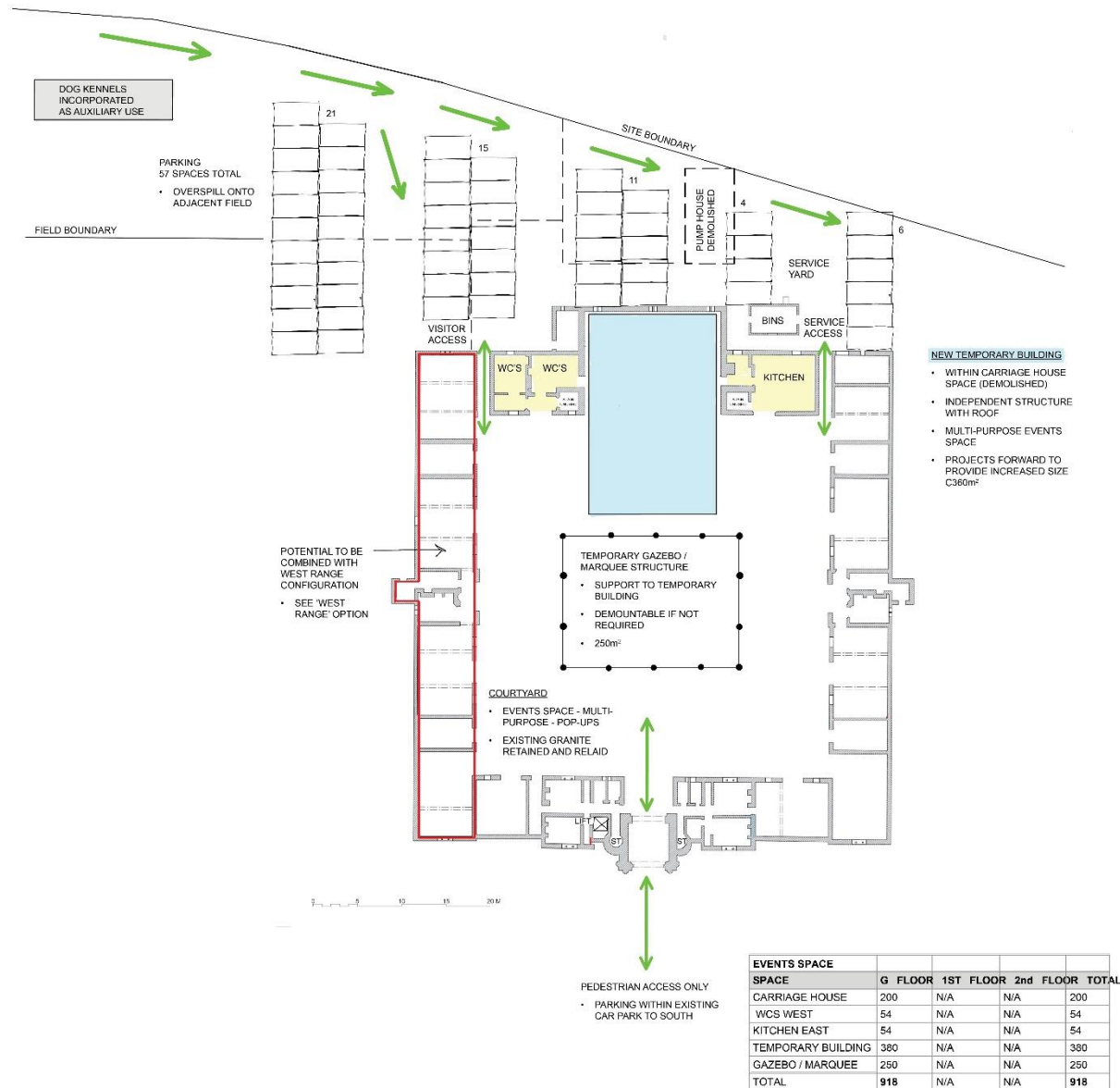
BUILDING WORKS - ADDITIONAL OPTIONS

ITEM / ELEMENT	MINIMUM WORKS	FULL REBUILD	CAT A ** FITOUT	FITOUT +***	TOTAL	NOTES / DESCRIPTION
None	N/A	N/A			£ -	
ADDITIONAL OPTIONS TOTAL					£ -	

TOTAL INCLUDING OPTIONS £ 1,528,181

Events Space

EVENTS SPACE



Description

The ruins would be consolidated to prevent further deterioration as per the 'curated ruin' option (see above), with more repairs implemented to prevent further collapse whilst maintaining visibility of the building fabric, i.e., structural steel placed in unobtrusive locations as opposed to scaffolding, wall tops consolidated and covered using half- round tiles. Gates would be reinstated to the main entrance and rear access points to control access.

A maintenance regime would be implemented to include vegetation removal, cyclical repointing to vulnerable fabric and general maintenance to ensure health and safety standards.

Within the existing courtyard granite cobble surfacing would be lifted and re-laid to provide a sound surface suitable for multi-purpose events.

In addition to the consolidation of the buildings, a modern temporary building will be inserted into the spaces to the centre of the north range (the former carriage house) and extending out into the courtyard. This will function as a venue for events (see 'viability' below). There is also the potential for a further gazebo-type structure to the centre of the courtyard supporting the temporary building to the north range. This would be demountable and removed if not required.

The remaining spaces in the north range either side of the carriage house will be rebuilt and converted to facilities such as WCs, kitchens and a bar.

There is also the option for the west range, which is in the best state of repair, to be rebuilt to provide further facilities (see 'West Range' below).

The report by Colliers (**Appendix D**) has highlighted a more 'light touch' approach to this option which could be useful in early phases. This includes savings on items such as utilities with the use of generators, porta-loos, pop-up food outlets and demountable structures. In this instance a phased approach to the Site could be undertaken, reducing the amount of initial capital investment required. In this instance the Site could be operated as both a curated ruin and an event space.

Summary

- North Range: This range will be consolidated as a ruin with an independent temporary structure inserted (central section) with east and west sides rebuilt to provide kitchens / bar / WCs.
- South Range: This range will be consolidated as a ruin.
- East Range: This range will be consolidated as a ruin.
- West Range: This range will be consolidated as a ruin (further option to rebuild to provide further facilities – see West Range option).
- Courtyard: The existing granite setts will be lifted and re-laid.

- Access (from main road): Access from the main road will be via the existing access off A50 Bradgate Hill (Access Point 1) and from the north using existing road extending eastwards from existing roundabout (Access Point 3).
- Access (from within site): Access from within the site will be pedestrian only via south entrance; access via new car park to north.
- Car parking: The existing car park to south as well as a new car park to north will be utilised for this option.

Viability

The stables would operate as a seasonal events venue. Large weddings would be the main source of income, but it could host other events such as mini-festivals and outdoor cinema. Income would be from a combination of venue hire and profit and food and beverage. This is the only type of use that has a realistic chance of being commercially viable without grant funding.

Structural Implications

The steelwork as the Curated Ruin option will be required. To the west of the central area to the north elevation it is proposed to convert to WC's. The rooms which flank the carriage house in the north range; Room 8a (refer to plans in TMP **Appendix C**) is at two storey whilst the others (Rooms 8c to 8e) are single storey. New roofs will be required and are assumed to be at the upper level to Room 8a and lower levels for the remainder. The new roofs will be of timber but used to provide lateral stability to the walls.

To the centre is the space for the potential new temporary building. This will require the removal of the two remaining in-situ columns and a part timber beam over. The temporary structure may require some pad foundations to ensure it can be tied down to resist wind action. As the floors are being re-set, these could be installed at that time.

The area to the east of the central area is proposed to be a kitchen. The walls are predominantly at two-storey height. A high level roof with an intermediate floor may be appropriate to allow for any plant required to service the kitchen.

Access and Parking

Access will be either pedestrian access via the south gateway, leading from the existing car park to the south, or vehicular access from the north via a new car park and using existing gateways and passages.

South access

Road access would be via the existing access point off of the A50 Bradgate Hill with no modifications. The existing access road leading to the car park (see below) would be maintained.

From the access road / car park the existing track leading up to the stables formed of loose stone chippings would be maintained to allow pedestrian access and occasional vehicular access for maintenance and disabled visitors.

The main entrance via the south range gatehouse will be available with new timber gates to control access, particularly out-of-hours.

North access

Road access would be from the existing roundabout on the A50 (Access Point 3) utilising either the existing road with a spur formed to reach the rear of the stables, or via a new road located adjacent to the roundabout.

The access road will serve a new car park of 57 spaces located immediately to the north of the stable. From here access to the stables will be via the existing secondary passages to either side of the north range. All entrances would be fitted with new timber gates to control access, particularly out-of-hours.

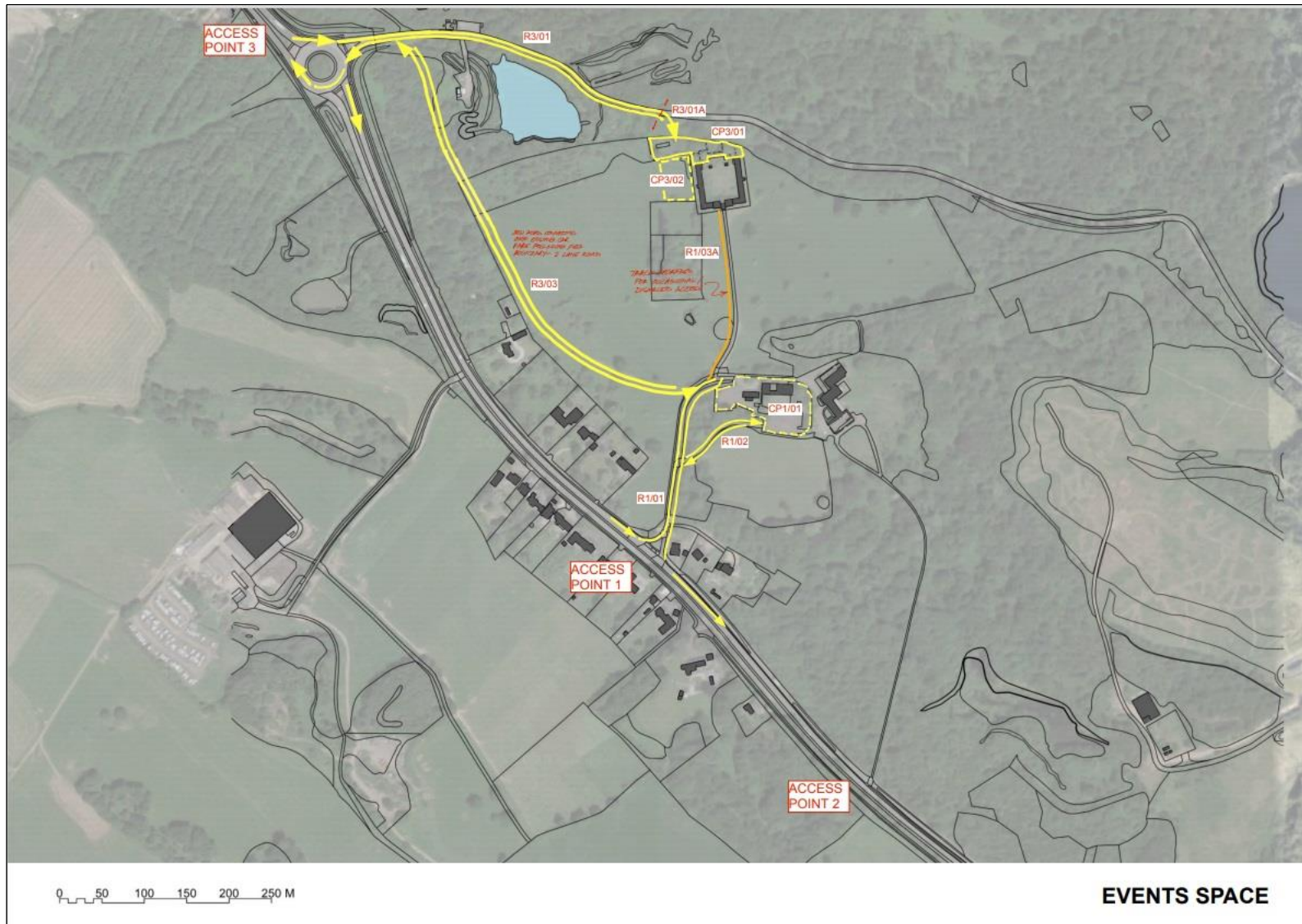
Car parking would be provided within the existing car park to the south of the stables. A further car park providing 57 spaces will be provided to the north of the stables, with overspill parking onto the field area to the west of the stables.

Roads included in this option:

- R1/01
- R1/02
- R1/03A
- R3/01 (note that if the existing access road is unavailable alternative arrangements are to be made via options R3/02, R3/02A, R3/02B)
- R3/01A
- R3/03

Car Parks included in this option:

- CP1/01
- CP3/01
- CP3/02



Utilities Option

Power and mains water drainage would be provided to the site, connected to existing provisions to the south to the A50. In the first instance, temporary services, such as generators may be used.

WC requirements will be served by temporary facilities brought in to serve specific events or via a septic tank. Mains drainage would not be provided.

Heritage Impact

The consolidation and stabilisation works to each range will result in heritage benefits derived from halting further deterioration and securing the Site for potential sustainable new uses in the future. Relaying the cobbled granite setts and the reinstatement of the gate to the south range, subject to appropriate and sympathetic design, materiality, fixing details, will also result in a heritage benefit, facilitating a better understanding of the historic function and use of the Site.

Whilst the implementation of some repairs, such as structural steel, do not reflect traditional building materials or techniques, if kept to the minimum necessary and located in the least obtrusive locations, they will safeguard the building from further decay and loss of historic fabric resulting, overall, in a beneficial impact.

Rebuilding the east and west sections of the north range will result in heritage benefits arising from the reinstatement of the historic form and architectural details. The loss of historic fabric to facilitate new openings should be kept to the minimum necessary to facilitate the new use, and the introduction of new services, including fixtures, should be sited sympathetically to have the minimum visual impact on the heritage asset. Furthermore, these alterations are isolated to the least prominent and ornamental range. Overall, the works to the north range will result in a beneficial impact within exception of the loss of the two columns in the carriage house, unless they can be incorporated.

The loss of the curtilage-listed nineteenth-century building associated with the former muck yard, for the provision of parking spaces to the rear of the north range, will undoubtedly result in less than substantial harm due to the loss of historic fabric and ability to wholly appreciate the historic function and layout of the stables and ancillary structures.

Subject to appropriate and sympathetic scale, massing, design, and materiality, the insertion of an independent temporary building may have a neutral impact on the special interest of the heritage asset. A lightweight, largely glazed, structure will have no direct impact on the heritage asset and may still allow for the special interest of the stables to be appreciated from within the courtyard. Furthermore, this would be wholly reversible in line with best practice.

Overall, the impact would be beneficial and where less than substantial harm may arise a clear and convincing justification could be provided in the context of optimum viable use. The main elements of adverse impact, which could be mitigated through alternative design, are the loss of the muck yard and the loss of the columns in the carriage house.

Ecology Considerations

This option is likely to require stabilisation and repair of the stone structure which will impact upon potential bat roost as well as known bat roost features. This activity will therefore need to be carried out following a sufficient range of surveys in the active season, to define the roost status and legislative requirement, and subsequently under a mitigation licence. There are opportunities to maintain bat roost features within the structure post repair.

This option will displace the reptile population utilising the internal area of the stables, mitigation will be required to translocate the population and provide alternative habitat for the species in adjacent landscaping, and this will require finance. The relatively flower rich grassland which occurs within the courtyard area will be lost, although this will be insignificant compared to the wider area of grassland in the vicinity.

The proposal to formalise the access road to the south and to create some level of car parking remove semi-improved grassland with occasional floristic diversity.

The option of vehicle access from the north side of the Site has potential to impact upon ancient woodland habitats. The proposed location for the car parking is in an area heavily dominated by Bramble scrub and there is a strong possibility for badger sett construction to be within this area, resulting in requirements for survey, licensing and mitigation to exclude the animals. Furthermore, it is likely that the proposed car parking area and access road to the north is utilised by reptiles and further survey will be needed to establish population sizes. Compared to the curated ruin option there is a significantly greater impact upon nesting birds, which will be utilising the bramble scrub. In all instances works will have to consider the breeding bird season.

Implications with regards to the access road and car parking area will need to address the Biodiversity Net Gain legislation post April 2024. This will have financial significance.

Further survey requirements to inform this option are therefore updated bat surveys and potentially European protected species derogation licence, a badger survey and potentially exclusionary licensing and finally reptile surveys, the possibility of a requirement for mitigation. Nesting bird surveys will be required if there is any potential to work within the zone to the north during the breeding bird season, it is considered highly likely that there will be delays and constraints whilst working around nesting birds.

Regulatory and Planning

Demolition of the nineteenth-century structure to the north, rebuilding of the east and west elements of the north range, introduction of WCs, kitchen and bar, and relaying the granite setts, will require listed building consent.

Planning permission will be required for the change of use and insertion of an independent temporary structure to the north range.

This exercise will not be straightforward (relative to the curated ruin), and justification will need to be provided for elements which have an adverse impact.

Potential Delivery Partnerships

This could be run by a commercial operator, most likely one that specialises in catering for weddings and other events, paying a rent. The owners or a building preservation trust could undertake the consolidation. The semi-permanent interventions could be made by the operator or in conjunction with the operator. Likely interest from a potential operator could be established by a market testing exercise.

Funding Options

It could be funded by the owners, possibly with a contribution from the operator. It could also seek funding from the National Lottery Heritage Fund, likely through its Heritage Enterprise programme.

Public Access / enabling understanding and enjoyment of the site

It is considered that there is good potential, based on an estimation of event frequency and site capacity.

Economic Impact

This use would have some beneficial impact. The facility would create a fairly substantial business operation (Colliers forecast an annual turnover of about £850,000). This size of business will typically create about 8 full time equivalent (FTE) jobs. It would likely purchase a large amount of food and drink from local suppliers. It would attract large numbers of people to the area from elsewhere, many of whom would stay in local hotels and purchase from other businesses.

Costs

The following schedule provides an overview of costs for the proposed use:

EVENTS SPACE

* See full costings for annual maintenance

** Includes fitout for WCs / kitchen

*** Fitout for exhibition / bar, etc

**** The cost under the minimum works column is the cost for residual works that still need to be carried out if the full re-build option is chosen.

Note: All figures include for contingencv. tender inflation to 1Q2025 and design fees. VAT is excluded.

BUILDING WORKS

ITEM / ELEMENT	MINIMUM WORKS	FULL REBUILD	CAT A ** FITOUT	FITOUT +***	TOTAL	NOTES
North Range ****	£ 97,196	£ 636,507	£ 176,480	N/A	£ 910,183	Rebuild and CAT A fit out to east and west sections only for WCs / kitchen
South Range	£ 218,489	N/A	N/A	N/A	£ 218,489	To the specification of the curated ruin
East Range	£ 243,390	N/A	N/A	N/A	£ 243,390	To the specification of the curated ruin
West Range	£ 231,871	N/A	N/A	N/A	£ 231,871	To the specification of the curated ruin
Miscellaneous site*	N/A	£ 1,016,155	N/A	N/A	£ 1,016,155	Vegetation removal / courtyard surfacing / gates. Works to windows. Demolition of Pump House, works to Bin store and Kennels. Services for pop up structures. Cobble surfacing to the courtyard.
Temporary Building	N/A	£ 1,781,298	N/A	N/A	£ 1,781,298	North Range centre. Freestanding temporary building with a footprint of 360m2
Gazebo structure	N/A	£ 618,506	N/A	N/A	£ 618,506	Courtyard

BUILDING WORKS TOTAL £ 5,019,892

ROADS / CAR PARKS

ROAD / CAR PARK NO.	TOTAL	NOTES / DESCRIPTION
R1/D1	£ 162,863	Existing road with tarmac surfacing used as access road. Allow for resurfacing.
R1/D2	£ 98,435	Existing road with tarmac surfacing used as access road. Allow for resurfacing.
R1/D3A	£ 53,931	Existing road with loose stone surfacing used as access road to stables from car park. Allow for resurfacing like-for-like
R3/D1	£ 366,068	Existing road with tarmac surfacing formerly used as access road to rubbish dump - assume to HGV standard. Allow for resurfacing.
R3/D1A*	£ 110,469	Note that if the existing access road is unavailable alternative arrangements are to be made via options R3/D2, R3/D2A, R3/D2B - see individual costings in 'Access'
R3/D3	£ 1,477,271	New road; allow for medium duty build-up with tarmac surfacing
CP1/D1	£ 52,161	Existing car park with tarmac surfacing; allow minor repairs
CP3/D1	£ 692,995	New car park with porous resin bound gravel surfacing
CP3/D2	£ 514,344	New overspill car park; grasscrete surfacing

ROADS / CAR PARKS TOTAL £ 3,528,927

UTILITIES

UTILITY TYPE	TOTAL	NOTES / DESCRIPTION
Electricity	£ 165,000	New electricity supply to be brought to site from existing provisions. Budget only for a new substation subject to design
Gas	N/A	No gas supplies to be brought to site
Water	£ 50,000	New water supply to be brought to site from existing provisions. Budget only. Subject to design.
Drainage	£ 329,870	Surface water drainage to local soakaways plus foul drainage with sewerage treatment

UTILITIES TOTAL £ 544,870

TOTAL BUILDINGS / ROADS & CAR PARKS / UTILITIES £ 9,093,289

BUILDING WORKS - ADDITIONAL OPTIONS

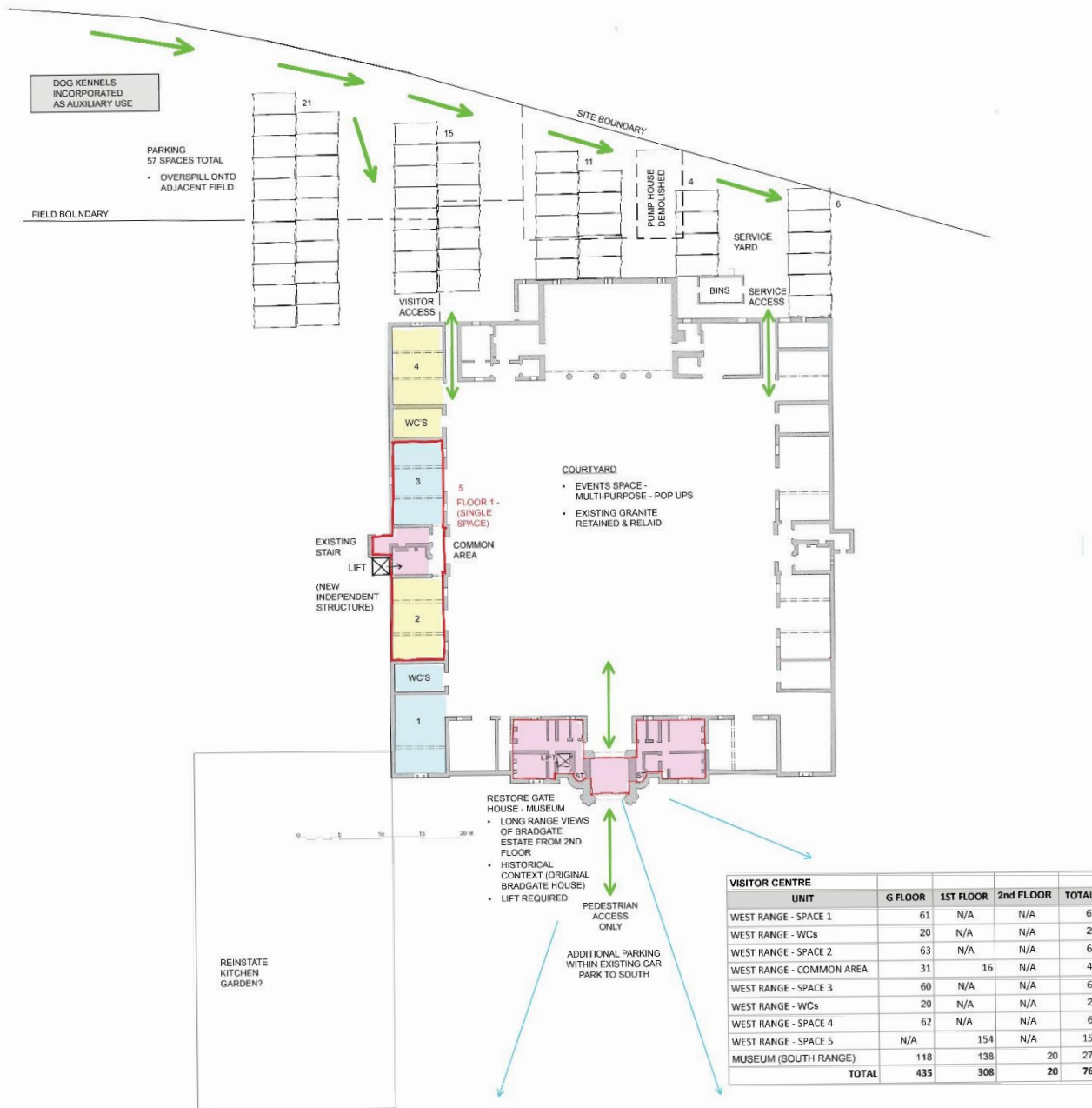
ITEM / ELEMENT	MINIMUM WORKS	FULL REBUILD	CAT A FITOUT	FITOUT +**	TOTAL	NOTES / DESCRIPTION
West Range	£82,377	£ 1,965,069	£ 1,204,850	N/A	£ 3,252,296	Event Centre in West Range
East Range	£83,850	£2,095,883	£ 1,204,850	N/A	£ 3,384,583	Event Centre in East Range
South Range	£88,023	£1,799,311	£915,389	N/A	£ 2,802,723	Event Centre in South Range

ADDITIONAL OPTIONS TOTAL £ 9,438,602

TOTAL INCLUDING OPTIONS £ 18,532,891

Visitor Centre

VISITOR CENTRE



Description

The north, east and sections of the south range would be consolidated to prevent further deterioration as per the 'curated ruin' option (see above), with more repairs implemented to prevent further collapse whilst maintaining visibility of the building fabric, i.e. structural steel placed in unobtrusive locations as opposed to scaffolding, wall tops consolidated and covered using half- round tiles. Gates would be reinstated to the main entrance and rear access points to control access.

A maintenance regime would be implemented to include vegetation removal, cyclical repointing to vulnerable fabric and general maintenance to ensure health and safety standards.

The existing courtyard granite cobble surfacing would be lifted and re-laid to provide a sound surface suitable for multi-purpose events.

The west range, which is in the best state of repair, is to be restored / rebuilt to provide facilities including WCs, kitchens and exhibition spaces. The existing staircase will be used to provide access to the reinstated first floor with lift access provided via a new freestanding lift enclosure, with new apertures formed through the external wall.

The south range is to be restored / rebuilt to the central section around the gatehouse on the ground and first floors, utilising the existing staircases and with a new lift with an independent shaft inserted in an existing space to the west side. The spaces are to be used for exhibition / museum spaces, with long-range views over the estate via existing to provide context.

Summary

- North Range: This range will be consolidated as a ruin.
- South Range: The east and west wings will be consolidated as a ruin whereas the central section will be restored / rebuilt to ground and first floors for museum / exhibition use.
- East Range: This range will be consolidated as a ruin.
- West Range: This range will be rebuilt to ground and first floors for museum / exhibition use with WCs.
- Courtyard: The existing granite setts will be lifted and re-laid.
- Access (from main road): Access from the main road will be via the existing access off of A50 Bradgate Hill (Access Point 1) and from the north using existing road extending eastwards from existing roundabout (Access Point 3).
- Access (from within site): Access from within the site will be pedestrian only via south entrance; access via new car park to north.
- Car parking: The existing car park to south as well as a new car park to north will be utilised for this option.

Viability

The aim would be to create a visitor centre that is an attraction in its own right and provides information and orientation to people about other things to do in the Charnwood Forest Area. It would be an educational centre that attracts school visits and is a base for field trips by university students and others.

It is assumed that the west and south ranges would be rebuilt for this purpose. The north range, with the highest floor-ceiling height, is also an option. The upper floor of the west range could be used for an exhibition about the geology of Charnwood Forest.

It could also have:

- A café and shop, probably in spaces underneath the exhibition.
- A classroom.
- Lecture room.

Offices for the Charnwood Forest Landscape Partnership and other organisations that have synergistic functions. It would be challenging to generate enough income to sustain the visitor centre alone. It is likely to be more viable if it also includes an event centre and visitor accommodation (which could be converted to workspace if quarrying starts).

Structural Implications

The steelwork as the Curated Ruin option will be required but could be excluded to the west range if the roofs are similar to the original and thus provide improved stability to the high level elements around the centre. Approximately 50% of the range will be at two stories with a new lift situated externally to the existing footprint. If a hydraulic lift is used, then the lift pit is likely to undermine the existing foundations which will require underpinning. If a platform lift is used this will not be required.

The first floor is likely to comprise steel beams spanning east west with timber structure between. Roofs, if formed to follow the original profile then steel trusses and a cut timber roof between is assumed. Normally when the entire structure is lost there is no requirement to try to re-create in materials/structure to replicate the original in its entirety. At the south end there is an option to re-build, or a more contemporary option may be preferred.

The central portion of the south range, including the tower, will be re-used. This will include access to the second floor to obtain views over the parkland. A new lift is proposed. This may descend in the footprint of the cellar, although we have not entered this space, nor seen plans to know the area the cellar covers.

The floor spans to the upper floors will be in timber. It is assumed that the roofs to the reinstated sections will match the original in broad form, but possible with different structural materials, and will provide support to walls etc.

Access

Access will be either pedestrian access via the south gateway, leading from the existing car park to the south, or vehicular access from the north via a new car park and using existing gateways and passages.

South access

Road access would be via the existing access point off of the A50 Bradgate Hill with no modifications. The existing access road leading to the car park (see below) would be maintained.

From the access road / car park the existing track leading up to the stables formed of loose stone chippings would be maintained to allow pedestrian access and occasional vehicular access for maintenance and disabled visitors.

The main entrance via the south range gatehouse will be available with new timber gates to control access, particularly out-of-hours.

North access

Road access would be from the existing roundabout on the A50 (Access Point 3) utilising either the existing road with a spur formed to reach the rear of the stables, or via a new road located adjacent to the roundabout.

The access road will serve a new car park of 57 spaces located immediately to the north of the stable. From here access to the stables will be via the existing secondary passages to either side of the north range. All entrances would be fitted with new timber gates to control access, particularly out-of-hours.

Parking

Car parking would be provided within the existing car park to the south of the stables. Pedestrian access only will be provided from this point.

A further car park providing 57 spaces will be provided to the north of the stables, with overspill parking onto the field area to the west of the stables.

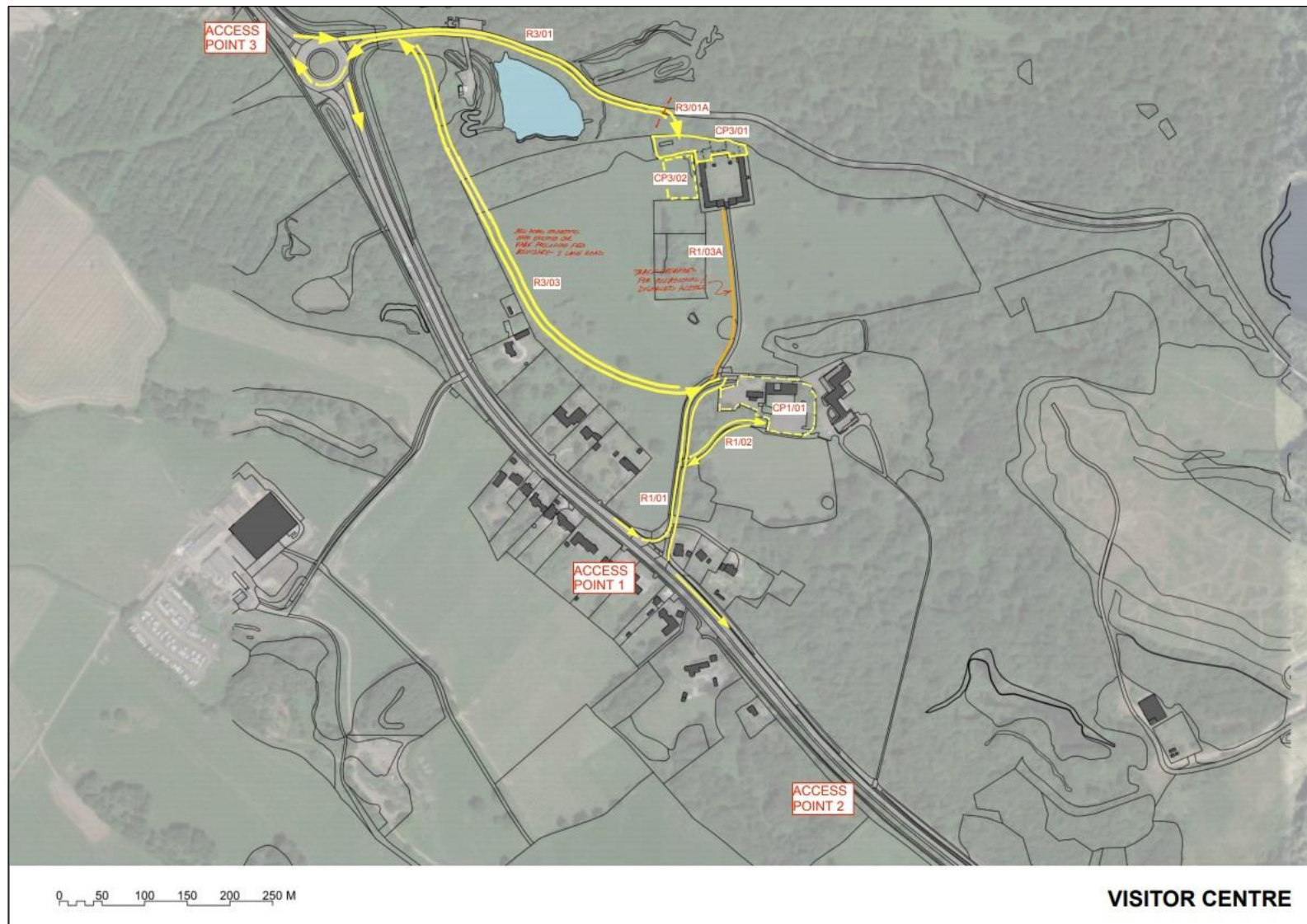
Roads included in this option:

- R1/01
- R1/02
- R1/03A
- R3/01(note that if the existing access road is unavailable alternative arrangements are to be made via options R3/02, R3/02A, R3/02B)

- R3/01A
- R3/03

Car Parks included in this option:

- CP1/01
- CP3/01
- CP3/02



Utilities Option

Power and mains water drainage would be provided to the site, connected to existing provisions to the south to the A50.

Drainage is to be provided either via a septic tank, or if this is not possible connected to the exiting drainage provision to the A50.

Heritage Impact

The consolidation and stabilisation works to each range will result in heritage benefits derived from limiting further deterioration and securing the Site for potential sustainable new uses in the future. Relaying the cobbled granite setts and the reinstatement of the gate to the south range, subject to appropriate and sympathetic design, materiality, fixing details, will also result in a heritage benefit, facilitating a better understanding of the historic function and use of the Site.

Whilst the implementation of some repairs, such as structural steel, do not reflect traditional building materials or techniques, if kept to the minimum necessary and located in the least obtrusive locations, they will safeguard the building from further decay and loss of historic fabric resulting, overall, in a beneficial impact.

Rebuilding the west range and the central section of the south range will result in heritage benefits arising from the reinstatement of the historic form, architectural details, and the significant principal entrance. The loss of historic fabric to facilitate new openings should be kept to the minimum necessary to facilitate the new use, and the introduction of new services, including fixtures, should be sited sympathetically to have the minimum visual impact on the heritage asset. Overall, the works to the west and south ranges will result in a beneficial impact.

The loss of the curtilage-listed nineteenth-century building associated with the former muck yard, for the provision of parking spaces to the rear of the north range, will result in less than substantial harm due to the loss of historic fabric and ability to wholly appreciate the historic function and layout of the stables and ancillary structures.

The proposed internal lift shaft would be an independent structure, inserted within an existing space and is necessary to facilitate the new use. Subject to detailing and design of the lift shaft, which should be a lightweight structure, the internal lift shaft is considered to have a neutral impact on the significance of the heritage asset and the ability to appreciate that interest.

The introduction of a new external freestanding lift enclosure is sympathetically located on one of the least prominent elevations and requires minimal loss of historic fabric and will facilitate the new use. The design and materiality, which should respect the existing stable block without detracting from or competing with its special architectural interest, will be key to the success of a new external lift shaft. This will however cause some adverse aesthetic impact and harm to significance.

Reinstating the former kitchen garden to the south-west of the stables would facilitate the understanding and appreciation of the special historic interest of the heritage asset and its setting and would result in a heritage benefit.

Overall, the impact would be beneficial and where less than substantial harm may arise a clear and convincing justification can be provided in the context of optimum viable use.

Ecology Considerations

This option likely to require repair of the complex which will impact upon potential bat roost as well as known bat roost features. This activity will therefore need to be carried out following a sufficient range of surveys in the active season, to define the roost status and legislative requirement, and subsequently under a mitigation licence. There are opportunities to maintain bat roost features within the structure post repair and the provision of this will be a requirement of any EPS (European Protected Species) licence.

This option will displace the reptile population utilising the internal area of the stables, mitigation will be required to translocate the species and to provide alternative habitat in adjacent landscaping and this will require finance. The relatively flower rich grassland which occurs within the courtyard area will be lost, although this will be insignificant compared to the wider area of grassland in the vicinity.

This proposal also has the potential to impact upon reptiles both to the north and south-west of the stables complex, notwithstanding the requirements for survey and translocation, there is adequate habitats within the adjacent land holding that can be manipulated modified and managed in the long-term, and where the reptiles from within the stables complex could be translocated.

The proposal to formalise the access road to the south, to re-establish the kitchen garden and to create some level of car parking remove semi-improved grassland with occasional floristic diversity. This will also remove potential bird nesting habitat.

The option of vehicle access from the north side of the site has potential to impact upon ancient woodland habitats. The proposed location for the car parking is in an area heavily dominated by Bramble scrub and there is a strong possibility for badger sett construction to be within this area. Furthermore, it is likely that the proposed car parking area and access road to the north is utilised by reptiles and further survey will be needed to establish population sizes. Compared to the curated ruin option there is a significantly greater impact upon nesting birds, which will be utilising the bramble scrub and the overgrown Hawthorn scrub within the vicinity of the kitchen garden. In all instances works will have to consider the breeding bird season.

Implications with regards to the access road, renovated kitchen garden and car parking area will need to address the Biodiversity Net Gain legislation post April 2024. This will have financial significance.

Further survey requirements to inform this option are therefore updated bat surveys and potentially European protected species derogation licence, a badger survey and potentially exclusionary licensing and finally reptile surveys, the possibility of a requirement for mitigation. Nesting bird surveys will be required if there is any potential to work within the zone to the north during the breeding bird season, it is considered highly likely that there will be delays and constraints whilst working around nesting birds.

Regulatory and Planning

Demolition of the nineteenth-century structure to the north, rebuilding of the west and south ranges, introduction of WCs, kitchen and exhibition spaces, insertion of lift shafts, and relaying the granite setts, will require listed building consent.

Planning permission will be required for the change of use and insertion of external lift shaft to west range.

This exercise will not be straightforward (relative to the curated ruin) and justification will need to be provided for elements which have an adverse impact.

Potential Delivery Partnerships

The visitor centre could be run by the new charity that is envisaged as leading in the Charnwood Forest GeoPark. Events could be run by a commercial operation either independently or under a lease from them. The owners or a building preservation trust could undertake the consolidation. The additional works and fit-out could be made by the operator or in conjunction with the operator. Likely interest from a potential operator could be established by a market testing exercise.

Funding Options

This use could seek grant funding from the National Lottery Heritage Fund and other grant making trusts.

Public Access / enabling understanding and enjoyment of the site

This would provide good potential. The visitor centre would attract a substantial number of visits. A combination of visitor centre and events space could expect upward of 30,000 annual visits. The range and quality of interpretation could be very high.

Economic Impact

The impact would be beneficial. Additional staff would be employed (compared to events space), perhaps with c.20 full-time employed (FTE) positions. It would attract a substantial number of visitors, a proportion of which would come from far afield, generating expenditure in local businesses. Extra jobs could be created if it included, such as an artisan business.

Costs

The following schedule provides an overview of costs for the proposed use:

VISITOR CENTRE

* See full costings for annual maintenance

** Includes fitout for WCs / kitchen

*** Fitout for exhibition / bar, etc

**** The cost under the minimum works column is the cost for residual works that still need to be carried out if the full re-build option is chosen.

Note: All figures include for contingencies, tender inflation to 1Q2025 and design fees. VAT is excluded.

ITEM / ELEMENT	MINIMUM WORKS	FULL REBUILD	CAT A ** FITOUT	FITOUT +***	TOTAL	NOTES
North Range	£141,892	N/A	N/A	N/A	£ 141,892	To the specification of the curated ruin
South Range ****	£158,159	£1,873,531	£747,568	£164,935	£ 2,944,193	
East Range	£243,390	N/A	N/A	N/A	£ 243,390	To the specification of the curated ruin
West Range ****	£83,850	£1,965,069	£983,961	£164,935	£ 3,197,815	
Miscellaneous site*	N/A	£1,016,155	N/A	N/A	£ 1,016,155	Vegetation removal / courtyard surfacing / gates. Demolition of pump house, undefined works to the kennels, bin store, and services for pop up structures. Works to cobble surfacing.
TOTAL					£ 7,543,445	

ROADS / CAR PARKS

ROAD / CAR PARK NO.	TOTAL	NOTES / DESCRIPTION
R1/01	£ 162,863	Existing road with tarmac surfacing used as access road. Allow for resurfacing.
R1/02	£ 98,435	Existing road with tarmac surfacing used as access road. Allow for resurfacing.
R1/03A	£ 53,931	Existing road with loose stone surfacing used as access road to stables from car park. Allow for resurfacing like-for-like
R3/01	£ 366,058	Existing road with tarmac surfacing formerly used as access road to rubbish dump - assume to HGV standard. Allow for resurfacing.
R3/01A*	£ 110,469	Note that if the existing access road is unavailable alternative arrangements are to be made via options R3/02, R3/302A, R3/302B - see individual costings in "Access"
R3/03	£ 1,477,271	New road; allow for medium duty build-up with tarmac surfacing
CP1/01	£ 52,161	Existing car park with tarmac surfacing; allow minor repairs
CP3/01	£ 692,995	New car park with porous resin bound gravel surfacing
CP3/02	£ 514,344	New overspill car park; grasscrete surfacing
ROADS / CAR PARKS TOTAL		£ 3,526,527

UTILITIES

UTILITY TYPE	TOTAL	NOTES / DESCRIPTION
Electricity	£ 165,000	New electricity supply to be brought to site from existing provisions. Budget only for a new substation subject to design
Gas	N/A	No gas supplies to be brought to site
Water	£ 50,000	New water supply to be brought to site from existing provisions. Budget only. Subject to design.
Drainage	£ 329,870	Surface water drainage and foul drainage will be required
UTILITIES TOTAL		£ 544,870

TOTAL BUILDINGS / ROADS & CAR PARKS / UTILITIES £ 11,616,842

BUILDING WORKS - ADDITIONAL OPTIONS

ITEM / ELEMENT	MINIMUM WORKS	FULL REBUILD	CAT A ** FITOUT	FITOUT +**	TOTAL	NOTES / DESCRIPTION
Temporary Building	N/A	£1,781,298	N/A	N/A	£ 1,781,298	North Range centre: Freestanding temporary building with a footprint of 350m2
North range East & West wings	£ 97,196	£ 636,507	£ 176,480	N/A	£ 910,183	If the temporary building to the North range is required add this row for re-build of east and west wings and WC and kitchen fit out
Gazebo structure	N/A	£618,506	N/A	N/A	£ 618,506	Courtyard
ADDITIONAL OPTIONS TOTAL					£ 3,309,987	

TOTAL INCLUDING OPTIONS £ 14,926,829

Business Park

BUSINESS PARK



BUSINESS PARK			
UNIT	G FLOOR	1ST FLOOR	TOTAL
UNIT 1	48	N/A	48
COMMON AREA 1	9	9	18
UNIT 2		68	68
UNIT 3	46		46
UNIT 4	81		81
UNIT 5	63		63
COMMON AREA 2	31	16	47
UNIT 6		82	82
UNIT 7	60		60
UNIT 8		72	72
UNIT 9	82		82
UNIT 10	59		59
COMMON AREA 3	10	5	15
UNIT 11	180		180
UNIT 12		180	180
UNIT 13	49		49
COMMON AREA 4	10	5	15
UNIT 14	82		82
UNIT 15	60		60
COMMON AREA 5	31	16	47
UNIT 16		72	72
UNIT 17	63		63
UNIT 18		82	82
UNIT 19	81		81
UNIT 20	46		46
UNIT 21	48		48
COMMON AREA 6	9	9	18
UNIT 22		48	48
TOTAL	1148	664	1812

Description

All ranges would be restored / rebuilt to provide accommodation for small businesses. Gates would be reinstated to the main entrance and rear access points to control access.

The existing courtyard granite cobble surfacing would be lifted and re-laid to provide a sound surface suitable for multi-purpose events.

The west range will provide 6 units notionally, although this could be adjusted if existing dividing walls were modified. The central space would function as a common area, providing access to the first floor via the existing staircase and with lift access provided via a new freestanding lift enclosure, with new apertures formed through the external wall.

The east range is identical to the west.

The south range is to be restored / rebuilt on the ground and first floors, with common areas around the existing staircases and with new lifts with independent shafts inserted in adjacent spaces to the east and west sides, allowing each side to function independently.

The north range is to be restored / rebuilt to the ground and first floors, with common areas around the existing staircases and with new lifts with independent shafts inserted in existing spaces to the east and west sides, allowing each side to function independently.

WC and kitchenette facilities could be provided as communal within each range or provided by the tenants within individual units.

Summary

- North Range: This range will be restored / rebuilt to ground and first floors.
- South Range: This range will be restored / rebuilt to ground and first floors.
- East Range: This range will be restored / rebuilt to ground and first floors.
- West Range: This range will be restored / rebuilt to ground and first floors.
- Courtyard: The existing granite setts will be lifted and re-laid.
- Access (from main road): Access from the main road will be via the existing access off of A50 Bradgate Hill (Access Point 1) and from the north using existing road extending eastwards from existing roundabout (Access Point 3).
- Access (from within site): Access from within the site will be pedestrian only via south entrance pedestrian only via south entrance; access via new car park to north.
- Car parking: The existing car park to south as well as a new car park to north will be utilised for this option.

Viability

This could either be a general rural business park, with a wide range of occupiers of different type, or one that is orientated towards workspace businesses. The latter would have better fit if it also included a Charnwood Forest Visitor Centre. It could be developed in stages. Income would be from tenants paying rent.

Structural Implications

This option re-uses almost the entire footprint of the stables and including first floor accommodation to each range to an extent. The west range has the same external lift as with the Visitor Centre option with the same comments. There is a similar lift to the east range.

The new first floors are likely to comprise steel beams spanning across the width with timber structure between. Roofs, if formed to follow the original profile will be steel trusses and a cut timber roof between is assumed. Normally when the entire structure is lost there is no requirement to try to re-create in materials/structure to replicate the original in its entirety.²⁴

Where walls are missing in their entirety, such as the south end of the west range, to part of the east range, and the former carriage house will need to be re-built, or a more contemporary option may be preferred.

New lifts are also indicated in the south range either side of the tower. Cellars do exist to both sides but the extent is not known. To the north range carriage house the spans are long and will require intermediate support along the front elevation.

Access

Access will be either pedestrian access via the south gateway, leading from the existing car park to the south, or vehicular access from the north via a new car park and using existing gateways and passages.

South access

Road access would be via the existing access point off of the A50 Bradgate Hill with no modifications. The existing access road leading to the car park (see below) would be maintained.

From the access road / car park the existing track leading up to the stables formed of loose stone chippings would be maintained to allow pedestrian access and occasional vehicular access for maintenance and disabled visitors.

The main entrance via the south range gatehouse will be available with new timber gates to control access, particularly out-of-hours.

²⁴ It should, however, be noted that a faithful reconstruction of the with an associated training programme may be more likely to attract grant-funding.

North access

Road access would be from the existing roundabout on the A50 (Access Point 3) utilising either the existing road with a spur formed to reach the rear of the stables, or via a new road located adjacent to the roundabout.

The access road will serve a new car park of 57 spaces located immediately to the north of the stable. From here access to the stables will be via the existing secondary passages to either side of the north range. All entrances would be fitted with new timber gates to control access, particularly out-of-hours.

Parking

Car parking would be provided within the existing car park to the south of the stables. Pedestrian access only will be provided from this point.

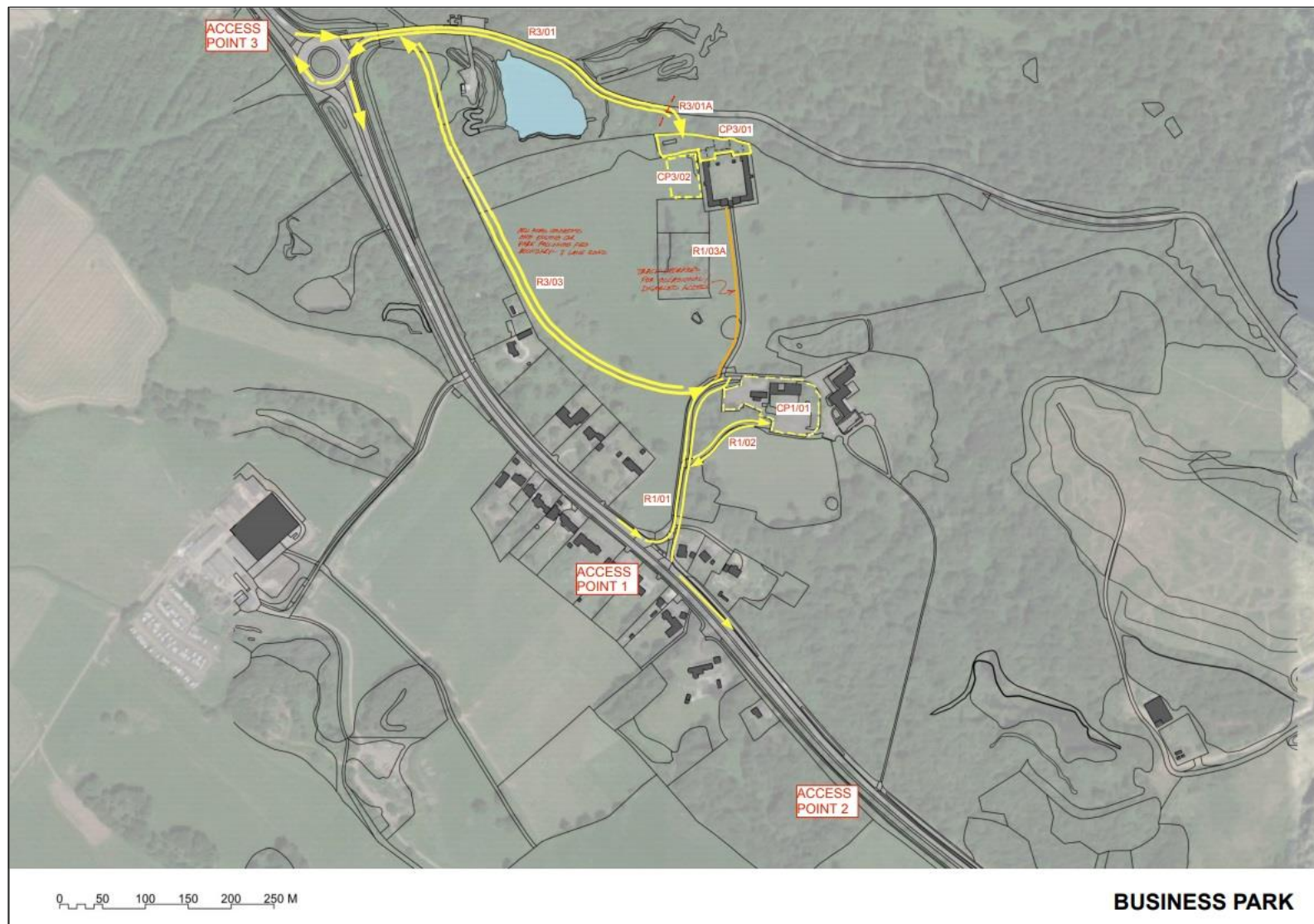
A further car park providing 57 spaces will be provided to the north of the stables, with overspill parking onto the field area to the west of the stables.

Roads included in this option:

- R1/01
- R1/02
- R1/03A
- R3/01(note that if the existing access road is unavailable alternative arrangements are to be made via options R3/02, R3/02A, R3/02B)
- R3/01A
- R3/03

Car Parks included in this option:

- CP1/01
- CP3/01
- CP3/02



Utilities Option

Power and mains water drainage would be provided to the site, connected to existing provisions to the south to the A50.

Drainage is to be provided either via a septic tank, or if this is not possible connected to the exiting drainage provision to the A50.

Heritage Impact

The consolidation and stabilisation works to each range will result in heritage benefits derived from limiting further deterioration and securing the Site for potential sustainable new uses in the future. Relaying the cobbled granite setts and the reinstatement of the gate to the south range, subject to appropriate and sympathetic design, materiality, fixing details, will also result in a heritage benefit, facilitating a better understanding of the historic function and use of the Site.

Whilst the implementation of some repairs, such as structural steel, do not reflect traditional building materials or techniques, if kept to the minimum necessary and located in the least obtrusive locations, they will safeguard the building from further decay and loss of historic fabric resulting, overall, in a beneficial impact.

Rebuilding each range will result in heritage benefits arising from the reinstatement of the historic form, architectural details, and significant principal entrance. The loss of historic fabric to facilitate new openings should be kept to the minimum necessary to facilitate the new use, and the introduction of new services, including fixtures, should be sited sympathetically to have the minimum visual impact on the heritage asset. Overall, the works to each range, at the stables as a whole, will result in a beneficial impact.

The loss of the curtilage-listed nineteenth-century building associated with the former muck yard, for the provision of parking spaces to the rear of the north range, will undoubtedly result in less than substantial harm due to the loss of historic fabric and ability to wholly appreciate the historic function and layout of the stables and ancillary structures.

The proposed internal lift shafts would be independent structures, inserted within existing spaces and are necessary to facilitate the new use. Subject to detailing and design of the lift shafts, which should be lightweight structures, they are considered to have an impact on the significance of the heritage asset and the ability to appreciate that interest.

The introduction of new external freestanding lift enclosures to the east and west range are sympathetically located the least prominent elevations and requires minimal loss of historic fabric while facilitating the new use. The design and materiality, which should respect the existing stable block without detracting from or competing with its special architectural interest, will be key to the success of new external lift shafts. This feature will likely result in harm to the architectural interest of the building.

Overall, the impact would be beneficial and where less than substantial harm may arise a clear and convincing justification can be provided in the context of optimum viable use.

Ecology Considerations

This option will impact upon potential bat roosts as well as known bat roost features. This activity will therefore need to be carried out following a sufficient range of surveys in the active season, to define the roost status and legislative requirement, and subsequently under a mitigation licence. There are opportunities to maintain bat roost features within the structure post repair. The potential impact from artificial illumination will need to be taken into consideration and a lighting scheme designed in compliance with best practice guidance (Institute of Lighting Professionals, 2023).

This option will entirely displace the reptile population utilising the internal area of the stables, any population utilising the landscape to the north of the stables complex and the roadway leading through the ancient woodland to the site. Mitigation will be required to provide alternative habitat for the species in adjacent landscaping and to translocate animals to those areas, this will require finance.

The proposal to formalise the access road to the south and to create some level of car parking will remove semi-improved grassland with occasional floristic diversity.

The option of vehicle access from the north side of the site has potential to impact upon ancient woodland habitats. The proposed location for the car parking is in an area heavily dominated by Bramble scrub and there is a strong possibility for badger sett construction to be within this area. Furthermore, it is likely that the proposed car parking area and access road to the north is utilised by reptiles and further survey will be needed to establish population sizes. Compared to the curated ruin option there is a significantly greater impact upon nesting birds, which will be utilising the bramble scrub. In all instances works will have to consider the breeding bird season.

Implications with regards to the access road and car parking area will need to address the Biodiversity Net Gain legislation post April 2024. This will have financial significance.

Further survey requirements to inform this option are therefore updated bat surveys and potentially European protected species derogation licence, a badger survey and potentially exclusionary licensing and finally reptile surveys, the possibility of a requirement for mitigation. Nesting bird surveys will be required if there is any potential to work within the zone to the north during the breeding bird season, it is considered highly likely that there will be delays and constraints whilst working around nesting birds.

Regulatory and Planning

Demolition of the nineteenth-century structure to the north, rebuilding each range, introduction of WCs, kitchen, bar and office spaces, relaying the granite setts, and insertion of lift shafts will require listed building consent.

Planning permission will be required for the change of use and the introduction of external lift shafts.

This exercise will not be straightforward (relative to the curated ruin) and justification will need to be provided for elements which have an adverse impact.

Potential Delivery Partnerships

A building preservation trust (which could be the Charnwood Forest Landscape Trust) could take a long lease then seek funding either independently or in partnership with a commercial operator. It / they would let units to individual occupiers who would pay rent and a service charge that covers the costs of running the site. The owners or a building preservation trust could undertake the consolidation. The additional works and fit-out could be made by the operator or in conjunction with the operator. Likely interest from a potential operator could be established by a market testing exercise.

Funding Options

The use could also seek funding from the National Lottery Heritage Fund, such as through its Heritage Enterprise Programme.

Public Access: Enabling understanding and enjoyment of the site

There could be good potential. It is likely to attract a much higher number of visits than other options (potentially 200,000+ per annum), although many of those would be repeat visits by the same individuals, mostly living not far away as opposed to visits by different individuals.

Economic Impact

The impact could be very high. Colliers forecast annual rent of c.£270,000, which implies turnover of c.£3 million. That could be expected to support c.40 full-time employment (FTE) jobs. It is likely to be higher, given that there would be 22 units if fully rebuilt. The centre variation would, in particular, attract a large number of visits and expenditure by visitors in the local economy, and the occupiers would spend substantial amounts with local suppliers.

Costs

The following schedule provides an overview of costs for the proposed use:

BUSINESS PARK

* See full costings for annual maintenance

** Includes fitout for WCs / kitchen

*** Fitout for exhibition / bar, etc

**** The cost under the minimum works column is the cost for residual works that still need to be carried out if the full re-build option is chosen.

Note: All figures include for contingency, tender inflation to 1Q2025 and design fees. VAT is excluded.

ITEM / ELEMENT	MINIMUM WORKS	FULL REBUILD	CAT A FITOUT	FITOUT +**	TOTAL	NOTES
North Range ****	£90,084	£2,077,714	£717,055	N/A	£ 2,884,853	
South Range ****	£88,023	£1,873,531	£717,055	N/A	£ 2,678,609	
East Range ****	£83,850	£2,095,883	£943,799	N/A	£ 3,123,532	
West Range ****	£82,377	£1,965,069	£943,799	N/A	£ 2,991,245	
Miscellaneous site*	N/A	£1,135,156	N/A	N/A	£ 1,135,156	Vegetation removal / courtyard surfacing / gates. Demolition of pump house, undefined works to the kennels, bin store, and services for pop up structures. Works to cobble surfacing.
TOTAL					£ 12,813,395	

ROADS / CAR PARKS

ROAD / CAR PARK NO.					TOTAL	NOTES / DESCRIPTION
R1/01					£ 162,863	Existing road with tarmac surfacing used as access road. Allow for resurfacing.
R1/02					£ 98,435	Existing road with tarmac surfacing used as access road. Allow for resurfacing.
R1/03A					£ 53,931	Existing road with loose stone surfacing used as access road to stables from car park. Allow for resurfacing like-for-like
R3/01					£ 366,058	Existing road with tarmac surfacing formerly used as access road to rubbish dump - assume to HGV standard. Allow for resurfacing.
R3/01A*					£ 110,469	Note that if the existing access road is unavailable alternative arrangements are to be made via options R3/02, R3/302A, R3/302B - see individual costings in 'Access'
R3/03					£ 1,477,271	New road; allow for medium duty build-up with tarmac surfacing
CP1/01					£ 52,161	Existing car park with tarmac surfacing; allow minor repairs
CP3/01					£ 692,995	New car park with porous resin bound gravel surfacing
CP3/02					£ 514,344	New overspill car park; grasscrete surfacing
ROADS / CAR PARKS TOTAL					£ 3,528,527	

UTILITIES

UTILITY TYPE					TOTAL	NOTES / DESCRIPTION
Electricity					£ 165,000	New electricity supply to be brought to site from existing provisions. Budget only for a new substation subject to design
Gas					N/A	No gas supplies to be brought to site
Water					£ 50,000	New water supply to be brought to site from existing provisions. Budget only. Subject to design.
Drainage					£ 329,870	Surface water drainage and foul drainage will be required
UTILITIES TOTAL					£ 544,870	

TOTAL BUILDINGS / ROADS & CAR PARKS / UTILITIES **£ 16,886,792**

BUILDING WORKS - ADDITIONAL OPTIONS

ITEM / ELEMENT	MINIMUM WORKS	FULL REBUILD	CAT A FITOUT	FITOUT +**	TOTAL	NOTES / DESCRIPTION
None	N/A	N/A	N/A	N/A	£ -	
ADDITIONAL OPTIONS TOTAL					£ -	
TOTAL INCLUDING OPTIONS					£ 16,886,792	

Summary of Options

Considering the individual options, and the different facets within these, the table below shows a simple scoring of each option to permit some evaluation of how they compare relatively.

The scoring of each use has been completed on the following facets which have been described above under the relevant options:

- Viability: Financially viability for sustainable future of asset.
- Structural Implications: Can structural alterations to accommodate a new use be sympathetically accommodated.
- Access: Can access for a new use be achieved, predominantly vehicular.
- Parking: Can parking for a new use be sympathetically achieved.
- Utilities Options: Can the required utility provision be achieved.
- Heritage Impact: The impact a use will have on heritage significance.
- Ecology Considerations: The impact a use will have on the impact on the natural environment.
- Regulatory and Planning: Is a new use considered to be policy compliant and achieve planning and relevant permissions.
- Potential Delivery Partnerships: Are there potential delivery partnerships to achieve a new use.
- Funding Options: Are there potential funding options to achieve the cost of a new use.
- Public Access: The potential to facilitate public access for their enjoyment of the Site.
- Economic Impact: Can the use facilitate a beneficial economic impact.

The scoring will be undertaken using the following:

Score	Description
Score rating: 0	None: This is not possible achieve or is unfeasible.
Score Rating: 1	Challenging: This will be very challenging to achieve at the Site but cannot be completely ruled out. Or this rates very poorly. This is not optimal.
Score Rating: 2	Potential: Whilst not straightforward, this can be achieved. Rates adequate but not optimal.
Score Rating: 3	Possible: This can be achieved at the Site, is considered beneficial or is rated optimal.

The scores for each option have been highlighted below.

Attribute/Use	Curated Ruin	Events Space	Visitor Centre	Business Centre
Viability	1	3	2	2
Structural	3	3	3	3
Access and Parking	3	2	2	2
Utilities	3	2	2	2
Heritage Impact	2	2	2	2
Ecology	2	2	2	2
Reg & Planning	3	3	3	3
Delivery Partnerships	2	2	2	2
Funding Options	1	2	2	1
Public Access	3	2	3	2
Economic Impact	1	2	2	2
Total	24	26	26	23

Summary

The scoring above provides a very high-level summary of the four options which are discussed in this assessment. These need to be considered in light of the fact that each option could be delivered in a number of ways which would also impact the scoring above. Detailed development will further inform impact on the natural or historic environment and also viability of the different schemes.

The table above is useful to understand how different options perform relative to each other. The Curated Ruin will likely be physically easiest to create on Site but conversely there is little potential to fund the works or financially sustain the use, relative to other options. Events Space and Visitor Centre have scored the highest of the options. It is possible that a hybrid of the two may be the optimum for the Site. The viability of the Events Space benefitting the Visitor Centre use, and the public access of the Visitor Centre enhancing the Events Space core may create a scenario where the hybrid option scores highest on every attribute in the table above. The Colliers report has suggested that a more 'light-touch', in terms of intervention, events space could be a viable first phase. Initial costs would be reduced through use of items such as generators, porta-loos and demountable structures.

The options appraisal has revealed that there are numerous combinations of use which could be achieved at the Site, for example a curated ruin with a 'light-touch' events space. Much of the realisation of options will depend on the aspirations of the owner and interested parties who may help deliver the Site.

This assessment provides an indication of what could be achieved but this is reliant on the right situation. Should the right funding and stakeholders be presented, any of the four options above may be achievable to some degree.

Factors which will influence the ability to deliver the any of the above include:

- The appetite of the Site's owner;
- The availability of funding for development;
- Appropriate stakeholders/operators being available/interested; and
- The ability to create an acceptable scheme which justifies heritage harm in some scenarios.

6. Chapter 6: Overview and Conclusions

This study has been led by Place Services, with inputs from a number of specialists, to provide a holistic understanding of Bradgate Stables. The study has made reference to its immediate environs, and its potential to unlock a sustainable future which can safeguard this nationally important heritage asset.

Chapters 1-3 provided baseline information pertaining to the Site, particularly with regard to heritage significance and natural environment considerations. Consultation was also undertaken with Heidelberg Materials (the Site's owner) and Leicestershire County Council. The outcome of this consultation was that the timeline, programme, and indeed the planning requirements, around the existing quarrying permissions are unclear but it is suggested that quarrying would go ahead, and it was on this basis that the study was progressed. The event of quarrying, adjacent to the Site, makes some future uses of the stables unviable.

The baseline section also summarised a Structural Engineers report by The Morton Partnership which outlines a schedule of necessary works for the stables.

Chapter 4 summarises a report by Colliers. This identified a number of uses which have the potential to be financially/ economically viable for the Site and discounted uses that were considered unviable. The options progressed for further assessment as a result of this study were a curated ruin, events space, visitor centre, and business centre.

Chapter 5 assessed different approaches to the Site and the types of intervention to the stables which would need to be considered in the future. The study concluded that in terms of philosophy, an approach of 'preservation' and 'conservation' is most likely with some elements of the stables consolidated and some elements conserved and altered in an appropriate manner to facilitate new uses.

The study has resolved that 'curated decay' is not an acceptable option and, based on the information reviewed, there is currently no basis or justification for agreement for loss of the heritage asset, particularly with regard to the requirements of both legislation and planning policy.

Some key constraints for the Site are access and utilities, and options for these have been outlined and applied to different uses. Renewable energy has also been highlighted for future consideration.

The options appraisal has considered the four uses above under a number of attributes which provide a basis for relative comparison. The study suggested that there are viable sustainable new uses for the Grade II* listed stable block and its setting. Of the four options taken forward for further assessment it was considered that the Curated Ruin would be the most straight-forward to realise in physical terms. However, it has been evidenced that there is little potential to fund the works or financially sustain the use, compared to other options. It has also concluded that securing funding for the capital works for a Business Centre use would be similarly challenging.

Overall, the study has demonstrated that the two most viable options are Visitors Centre and Events Space and, that if these uses are implemented together as a hybrid scheme, the viability could increase. The Colliers report has suggested that a more 'light-touch', in terms of intervention, events space could be a viable first phase. Initial costs would be reduced through use of items such as generators, porta-loos, and demountable structures.

This assessment has provided a baseline on which the site can be further considered, however there are a number of matters outstanding which are fundamental. The next steps, beyond this assessment, should focus on:

- Heidelberg Materials have been approached as part of this assessment [REDACTED]. As owners of the Site their involvement in any future development is fundamental. Their input will be particularly important for the following considerations:
 - What are the details around the quarrying of the adjacent land to help further refine options.
 - What uses they would like to see at the site and how these could be delivered.
 - Some options would be unlikely to get funding and as such would require investment by the owner.
 - Potential engagement with future stakeholders and interested parties to help find a sustainable new use.
- Resolve the quarrying permissions and better understand future activity. The event of quarrying, on land adjacent to the stables, fundamentally impacts the viability of some options. Should quarrying not go ahead, this may make other options viable/ deliverable. Further consultation will be required with Heidelberg Materials and Leicestershire County Council to understand these parameters further.
- Some potential future stakeholders have been consulted as part of this assessment. It is clear from consultation that parties are at a very early stage in their consideration of the Site and there have been no discussions with the involvement of the Site's owners. The next stage would be to develop an option with a stakeholder group/ delivery partner (if relevant). Discussions need to be had with the owner (as per point above) and relevant interested parties to develop a brief to take a project forwards. This will also help refine the opportunities and sensitivities of the Site as well as better understand the funding mechanisms which will be available.
- Explore the potential for enabling development within the wider site, including Bradgate House, to ensure a holistic approach to finding a sustainable and viable solution for the Stables.

The assessment has found that there are likely opportunities for reuse of the stables. Each of these options result in different levels of harm to the historic and natural environment as well as different challenges around access, utilities and funding. What has been resolved is that the stables are a nationally important heritage asset and based on information to date, their loss is not something which is considered acceptable in terms of policy and legislation. It is recommended that the owners engage with the local planning authority and Historic England to explore the findings of this assessment.

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Appendices

Appendix A: Designation Descriptions²⁵

Official list entry

Heritage Category:	Listed Building
Grade:	Grade II*
List Entry Number:	1361383
Date first listed:	29-Nov-1988
County:	Leicestershire
District:	Hinckley and Bosworth (District Authority)
Parish:	Groby
National Grid Reference:	SK 50702 09288

Details:

Former stables and kennels now a ruin. 1856 by M.J.Dain of 'Dain and Parsons' for George-Harry Grey, 7th Earl of Stamford, Master of the Quorn Hunt 1856 - 63. In the Jacobean style. Red brick with white brick decorative banding, ashlar dressings, plain tile roofs, clustered brick gable and ridge stacks. Quadrangular plan. The main south front is of 5 bays with a central projecting, square entrance tower, 2 storeys plus attics. Round headed archway, with moulded ashlar imposts and arch with keystone decorated by a fox's head. Either side are single Roman Doric columns supporting an entablature, above is a large panel containing the arms of the Earl of Stamford, flanked by tapering columns supporting an entablature and above a Dutch gable containing a circular window, The square

²⁵ <https://historicengland.org.uk/listing/the-list/list-entry/1361383>

dome was originally capped by a square cupola. The entrance tower is clasped by lower flanking semicircular towers with small round headed openings to the 2 stages and half domed roofs. To either side are two storey single bay projecting pavilions with brick bands and coped Dutch gables, To each floor is a single 3 light stone mullioned opening decorated with strapwork. In the gables a circular opening in a lozenge surround. Either side are blank recessed wings terminated by single storey pavilions, each with a single 3 light mullioned opening with strapwork surrounds and above a circular window in a Dutch gable. The inner courtyard facades. The southern facade has a central 5 bay 2 storey block including the gate tower, with a central round headed arch and above a 4 light traceried window and above again a circular window in a Dutch gable. Either side are single 2 light mullioned windows flanked by 3 light mullioned windows, with above two 2 light mullioned windows and above again a small and a large Dutch gable both with circular windows. Beyond are single storey stable wings with irregular segmental headed doorways and round headed windows. The east and west fronts are identical, with central 2 storey blocks, each with a central segmental headed archway and above 3 round headed windows with above again a Dutch gable containing a circular window. Either side are single round headed windows, single large segmental headed doorways, then further round headed windows, above are single segmental headed loft doors with small Dutch gables over. Either side single storey wings have 2 segmental headed doors, the outer ones larger. The north front has a central 7 bay section with 5 segmental headed carriage arches flanked by a single circular window. Above a central circular window is flanked by single loft doors, circular windows and small windows with strapwork surrounds. This section is surmounted by a row of 5 small Dutch gables each with a circular window flanked by square towers with parapets topped by ashlar strapwork gables. Either side are single storey wings with irregular segmental headed doors and round headed windows. These stables and kennels were built to accompany Bradgate House built as a hunting lodge for the Earl of Stamford when he was Master of the Quorn Hunt. Bradgate House has since been demolished.

Appendix B: Baseline Ecology Appraisal

Appendix C: Structural Engineer's Report

Appendix D: Viability Assessment Report

Appendix E: Cost Reports

Appendix F: Consultation Feedback

