



Quod

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# Planning Statement

Hinckley, Hammonds  
Way

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DECEMBER 2025

Q250203

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# 1 Executive Summary

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- 1.1 Hinckley Investment LLP (hereafter referred to as 'the Applicant') are seeking to develop an existing site north of Hammonds Way to provide a new modern and high-quality industrial unit within a flexible B2 and B8 Use Class ('the Proposed Development') at land at Hammonds Way, Hinckley, LE10 3EJ ('the Site').
- 1.2 The Proposed Development will make best use of the Site by bringing a previously unused former playing field Site into use, maximising the Site's potential, and contributing to the local economy through job creation and inward investment. The proposal has been sustainably designed, incorporating a high-quality landscape and providing ecological enhancements, whilst ensuring that impacts on nearby residents and the surrounding environment are minimised. By providing modern and flexible employment floorspace, the development will help strengthen the local economy, diversity employment opportunities and support the long-term vitality of Hinckley as a commercial and industrial centre.
- 1.3 The Applicant has held a formal pre-application meeting with Hinckley and Bosworth Borough Council ('HBBC') to discuss the principle of development and other design matters. Given the surrounding area and site history, the principle of development is established and there is clear policy support for the creation of new employment floorspace.
- 1.4 The Proposed Development incorporates a wide range of measures to ensure that a high quality and sustainable proposal is delivered, which are detailed below:
  - Development of the Site to deliver high-quality employment floorspace;
  - Delivery of flexible B2 / B8 premises which will release the economic potential of the Site and deliver significant economic input into Hinckley and the wider area, particularly in light of the recent refusal of the Hinckley Rail Freight Interchange ('RFI'), which has reduced the regional supply of industrial floorspace;
  - Developing a previously unused former playing field, making efficient use of vacant land;
  - The development has the potential to create employment opportunities during both the construction and operational phases;
  - The development will achieve BREEAM 'Excellent' standard in sustainable design; and
  - The incorporation of high-quality landscaping scheme is proposed which will provide ecological enhancements throughout the Site.
- 1.5 This application ('the Application') is supported by a range of assessments and reports that identify any likely impacts that could arise from development proposals. Where impacts are likely, mitigation measures are identified to ensure that the development proposal can come forward in an appropriate manner without resulting in unacceptable impacts.

## 2 Introduction

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### Introduction

- 2.1 This Planning Statement has been prepared by Quod, on behalf of Hinckley Investment LLP in support of a full application for the development of land at Hammonds Way, Hinckley, LE10 3EJ to provide a modern industrial / logistics hub.
- 2.2 The Applicant is progressing the project as a joint venture between Bridges Fund Management and Graftongate.

### Background

- 2.3 The Site (4.9 acres / 2 ha) falls within the justification of Hinckley and Bosworth Borough Council ('HBBC'). The Site is predominantly undeveloped greenfield Site of former sports pitch land with a small strip of open yard space at the west of the Site. The Site is accessed via Nutts Lane and is located 100m from the A5 roundabout.
- 2.4 The description of the Development ('DoD') for the Proposed Development is as follows:  
  
*"Development of the Site to provide an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) alongside associated landscaping, yard, parking, access and other supporting infrastructure".*
- 2.5 A full description of the proposal is provided within **Section 3** of this Statement.

### The Applicant and Developer

- 2.6 Hinckley Investment LLP is a joint venture between Bridges Fund Management and development partner Graftongate Investments.
- 2.7 Bridges Fund Management bring together a variety of long-term capital sources, deep sector knowledge and skills sets to ensure the long-term success of the project. As long-term investors in commercial real estate, it is paramount that their investments are sustainable and future proof in order to maximise stable returns.
- 2.8 Graftongate is a market leading real estate investor and developer with a global network of partnerships including occupiers, landowners and funding partners. Graftongate have a proven track record of delivering complex green and brownfield sites across the country, with a reputation for quality at the forefront of their developments.
- 2.9 Both parties are committed to developing industry leading buildings at the forefront of sustainable technologies. Together, Bridges Fund Management and Graftongate will strive to ensure that the built environments we develop have a positive impact on the wider natural and built environment.

### Scope of Application

2.10 The scope and contents of the application comprise the following documents, which have been agreed with Officers at HBBC prior to the submission. **Annex 1** of the submitted covering letter provides a drawing, and documents guide which will be updated and submitted to HBBC should any new drawings or documents be submitted during the determination period.

- **Full set of scheme drawings;** *prepared by BHP Architects*
- **Design and Access Statement;** *prepared by BHP Architects*
- **Planning Statement;** *prepared by Quod*
- **Sustainability Statement;** *prepared by ESC*
- **BREEAM Pre-Assessment;** *prepared by ESC*
- **Lighting Assessment;** *prepared by ESC*
- **Flood Risk Assessment;** *prepared by MJM Consulting Engineers*
- **Foul and Surface Water Drainage Statement;** *prepared by MJM Consulting Engineers*
- **Transport Assessment;** *prepared by DTA Transportation*
- **Travel Plan;** *prepared by DTA Transportation*
- **Landscape Masterplan;** *prepared by BCA Design*
- **Air Quality Assessment;** *prepared by AAC*
- **Tree Survey;** *prepared by BCA Design and BB Trees*
- **Ecological Appraisal and Biodiversity Net Gain;** *prepared by BWB Consulting*
- **Ground Investigations Report;** *prepared by Crossfields*
- **Noise Impact Assessment;** *prepared by AAC*
- **Arboricultural Impact Assessment;** *prepared by BB Trees*

2.11 The remainder of this Planning Statement is structured as follows:

- **Section 3:** The Site, Surrounding Area and Planning History
- **Section 4:** The Proposed Development
- **Section 5:** Pre-Application Engagement
- **Section 6:** Planning Policy Overview
- **Section 7:** Planning Assessment
- **Section 8:** Conclusion and Application Benefits

# 3 The Site, Surrounding Area and Planning History

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## Introduction

- 3.1 This section of the Planning Statement describes the Site and the surrounding area, before providing the summary of the Site's planning history.

## The Site and Surrounding Area

- 3.2 The Application Site (outlined in red in **Figure 1** below) comprises an undeveloped former sports pitch which measures 2 hectares ('ha') in size and is located within the justification of HBBC. The Site is located to the east of Nutts Lane and to the north of Hammonds Way. Vehicular access is currently gained from Nutts Lane via the gated security entrance.

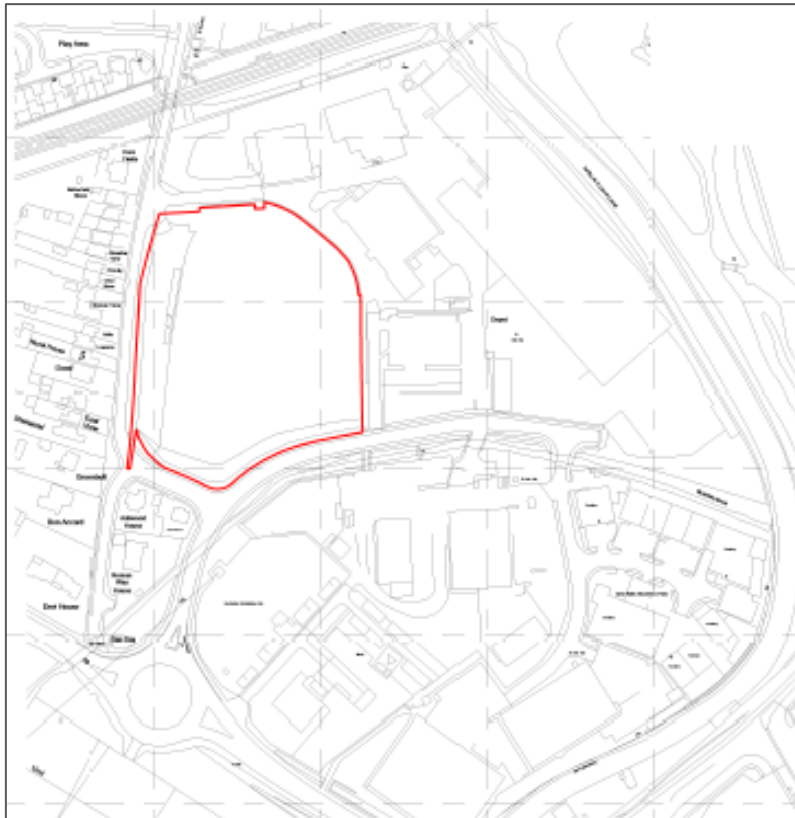


Figure 1: Site Location Plan

- 3.3 The Site comprises a predominantly undeveloped greenfield Site of former sports pitch land with a small strip of open yard space at the west of the Site. It has been vacant for almost 10 years, with the use having ceased in 2016<sup>1</sup>.

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<sup>1</sup> Note, the Site has never been open to the public, having been exclusively used by local factory staff only, with the local authority recognising in 2023 that the use of the Site as playing pitches was unlikely to be reinstated, and is surplus to requirements.

- 3.4 Hammonds Furniture Ltd industrial estate includes five main buildings to the north and east of the site, with access to the buildings and the application site achieved from Nutts Lane. Access is only possible to the site through the gated security entrance to Hammonds Furniture Ltd. No public access is provided into this site.
- 3.5 There are a number of existing portacabins and containers on a section of the site to the east of the application site with an access off Nutt's Lane forming an Eon Highway Lighting Depot. Immediately opposite the Hammonds site to the south is the site of the National Grid, operated by Western Power.
- 3.6 Residential properties are situated to the west of the Site, with the eastern, northern and southern context comprising low rise industrial buildings.
- 3.7 The Site is located in Flood Zone 1, as per the Environmental Agency's flood risk map for planning, meaning the Site has a low probability of flooding from rivers and the sea. The Ashby de la Zouch Canal flows approximately 130m north of the Site.
- 3.8 The Site is not located within a Conservation Area and does not contain any known Tree Preservation Orders. The Site is located within a SSSI Risk Zone however the development type is not included within a risk category. The nearest non-statutory designation is the Ashby de la Zouch Canal Wildlife Site which located approximately 130m northeast of the Site.
- 3.9 There are no heritage assets or Statutory Listed Buildings located at the Site. The nearest listed building is located 0.5km north of the Site, on Coventry Road.
- 3.10 The Site is not located within an Air Quality Management Area ('AQMA').

### Transport

- 3.11 The Site is well connected to the strategic road network and accessible by sustainable modes of transport. The Site benefits from national transport links to the A5 (Watling Street) via Hammonds Way. Access to the Site is currently provided via the gated security entrance to Hammonds Furniture Ltd located to the northeastern corner on Nutts Lane.
- 3.12 The nearest bus stop is located 0.5km north of the Site along Coventry Road (8-minute walk). These bus routes offer access to neighbouring areas such as Coventry, Nuneaton and Leicester. The nearest railway station is Hinckley Station located 1.7km (34-minute walk) northeast of the Site. This station provides transport connections to Leicester, Birmingham, Cambridge and Stanstead Airport.
- 3.13 There are no designated National Cycle Network (NCN) routes that run directly along the Site, however a local cycle route runs along Coventry Road, providing cycle access via Hinckley.
- 3.14 A public footpath is located along the western side of the Ashby de la Zouch Canal which can be accessed approximately 500m north of the Site.

### Planning History

- 3.15 From a review of HBBC webpage, a summary of the notable planning history for the Site is provided below in **Table 1**.

Table 1: Relevant Site Planning History

| Application Reference | Proposal                                                                                   | Decision                  |
|-----------------------|--------------------------------------------------------------------------------------------|---------------------------|
| 23/00368/FUL          | Proposed ground mounted solar array                                                        | Approved<br>November 2023 |
| 19/01412/FUL          | Change of use of land to self-storage, 2.4-metre-high gates and fencing, vehicular access. | Approved<br>March 2020    |

- 3.16 Notably, in 2023, planning permission was granted under application 23/00368/FUL for a ground-mounted solar array on the Site. This permission was evaluated against Policy DM8 (Safeguarding Open Space, Sport and Recreational Facilities), which safeguards open space, sports, and recreational facilities by restricting developments that would lead to the loss of such areas. Although there was an objection from Sports England, the Committee Report for the concluded the following in respect of the loss of land for sports pitches:

*“Whilst officers agree the proposal would not strictly comply... the situation is that whilst designated as a playing pitch the site is not currently in use as a playing pitch and has not been for over five years. The site is enclosed within the fenced compound with no public access permitted and there is no sports team associated with the site... the opinion of officers is that it is unlikely the use of the playing pitches would be reinstated. Therefore, whilst designated as playing pitches there is no current use of the site for sport, no previous use in the past five years and it’s unlikely it would be used again for such use in the immediate future. Therefore, the proposal would not lead to a loss of useable playing field and it could be argued it is therefore surplus to current requirements. Ultimately this conflict will need to be weighed against the other benefits of the scheme.”*

- 3.17 This therefore demonstrates that development on this Site can be supported under **Policy DM8** (Safeguarding Open Space, Sport and Recreational Facilities), where the land no longer serves an active or viable recreational function and where material planning benefits outweigh any policy conflict.

#### Surrounding Planning History

- 3.18 The surrounding areas has an extensive planning history, including history of industrial proposals being consented, and built out, in close proximity to the Site.
- 3.19 A summary of the most recent notable applications located within the area is provided below:
- **08/00835/FUL** – Erection of 3no Industrial Units (Approved November 2008).
  - **01/00604/OUT** – Erection of Industrial units for B2/B9 use including highway improvements access and associated works (Approved Jan 2002).

- **00/00775/COU** – Change of use to B8 (Storage and Distribution) (Approved September 2000).
- **98/00239/FUL** – Demolition of existing buildings erection of office and industrial unit for the manufacture and distribution of fitted furniture and highway improvements (Approved November 1999).

## 4 The Proposed Development

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### Description of Development

4.1 The description of development for this detailed planning application is as follows:

*“Development of the Site to provide an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) alongside associated landscaping, yard, parking, access and other supporting infrastructure.”*

4.2 A full description of the design and layout of the proposals for the Site is set out in the accompanying **Design and Access Statement** (‘DAS’) prepared by BHP Architects and should be read alongside this Planning Statement.

### Proposed Development

4.3 The Proposed Development comprises the erection of Use Class B2 & B8 warehousing building (General Industrial / Storage Distribution) with ancillary offices. As part of this, the facility will require 24/7 operation to provide flexibility and efficiency to meet anticipated occupier requirements, whilst also giving opportunity for traffic associated with the development to be spread outside of peak hours.

4.4 The Application, as shown in **Figure 3**, seeks consent for a single warehouse building totalling 7,721 sq m, including ancillary office space totalling 1,105 sq m. The Proposed Development will make best use of the Site by bringing a previously unused former playing field Site into productive use, maximising the Site’s potential, and contributing to the local economy through job creation and inward investment.



Figure 2: Proposed Site Layout

- 4.5 The Proposed Development will benefit from the best-in-class logistics design and functionality. The current proposals comprise approximately 10 dock doors and 2 level access doors. The unit includes a service yard depth of 55m which meets institutional standards. This yard space is sufficient to accommodate the circulation and manoeuvring required for modern heavy goods vehicles. A total of 150 car parking spaces are proposed (150 for B2 and 85 for B8) which includes both accessible and EV charging bays. Cycle parking has been provided for up to 24 cycles and is located near the entrance of the Unit.
- 4.6 Vehicular access to the Site is proposed from Hammonds Way to the southwestern corner of the Site via a new priority junction, with carpark areas proposed off a newly formed access point off the entrance road of Hammonds Way. For B2 use there will be an additional area of carparking located within the service yard.
- 4.7 Pedestrian and cycle access is available from Hammonds Way, connecting the Site to nearby pedestrian and cycle routes. The Site will include shared surface areas that link the unit and car park to external pedestrian networks, with sufficient street lighting installed.

- 4.8 The positioning of the proposed unit has been carefully considered, taking into site constraints including the nearby residential and the underground electrical 11kV and 33kV cables and their associated easements.
- 4.9 A total of 4 trees assessed as being of low value will be removed as part of the Proposed Development. This loss will be mitigated through replacement of new trees. The new trees will be of various species in order to confer resilience to disease across the Site.

## Quantum of Development

- 4.10 The proposed layout is adaptable and flexible to respond to the requirements of the future occupants. The proposed layout has been influenced by the Site's constraints and opportunities alongside the Applicant's experience of B2 and B8 developments. These influences have led to an efficient and commercially attractive scheme which will support the wider Hinckley area.
- 4.11 The proposed unit will have a Gross Internal Area ('GIA') of 8,825 sq m and a Gross External Area ('GEA') of 9,110 sq m and will be set out over two floors. The unit will have a haunch height of 12.5 and a maximum ridge height of 16.5m. A schedule of accommodation is out below in **Table 2**.

Table 2: Schedule of Accommodation

| Level        | Floorspace (GIA) |
|--------------|------------------|
| Ground Floor | 7,138 sq m       |
| First Floor  | 552 sq m         |
| Second Floor | 552 sq m         |
| <b>Total</b> | 8,825 sq m       |

## Design and Appearance

- 4.12 The design and orientation of the building has been carefully considered to present a modernised development that will make efficient use of the land and deliver best in class flexible storage and industrial floorspace.
- 4.13 The proposed unit will feature a combination of elevational treatments. The primary system will consist of a horizontal flat cladding finished in Seran Copper, complemented by a vertical profiled cladding system in dark grey. Glazed elements will include a curtain wall and door system made from dark grey or aluminium sections. The cladding on the other elevations will incorporate a built-up profiled cladding system with outer sheets in mid and dark grey. The cladding will be visually varied by incorporating both vertical and horizontal profiled cladding elements.

- 4.14 The Proposed Development will provide areas for both refuse and recycling points which will be located within clearly labelled zones, to the south of the building. Further details of the refuse management plan are set out in the Design and Access Statement.
- 4.15 The landscape treatment on the Site will include hard and soft landscaping to define areas of public and private realm and to promote access for pedestrians and cyclists, while providing safe access for vehicles. Along the northern and eastern boundary, the proposal seeks to enhance the existing planting by providing new trees, providing further habitat and screening opportunities whilst formalising the entrance. A number of new trees are proposed in key locations as part of the development, providing immediate impact and presence.
- 4.16 The overarching design intention is to create a high-quality contemporary development that is both attractive and a functional extension to a well-established employment area. Combined with the Site's excellent accessibility and with a sensitively landscaped environment, the proposal is intended to positively encourage new businesses to locate to the Hinckley area.

## Economic Benefits

- 4.17 The Proposed Development at the Site will deliver a number of economic benefits through the provision of B2 (General Industrial) and B8 (Storage and Distribution) floorspace. The modern and flexible employment units will support business growth and attract a range of occupiers, generating both direct and indirect employment opportunities. Based on the standard employment density guidance, the development could support approximately 114 – 253 FTE jobs, contributing to the creation of skilled employment within the local area. By providing modern and flexible B2/B8 employment floorspace, the proposals will enhance the supply of high-quality employment land, promote sustainable economic activity, generate ongoing business rates revenue, and create both construction and operational job opportunities for local residents. The development will also contribute to the wider regeneration of the area, supporting Hinckley's long-term strategic growth and economic vitality.

## 5 Pre-Application Engagement

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### Introduction

- 5.1 This section summarises the consultation that has taken place with HBBC in advance of the submission of this Application, advocated by the National Planning Policy Framework ('NPPF') paragraphs 40-47.

### Pre-Application Discussions

- 5.2 The Applicant recognises and appreciates the importance of pre-application discussions and has engaged with HBBC from the early stages of the design process.
- 5.3 A pre-application meeting was held on the 20<sup>th</sup> of May 2025. During the meeting, the Council expressed their support and strongly encouraged the development of the Site subject to demonstrating compliance with the local plan policies, which is detailed later in this planning statement.
- 5.4 A summary of the key comments received within the Council's pre-application response is provided below:
- The Planning Officer confirmed that the Site is located within the settlement boundary and therefore there is policy support for the proposed use of the Site under local plan policy DM20 (Provision of Employment Sites);
  - The landscaped boundary should be strengthened to soften the impact of the new building;
  - A lower profile-built form should be considered to assist in mitigating the impact on neighbouring residential properties;
  - The Planning Officer confirmed that the design rationale presented during the pre-application meeting was considered broadly acceptable and any future application should refer to the Council's Good Design Guide for advice on devising the design for the scheme;
  - Leicestershire County Council ('LCC') Highways confirmed that any access design should be in line with the requirements of the Leicestershire Highway Design Guide ('LHDG') and should be subject to a Stage 1 Road Safety Audit and note the need to provide a swept path analysis for the largest vehicle that is likely to use the site;
  - LCC confirmed that access should be sought via Hammonds Way or through existing employment sites due to close proximity to residential dwellings;
  - The LLFA confirmed that part of the application is located within Flood Zone 2/3 and therefore a Flood Risk Assessment will be required in support of a planning application.
  - The removal of healthy A or B category healthy trees will be resisted and the maintenance and enhancement of the landscaped on the site's boundary is encouraged;

- Due to the applications proximity to neighbouring residential land uses the application must address the development's impact in terms of the noise, air quality and lighting and should propose appropriate mitigation as necessary;
  - The LCC Ecologist confirmed the development should enhance the surroundings through landscaping to include native species of local provenance, bird and bat boxes;
  - The Canal and River Trust confirmed that the proposed development would have no impact upon the canal;
  - The Case Officer confirmed that whilst public consultation is not a requirement, informing neighbouring residential and business land users of your plans would be advised;
  - The application must clearly address and deliver a biodiversity net gain.
- 5.5 The planning submission successfully addresses all of the matters identified during the pre-application process.
- 5.6 Further detailed information is provided within the **Design and Access Statement** as well as in **Section 7** of this Statement.

## 6 Planning Policy Review

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### Introduction

- 6.1 This section sets out the planning policy context for the Proposed Development, together with relevant material considerations.
- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, where the Development Plan Contains relevant policies, applications for development which are in accordance with the Plan should be permitted unless material considerations indicate otherwise.

### Development Plan Overview

- 6.3 The Site is located within the administrative boundary of HBBC, who act as the Local Planning Authority ('LPA'). The HBBC Development Plan is comprised of the following documents:
- **Hinckley & Bosworth Council Core Strategy (2009);**
  - **Site Allocations and Development Management Policies ('SADMP') DPD (2016);**
  - **Hinckley Town Centre Action Plan DPD (2011); and**
  - **Earl Shilton & Barwell Area Action Plan DPD (2014).**

#### Hinckley & Bosworth Council Core Strategy (2009)

- 6.4 **Spatial Objective 9 (Identity, Distinctiveness and Quality of Design)** ensures that development *"contributes to the local distinctiveness of the borough, and enhances both settlement identity through the quality of sustainable design"*.
- 6.5 **Spatial Objective 11 (Built Environment and Townscape Character)** aims to *"safeguard, enhance and where necessary regenerate the borough's distinctive built environment including its wider setting particularly that associated with Conservation Areas, Listed Buildings and historic industries."*

#### Site Allocations and Development Management Policies DPD (2016)

- 6.6 The majority of the Site is designated as Site HIN45 in the Local Plan (green), with the western strip forming part of a Category A employment site designation (blue), which covers the western industrial context. The Site is described in the plan as Hammonds Sports Pitch – an outdoor sports facility, designated within **Policy DM8 (Safeguarding Open Space, Sport and Recreational Facilities)** which is set out in more detail below. This is illustrated in Figure 4 below.



Figure 3: Local Plan Policies Map Extract

- 6.7 **Policy DM1 (Presumption on Favour of Sustainable Development)** states that future development must accord with policies in the Local Plan and if so, will be approved without delay subject to material considerations.
- 6.8 **Policy DM3 (Infrastructure and Delivery)** states that if new infrastructure are required as part of a development then developers will be required to make provision directly or indirectly through appropriate funding.
- 6.9 **Policy DM6 (Enhancement of Biodiversity and Geological Interest)** ensures that *“Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long term future management.”*
- 6.10 **Policy DM7 (Preventing Pollution and Flooding)** states that adverse impacts from pollution and flooding will be prevented by ensuring development proposals demonstrate that:
- a) It will not adversely impact the water quality, ecological value or*
  - b) Appropriate containment solutions for oils, fuels and chemicals are*
  - c) All reasonable steps are taken through design, siting and technological solutions to ensure the abatement of obtrusive light to avoid sky glow, glare and light intrusion;*
  - d) It would not cause noise or vibrations of a level which would disturb areas that are valued for their tranquillity in terms of recreation or amenity;*
  - e) Appropriate remediation of contaminated land in line with minimum national standards is undertaken;*
  - f) It will not contribute to poor air quality; unstable land; and*

*g) It will not result in land instability or further intensify existing*

*h) The development doesn't create or exacerbate flooding by being located away from areas of flood risk unless adequately mitigated against in line with National Policy".*

- 6.11 **Policy DM8 (Safeguarding Open Space, Sport and Recreational Facilities)** states that planning permission will not be granted for proposals resulting in the loss of land or buildings in recreational or sporting use and areas of open space, except where:

*"a) a replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities Study, in an appropriate location serving the local community; or*

*b) it is demonstrated that there is a surplus of recreational land, facilities or open space of the same typology exceeding the needs of the local community; or*

*c) the development of a small part of a larger site in recreational use would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community"*

- 6.12 **Policy DM10 (Development and Design)** sets out design requirements and guidance that future developments must adhere to ensure a high-quality design is achieved.

- 6.13 **Policy DM13 (Preserving the Boroughs Archaeology)** states that where proposals have the potential to impact a site of archaeological interest developers must carry out an appropriate desk-based assessment. The policy continues to state that *"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."*

- 6.14 **Policy DM17 (Highways and Transportation)** aims to ensure that development proposals should make best use of existing public transport and promote sustainable transport methods. This guidance ensures that any development will have minimal impact upon the existing highway network.

- 6.15 **Policy DM18 (Vehicle Parking Standards)** states that *"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"*.

- 6.16 **Policy DM 19 (Existing Employment Sites)** seeks to retain Category A sites in their entirety for B1, B2 and B8 employment uses, with the development of non-B Class uses only allowed in exceptional circumstances. The proposed development Site identified is within the SADMP as part of the HIN122 designation for Nutts Lane Industrial Estate / EME Site which is defined as an Existing Employment Sites under Policy DM19.

- 6.17 **Policy DM20 (Provision of Employment Sites)** states that *"the development of new employment sites for B1, B2 and B8 uses outside of allocated employment areas will be*

*supported where they stand within settlement boundaries or on previously development land".* The proposal further states that *"Proposals which stand outside the settlement boundary and on Greenfield sites will only be found acceptable where it is demonstrated that there are no suitable alternative sites identified sequentially in the following locations:*

- a) Within settlement boundaries;*
- b) On previously developed land;*
- c) Adjacent to existing employment areas;*
- d) Adjacent to settlement boundaries.*

*Non-ancillary B1(a) office development is considered a Main Town Centre use and as such is excluded from the provisions of this policy and should be considered under Policy DM21: Locating Sustainable Town Centre Use".*

### **Hinckley and Bosworth Draft Local Plan (Regulation 18)**

- 6.18 HBBC is currently developing a new Local Plan that outlines land allocations and planning policies for the period 2024-2025. The draft Local Plan (Regulation 19) was open for consultation from February to March 2022. However, additional Regulation 18 consultations were needed because emerging evidence indicated that the previous strategy was not feasible.
- 6.19 A subsequent Regulation 18 consultation occurred between July and September 2024, and more Regulation 18 consultations are ongoing until the end of November 2025. Following this, there will be a 6-week consultation on the submission Draft Plan (Regulation 19) from March to April 2026. The adoption of the Local Plan is scheduled for late 2027.
- 6.20 While the Local Plan is currently under examination, its proposed policies provide insight into the future planning framework, and adoption is expected in 2027.
- 6.21 **Draft Policy REV01 (Sustainable Development)** states that *"Proposals that accord with the policies in the Development Plan will be approved without delay, unless material considerations indicate otherwise".* It further highlights that *"Where there are no relevant policies, or policies are considered out-of-date, planning permission will be granted unless:*
- a) Policies within the National Planning Policy Framework that protect areas or assets of particular importance provide a clear reason for refusal; or*
  - b) Any adverse impacts arising from the development would significantly and demonstrably outweigh the benefits, when assessed against the policies within the National Planning Policy Framework as a whole."*
- 6.22 **Draft Policy NEW01 (Safeguarding Development Potential)** states that *"Planning permission will not be granted for development which would prejudice:*

*i. the delivery of key infrastructure required to support the current and future development in the borough, including flood alleviation schemes and other strategic infrastructure; or*

*ii. the ability of other land to come forward for development where it is necessary to meet identified development needs of the borough or the long-term spatial strategy of the borough; or*

*iii. the comprehensive development of proposed development sites, including those identified in this Local Plan or emerging neighbourhood plans.*

6.23 **Draft Policy NEW02 (Provision of Overall Development)** confirms that the Council will aim to deliver 110 hectares of employment land through the new Local Plan. It should be noted that a Call for Sites exercise was undertaken specific to employment land, following the Regulation 18 Plan consultation in 2024. Emerging evidence indicates that further land allocations will be required to accommodate general employment uses and B8 warehousing (for proposals over 9,000 square metres).

6.24 The Site is also identified in HBBC's 2024 Employment Land Review ('ELR'), clearly stating *"the Council should consider allocating these for employment to meet short-term need"*.

## Other Material Considerations

### *National Planning Policy Framework*

6.25 **Paragraph 8** stresses the overarching economic, social and environmental objectives of the planning system to achieve sustainable development. Decisions should apply a presumption in favour of sustainable development and that means approving development proposals that accord with an up- to-date Development Plan without delay (**Paragraph 11 c**).

6.26 **Paragraph 39** requires that local planning authorities *"work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area."*

6.27 **Paragraph 85** states that *"decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development"*.

6.28 **Paragraph 86c** requires planning policies to *"pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics."*

6.29 **Paragraph 87b** highlights the need to recognise and address the specific locational requires of different sectors and *"make provision for storage and distribution operations at a variety of scales and suitably accessible locations that allow efficient and reliable handling of goods, especially where it is needed to support the supply chain, transport innovation and decarbonisation"*.

- 6.30 Complementary **Paragraph 125** underlines that decisions should promote *“the development of underutilized land and buildings (...) where land supply is constrained and available sites could be used for effectively”*.

#### *Planning Practice Guidance*

- 6.31 Planning Practice Guidance (‘PPG’) is published by government to provide further detailed guidance on the application of policies set out in the NPPF. It provides guidance in relation to (amongst other matters), decision making, planning conditions and obligations, EIA, the historic and the natural environment and design.

#### **Supplementary Planning Documents**

- 6.32 A number of supplementary planning documents are relevant to the determination of this Application, including:

- The Good Design Guide Supplementary Planning Documents (2020);
- Green Infrastructure Strategy (2020).

#### *The Good Design Guide Supplementary Planning Documents (2020)*

- 6.33 The document establishes the design and planning process requirements for applicants, setting out clear expectations for development proposals. It provides borough-wide urban design principles that promote high-quality, sustainable development and demonstrate how good design can help mitigate climate impacts. The guidance also emphasises place-specific principles that respect the borough’s local identity and character, alongside use-specific design considerations relevant to different development types, including industrial led schemes.
- 6.34 This supplementary planning document will form a material consideration in the determination of planning applications. It should be read in conjunction with the adopted development plan to ensure adherence to Borough-wide and location specific policy.

#### *Green Infrastructure Strategy (2020)*

- 6.35 The Green Infrastructure Strategy provides guidance for designing and managing green space to help enhance the environment while supporting applicants during the preparation stage of any application to ensure good quality scheme is proposed.
- 6.36 The SPD considers various types of green infrastructure, the roles and function of green infrastructure and how it plays an important role in strategic development.

# 7 Planning Assessment

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## Introduction

- 7.1 This section of the Planning Statement assesses the Proposed Development against the Development Plan and relevant planning guidance set out in **Section 6**.
- 7.2 Relevant policy and development management considerations are set out below:
- **Principle of Development;**
  - **Design and Appearance;**
  - **Scale, Height and Massing;**
  - **Energy and Sustainability;**
  - **Transport and Highways;**
  - **Trees and Landscaping;**
  - **Ecology;**
  - **Air Quality; and**
  - **Other Matters.**

## Principle of Development

- 7.3 The principle of developing the Site to accommodate a new industrial unit within Use Class B2 and B8 is generally supported by national, regional, and local planning policy, all of which encourage the delivery of new employment-generating uses on appropriate sites.
- 7.4 While the Proposed Development does not strictly accord with **Policy DM8** (Safeguarding Open Space, Sport and Recreational Facilities) of the SADMP, a planning application granted in 2023 (ref: 23/00386/FUL) for a proposed ground mounted solar array established that there would be no loss of a usable playing field, as the Site has remained vacant for almost ten years. There is no evidence to suggest that the former sports pitch is required or is intended to be reinstated. In this context, and taking into account the clear policy support for the creation of new employment floorspace, the principle of development on the Site is therefore considered acceptable.
- 7.5 The proposed development of the Site for B2 and B8 uses is also compliant with the requirements of **Policy DM20** (Provision of Employment Sites), as the Site is located within the settlement boundary, ensuring that development is supported in principle by the policy without the need to demonstrate the sequential testing required for Greenfield or out-of-settlement locations. Additionally, the recent refusal of the Hinckley RFI scheme has removed a significant amount of potential employment floorspace from the regional supply pipeline, intensifying the existing shortfall in industrial floorspace and reinforcing the need for suitable employment sites to come forward for development.

- 7.6 The development of this Site has the potential to support approximately 114 FTE jobs in Use Class B8 and 253 FTE in Use Class B2, based on figures from the Homes and Communities Agency Employment Density Guide 2015. The proposals will facilitate job creation and facilitate economic growth in Hinckley, aligning with the objectives outlined in the Development Management Plan. Since the Site is designated as an existing employment use under **Policy DM19** (Existing Employment Sites), the inclusion of B2 and B8 floorspace is appropriate and should be supported as part of this application. The Proposed Development is therefore acceptable in principle, maximising the economic potential of the Site and therefore accords with Local Plan Policies **DM19** (Existing Employment Sites) and **Paragraphs 8, 11 and 85** of the NPPF.

## Design and Appearance

- 7.7 The Applicant proposes a scheme that has been tailored to meet the modern expectations and requirements of the logistics and distribution sector. The development is future proofed and is proposed to be built and fitted out in a sustainable way. In this regard, it is supported by **Policy DM10** (Development and Design).
- 7.8 Considerable thought has been given throughout the design process to minimise the visual impact of the Proposed Development through the use of appropriate façade materials. A pallet of materials, including glazing and cladding, have been incorporated to the elevations to create active and more visually interesting elevations. This is in accordance with the Planning Practice Guidance Section 26 which seeks to enhance the well-being through appropriate and effective design.
- 7.9 The resulting design is of a high quality and should be afforded to the relevant weight as required by the NPPF **Paragraph 131** *“in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an areas, so long as they fit in with the overall form and layout of their surroundings”*. Not only is the proposed design forward thinking it also aims to achieve BREEAM ‘Excellent’ and continues to raise the overall standard of design in this area.
- 7.10 The development is future-proof and sustainable in this regard and is supported by **Policy DM10** (Development and Design).
- 7.11 The design of the Proposed Development has been considered as an integral part of the proposals from its inception and has been created to balance operational requirements with the desire to provide a development that is visually attractive and integrates itself to its surroundings. The Proposed Development is therefore in accordance with the Development Plan and material considerations and should be supported by the Council in this regard.

## Scale, Height and Massing

- 7.12 The roofline and massing of the unit have been thoroughly considered in relation to its setting and surrounding uses, in accordance with **Spatial Objective 11** (Built Environment and Townscape Character) of the Core Strategy and **Policy DM10** (Development and Design).

- 7.13 The layout and scale of the unit has been optimised, providing sufficient size to deliver genuine economic growth and ensure that impacts to landscape and ecology are minimised. The unit reaches a maximum external height of 16.5m, in-keeping with the height of the neighbouring industrial units.
- 7.14 The Proposed Development has also been designed to minimise impacts on nearby residents. The main noise-generating elements of the warehouse, such as the HGV yard, have been positioned to the east of the Site, away from the residential properties to the west. In addition, a substantial buffer has been provided between the proposed building and the residential properties, reducing the potential for noise and visual impacts associated with the development.
- 7.15 In summary, the scale, height and massing of the Proposed Development accords with the local planning policy and relevant guidance and should be supported in this regard. It is considered that the above is compliant with **Spatial Objective 11** (Built Environment and Townscape Character) of the Core Strategy and **Policy DM10** (Development and Design).
- 7.16 The accompanying plans and **DAS**, prepared by ASA architects provides additional detail on the proposed scale, height and massing of the buildings.

## Energy and Sustainability

- 7.17 An **Energy Statement** and **BREEAM Pre-Assessment** have been submitted with this Application demonstrating how sustainability has been addressed through the design and construction.
- 7.18 The Proposed Development has been pre-assessed based on the BREEAM V6.1 standards and aims to achieve BREEAM 'Excellent' rating, estimated to achieve an indicative score of 76.68% in accordance with **Policy DM2** (Delivering Renewable Energy and Low Carbon Development).
- 7.19 The Proposed Development incorporates a number of sustainable design features which will contribute towards an energy efficient development. The following targets have been incorporated into the development:
- Enhanced building fabric;
  - Improved u-values and a low air permeability
  - Energy efficient equipment
  - VRF System in office areas
  - EPC Rating of A+
  - Achieve a BREEAM 'Excellent' rating.
- 7.20 Through the incorporation of building fabric enhancements, inclusion of energy efficient measures the development will reduce the development's CO2 emissions and comply with **Policy DM2** (Delivering Renewable Energy and Low Carbon Development) and **Policy DM10** (Development and Design).

## Transport and Highways

- 7.21 In accordance with **Policy DM17** (Highways and Transportation) a Transport Statement is submitted in support of this Application. A site wide **Travel Plan** has also been submitted to encourage sustainable modes of travel.
- 7.22 Access to the Site is proposed from Hammonds Way via a new priority junction. The access will measure 7m wide and is considered safe and suitable to accommodate the development proposals. A Road Safety Audit raised no concerns with the arrangements.
- 7.23 The Site is well suited to accommodate the proposals, being located in an established industrial area. The Site is well connected to existing walking and cycling opportunities and is also a short walk from the closest bus stops which provide a high frequency of services to residential areas. The location will encourage and promote sustainable travel behaviour and attract employees who choose to travel by sustainable modes. These factors will assist in constraining the level of vehicle generation from the Site and minimise the impact of the Site on the highway network, in accordance with **Policy DM17** (Highways and Transportation).
- 7.24 Road safety data has been analysed and as set out in the Transport Statement submitted with this application, there is no evidence of a highway safety issue within the vicinity of the Site which would be exacerbated by the proposals.
- 7.25 Overall, the proposals have been assessed, and it is considered that they would not have a material impact on highway capacity or the operation of the highway network.

#### *Car Parking*

- 7.26 **Policy DM18 (Vehicle Parking Standards)** sets out the appropriate amount and type of car parking required.
- 7.27 The parking provision has been provided to represent the maximum provision that would be suitable to provide flexibility across Class B2 and B8. The proposed car parking provision meets the council's parking standard for industrial development and is considered acceptable for future occupiers and to ensure the Site remains fit for modern business needs and in accordance with **Policy DM18** (Vehicle Parking Standards).

#### *Cycle Parking*

- 7.28 A total of 24 secure and covered cycle parking spaces are proposed, close to the entrance to the proposed unit. This level of provision will encourage travel by cycling to and from the Site, as per the requirements of **Policy DM19** (Highways and Transportation).
- 7.29 In summary, the Proposed Development will not have a severe impact on the operation of the surrounding highways network or a material impact on road safety. There is an attractive and realistic choice of modes of travel for all journey purposes, which will assist in constraining the level of vehicle generation from the site and minimise the impact of the development.
- 7.30 The proposals have been justified in relation to adopted **Policy DM19** (Highways and Transportation).

### **Trees and Landscaping**

- 7.31 An **Arboricultural Statement, Tree Constraints Plan and Tree Protection Plan** have been submitted with this Application.
- 7.32 The Site is not subject to any Tree Protection Orders ('TPO') and is not located near ancient woodlands or veteran trees. The proposal will result in the loss of Tree Groups 6, 8, G14 and G21 all of which are of low retention value (Category U trees). The trees proposed to be removed are therefore of low quality and are not considered a material constraint to the development. All tree work is to confirm to BS3998:2010 'Tree Work' and to current arboricultural best practice.
- 7.33 Replacement tree planting is proposed as part of the landscaping strategy, as indicated on the submitted Landscaping Plan. A number of trees will be planted across the Site along the eastern, northern and western boundaries to soften the building forms.

### *Landscaping*

- 7.34 Landscaping forms a key part of the Proposed Development as required by **Policy DM10** (Development and Design). The landscaping scheme provides soft landscaping on Site which includes indigenous hedgerow, shrub planting, low groundcover planting and species rich grassland which support pollinators and local flora. The planting of new trees within this landscape buffer will enhance habitat connectivity, while the landscaping along the western boundary has been carefully designed to be sensitive to the neighbouring residential properties.

### **Ecology**

- 7.35 **Policy DM6** (Enhancement of Biodiversity and Geological Interest) notes that all development proposals must demonstrate how they conserve and enhance biodiversity features where appropriate.
- 7.36 An **Ecological Impact Assessment** ('EclA') has been undertaken and assess the Site's ecological value and potential impacts on nearby sensitive features, including the Ashby Canal Local Wildlife Site. The assessment recommends mitigation and enhancement measures to protect retained trees, habitats and species during construction and operation. Key measures include implementing a Construction Environmental Management Plan ('CEMP') to prevent pollution, adopting best practice lighting for bats, undertaking vegetation clearance outside the bird nesting season, and incorporating biodiversity enhancements such as wildlife-friendly planting, habitat piles, and insect boxes.
- 7.37 The Biodiversity Metric Calculation Tool has been submitted in support of this Application and demonstrates that the development will result in a -81.38% loss in habitat units and a gain in hedgerow units. Post-intervention habitats do not meet the mandatory 10% net gain therefore a total of 13.82 habitat units will be required offsite to achieve a 10% gain.
- 7.38 The landscaping scheme has been designed with ecology in mind and includes planting of several species of planting that offer a high biodiversity value.

- 7.39 The supporting documents demonstrate that the Proposed Development complies with **Policy DM6** (Enhancement of Biodiversity and Geological Interest) of the Local Plan and **paragraph 174** of the NPPF.

## Flood Risk and Drainage

- 7.40 The majority of the Site falls within Flood Zone 1, with a small area to the southern boundary located within Flood Zone 2 and 3. A **Flood Risk Assessment** has been submitted in support of this Application, in accordance with **Policy DM7** (Preventing Pollution and Flooding). The report includes detail of mitigation demonstrating how surface water drainage from the site will be addressed.
- 7.41 The proposal gives consideration to surface water flood management measures and incorporates SUDS in the design to comply with current design criteria.
- 7.42 On the basis of the above and the details contained within the report the proposals will efficiently manage surface water runoff generated by the hardscaped areas. The risk of flooding is considered to be low and the Proposed Development would not increase such risk to the wider area. Therefore, the proposals are in accordance **Policy DM7** (Preventing Pollution and Flooding).

## Air Quality

- 7.43 In accordance with **Policy DM7** (Preventing Pollution and Flooding) an **Air Quality Assessment (AQA)** has been prepared and submitted with this Application. The AQA report has considered the impacts of the Proposed Development on local air quality in terms of dust and emissions during construction as well as emissions from road traffic generated by development.
- 7.44 The report outlines that during the construction phase any potential impacts will be managed through site-specific mitigation measures outlined within the report. With these measures in place the effects are not predicted to be significant.
- 7.45 In regard to the operation phase, which predominately concerns traffic pollutants, the long-term impacts are concluded as 'not significant' with concentrations at all receptors remaining within the relevant national air quality standards.
- 7.46 In summary, the overall operational air quality effects of the proposed development are 'not significant' and the Proposed Development is consistent with **DM7** (Preventing Pollution and Flooding), as it will not result in a material negative impact on air quality.

## Other Matters

### *External Lighting*

- 7.47 A **Lighting Layout** and **Lighting Assessment** have been prepared and submitted to accompany this application. The proposed lighting has been carefully considered to ensure the immediate environment has been protected and relevant performance standards towards external lighting are met. The luminaire selection achieves the industry recognised and desired

task illuminance lighting levels. Appropriate mitigation measures have been included to ensure the proposed lighting design minimises and mitigates any effects which are produced.

- 7.48 On this basis, the proposals are considered to accord with **Policy DM7** (Preventing Pollution and Flooding).

### Noise

- 7.49 A **Noise Statement** has been submitted to support the Application, which assesses whether the proposed development would have significant impacts upon the identified sensitive receptors.
- 7.50 The report highlights that the likely impacts will stem from deliveries and vehicle servicing trips as well as unloading / loading operations relating to the vehicles. The report concludes that internal noise from any future indoor industrial operations would be sufficiently contained within buildings, and the potential break-out would have a negligible contribution to noise rating levels at residential properties.
- 7.51 Subject to the inclusion of appropriate mitigation measures set out within the Noise Statement, the proposal would have no significant impact the nearest sensitive receptors.
- 7.52 It can therefore be concluded that the proposed development is unlikely to conflict with adopted **Policy DM10** (Development and Design).

### Daylight and Sunlight

- 7.53 In line with **Policy DM10** (Development and Design) a Daylight and Sunlight Report has been submitted to support this application.
- 7.54 The report assesses the potential impacts upon the existing surrounding properties situated on Nutts Lane. The assessment concludes that surrounding residential properties are already constrained by existing roof overhands and their east facing orientation, which limits sunlight access. As such, some minor daylight and sunlight reductions below the BRE target criteria are expected and are considered acceptable within this context.
- 7.55 Overall, the technical assessment demonstrates that the majority of neighbouring windows comply with BRE Guidelines. The few minor shortfalls mainly affect windows already restricted, with overall good levels of light retained.
- 7.56 Therefore, the Proposed Development is considered acceptable in daylight and sunlight terms and complies with **Policy DM10** (Development and Design).

### Summary

- 7.57 In summary, the principle of development is acceptable, and the Application seeks to create a development which constitutes a sustainable development. The proposals have been thoroughly assessed and are considered to be in accordance with the development plan.

## 8 Conclusions and Application Benefits

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- 8.1 This Planning Statement has been prepared by Quod, on behalf of Hinckley Investment LLP, in support of a full application for the redevelopment of the Site to provide a modern industrial / logistics hub.
- 8.2 The Applicant is seeking to develop the Site in order to provide an industrial unit (within flexible Use Class B2 / B8). The Proposed Development will be an exemplar industrial unit within the area and will provide the following key benefits:
- Development of a disused former playing field to deliver 8,825 sq m (GIA) of high-quality employment floorspace;
  - Delivery of new flexible B2/B8 premises which will realise the economic potential of the Site and deliver significant economic input into Hinckley;
  - The development has the potential to create employment opportunities during both the construction and operational phases;
  - Achieve BREEAM 'Excellent' standard in sustainable design; and
  - The incorporation of high-quality landscaping scheme is proposed which will provide ecological enhancements throughout the Site.
- 8.3 Pre-application discussions with HBBC indicated strong support and encouragement towards the development of the Site subject to demonstrating compliance with the local plan policies.
- 8.4 The Proposed Development will deliver a high quality and sustainable design, whilst successfully intensifying the Site, which is supported by policy at local, regional and national levels.
- 8.5 Whilst the Proposed Development will result in a loss of an underused playing field, the proposals will act to strengthen the employment area, providing high quality, modern and sustainable employment floorspace to continue enabling investment in this location.
- 8.6 A number of technical reports have been undertaken to consider detailed aspects of this proposal, and these have identified any important features that need to be retained or mitigated. The recommendations of these reports do not identify any unacceptable impacts that would arise as a result of the Proposed Development.
- 8.7 The Government has established a clear growth agenda, supported by recent NPPF updates, which weigh heavily in favour of granting permission for the Proposed Development. With regard to section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended), this Planning Statement has demonstrated that the Proposed Development is in accordance with the Development Plan, which is considered up to date, and with national planning policy and relevant supplementary planning guidance. We therefore request that planning permission is granted without delay.