

Outline Planning application for the development of up to 475 dwellings, together with a site for a new primary school, associated open space, landscaping and drainage infrastructure.

PLANNING STATEMENT V2

**Land East of Stoke Road and North of Normandy Way (A47),
Hinckley**

On behalf of Richborough Estates and Mr & Mrs Adcock

Date: 2nd May 2023 | Pegasus Ref: P18-1531

Author: Georgina Doyle



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
FINAL	30/03/2022	ST	GLO	
Version 2	02/05/2023	GD		Update for resubmission



Contents.

Document Management.....	i
1. Introduction.....	3
2. The Site and Surrounding Area.....	6
3. The Proposed Development	8
4. Planning Policy Guidance	11
5. Assessment of the Development Proposals	32
6. Affordable Housing Statement.....	47
7. Section 106 Heads of Terms	48
8. Summary and Conclusion.....	49

Appendices contents.

Appendix 1 – EIA Screening Opinion.....	51
Appendix 2 – Wider Concept Masterplan	52
Appendix 3 – The Housing Emergency (LPDF).....	53

1. Introduction

- 1.1. This Planning Statement accompanies and supports the resubmission of an outline planning application (all matters reserved save for means of access) for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), landscaping, drainage, and associated infrastructure, at land east of Stoke Road and north of Normandy Way (A47), Hinckley.
- 1.2. The site lies immediately to the north of the Hinckley urban area. The emerging Local Plan continues the existing development plan strategy of focusing growth mainly in the urban area of Hinckley, Burbage, Barwell and Earl Shilton, providing the widest retail offer, job and educational opportunities, leisure and health care, and key transport links whilst reducing reliance on private motor vehicles. The urban area is the most sustainable part of the Borough and is therefore the key focus for new housing and employment growth. The application site is ideally located to make use of existing facilities and services. A wide range of retail, leisure, and employment opportunities lie directly to the south of the proposed development and south of the A47. A range of amenities are located within 800m of the centre of the site, including primary schools, a supermarket, a retail park, industrial estate, restaurants, a fitness studio, and recreation areas. Further facilities are located within 1,200m, including a secondary school.
- 1.3. The purpose of this Planning Statement and supporting documents is to demonstrate that the proposed development is acceptable in planning terms, taking account of the development plan and material considerations, and confirming that there are no technical reasons why the development should not proceed.
- 1.4. The application is accompanied by the following technical reports:
 - Design and Access Statement by Pegasus Group
 - Consultation Statement by Pegasus Group
 - Transport Assessment by Hub
 - Travel Plan by Hub
 - Soil and Agricultural Report by LRA

- Minerals Resource Assessment by Fisher German
- Archaeological Desk Based Assessment by RPS
- Built Heritage Statement by RPS
- Geophysical Survey by MOLA
- Arboricultural Impact Assessment by Zebra
- Landscape and Visual Appraisal by Zebra
- Ecological Appraisal by Zebra
- Biodiversity Impact Assessment by Zebra
- Flood Risk Assessment by BWB
- Sustainable Drainage Statement by BWB
- Phase 1 Geo-Environmental Assessment by BWB
- Noise Impact Assessment by BWB
- Air Quality Assessment by BWB
- Utilities Appraisal by BWB

- 1.5. This statement begins with a description of the site and the surrounding area and goes on to provide a more detailed description of the development proposals. The report continues with a review of the relevant planning policy guidance, followed by an assessment of the proposed development, having regard to the development plan and other material considerations, including the National Planning Policy Framework. The report sets out draft Section 106 Heads of Terms and an Affordable Housing Statement, and finally a summary and conclusion.
- 1.6. Having regard to achieving a high standard of design, this Planning Statement should be read together with the Design and Access Statement by Pegasus Group, which also accompanies the planning application.

- 1.7. The proposed development has been subject to formal pre-application consultation with Hinckley and Bosworth Borough Council (HBBC). A pre-application advice request was submitted in December 2021. Richborough Estates has entered into a Planning Performance Agreement with HBBC, and a pre-application meeting was held with the planning officer during March 2022.
- 1.8. In addition to the pre-application advice sought from HBBC, Richborough Estates have also engaged with the local community. This involved the distribution of a consultation leaflet and the launch of a consultation website on 17th February 2022, with public consultation then running until 4th March 2022. Posters were displayed in the vicinity of the site to advertise the public consultation process, and the consultation was also picked up by the local press, with an article published in the Leicester Mercury online on 13th February 2022.
- 1.9. Richborough Estates has also liaised with the local ward members and Stoke Golding and Barwell Parish Councils, advising local members in February 2022 about the consultation process and providing the opportunity to engage further in relation to the proposals for the site. This included offering local members and Parish councillors the opportunity to meet with the applicant team either in person or virtually prior to the submission of the original application. A meeting was held with Stoke Golding Parish Council in April 2022. The Parish raised concerns over the pedestrian movement of pupils attending St Martins Catholic Academy to the north of the site. Following the meeting, Richborough Estates instructed its Highway Consultants to look at the opportunity to provide a new footpath along Stoke Road to make pedestrian access to the school easier. These plans were shared with Stoke Golding Parish Council at a further meeting in December 2022 and the plans were also sent to the Headteacher at St Martins Academy. At its meeting on the 5th April 2023 the Parish Council resolved a neutral response to the application with support for the proposed footpath link. Richborough Estates has also engaged fully with the emerging Hinckley and Bosworth Local Plan process, representations were made to the Directions for Growth consultation and the 'Call for Sites' in March 2019, the Draft Local Plan Regulation 18 consultation in August 2021 and also the Draft Local Plan Regulation 19 consultation in March 2022.
- 1.10. The accompanying Consultation Statement by Pegasus Group provides full details of the public consultation exercise that has been undertaken with the local community and stakeholders, prior to submission of the planning application.

- 1.11. An EIA Screening Request was submitted on behalf of the applicant in January 2022 (reference number: 21/10199/PREMAJ), and Hinckley and Bosworth Borough Council confirmed in their response dated 14th February 2022 that an Environmental Statement is not required. The EIA Screening Opinion is enclosed at **Appendix 1**.
- 1.12. The conclusion reached in this Planning Statement is that the development proposals support the overall strategy within the adopted and emerging Local Plan, which directs new housing growth to the urban area, and relevant material considerations justify the release of the site for housing development that will help to address the Council's acknowledged shortfall in housing land supply.

2. The Site and Surrounding Area

- 2.1. The site extends to 25.4ha and is located immediately to the north of the existing Hinckley urban area. The site is bounded by the A47 Normandy Way to the south, a watercourse to the east, agricultural land to the north, and Stoke Road runs along part of the western site boundary. A small parcel of the application site lies to the west of Stoke Road and north of the A47 Normandy Way, and the application site boundary also includes part of Stoke Road. To the north of the site lies Middlefields Farm (including Middlefields Moo Juice) and further to the east lies Hinckley and Bosworth Community Hospital.
- 2.2. The site is currently within agricultural use, and comprises five field parcels, bounded by hedgerows with some trees located along field boundaries. A further agricultural field parcel lies to the west of Stoke Road, and the application site boundary also incorporates part of Stoke Road, in order to facilitate access arrangements. There are two areas of land that lie outside of the red line application boundary; land immediately to the north east of the A47 roundabout and north of Normandy Way, and between the two south-eastern field parcels, that both comprise large areas of trees. A Public Right of Way runs through the western part of the site, in a north-south direction, providing connectivity to Tudor Road further to the south of the site and the wider countryside to the north of the site. The nearest bus stops are located approximately 200m to the south of the site, on Stoke Road, with services providing connections to Nuneaton and Burbage via Hinckley Town Centre.
- 2.3. The site is well located to the extensive facilities and services within Hinckley. The settlement boundary is located immediately to the south of Normandy Way A47. Immediately to the

south of the site lies numerous retail, office, and employment buildings, including a Morrisons food store and petrol station, a McDonalds restaurant and drive thru, the Milestone public house, Wickes, Halfords and the Fields Health and Fitness Club. Further to the south lies existing residential development. A planning application for a Costa coffee shop and drive thru, located within the Morrisons car park, to the south west of the application site (application reference number: 22/00247/FUL) was permitted in June 2022, , which, when built, would provide a further facility within close proximity of the proposed development.

- 2.4. In terms of education provision, Redmoor Academy Secondary School, Dorothy Goodman SEN School, Richmond Primary School, and Bright Horizons Day Nursery all lie within 600m of the application site, with St Martin's Catholic Voluntary Academy just over a mile to the north of the site St Francis Community Centre and Green Towers Hinckley Club for Young People are located approximately 450m to the south of the site. The site lies approximately 1.5km walking distance from Hinckley Town Centre (as defined by the Town Centre Area Action Plan), which is within comfortable cycling distance.

3. The Proposed Development

- 3.1. The planning application seeks outline planning permission for the development of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), landscaping and associated infrastructure, at land east of Stoke Road and north of Normandy Way (A47), Hinckley. All matters are reserved for future approval, except for access into the site from Stoke Road.
- 3.2. Vehicular and pedestrian access is proposed via a new three arm roundabout on Stoke Road (please see drawing number: T19595_001_RevC). The site access arm of the roundabout has been designed to a width of 6.75m. The existing footway/cycleway on both sides of Stoke Road will be extended to the site access and along the central spine road through the site. Dropped kerb crossings with tactile paving will be provided at the access roundabout. Further pedestrian access is provided to connect with the A47 Normandy Way, together with two Toucan crossing points, with one crossing aligning with the existing Public Right of Way that crosses the application site. A second crossing is located between Cornfield and Nelson Drive, to connect to the existing footway/cycleway infrastructure on the southern site of the A47. The crossings will be staggered to minimise delay to traffic on the A47 Normandy Way. Details of the proposed toucan crossings are provided within the Transport Assessment appendices (drawing numbers: T19595_002_RevD and T19595_006).
- 3.3. Footpath improvements are also proposed to provide a connect from the St Martin's Catholic Academy to the north of the site.
- 3.4. To mitigate the potential impact of the proposed development, an improvement scheme is proposed to the A47 Normandy Way/Stoke Road roundabout, which involves widening the exit lanes on the A47 arms of the junction to allow the lane designations on the approach arm to be amended to allow two ahead lanes. A mitigation scheme is also proposed for the A47/Ashby Road traffic signal junction, the scheme provides an additional right turn lane on the A47 western arm of the junction as well as an additional left turn lane on the Ashby Road southern arm. Additionally, improvements are proposed at the junction, to provide a staggered pedestrian crossing on the A47 west arm and both of the Ashby Road arms (current provision is uncontrolled pedestrian facilities only).

- 3.5. The planning application is supported by an Illustrative Masterplan which demonstrates how the application site can be developed to accommodate the proposed development. The Illustrative Masterplan shows a 1ha site for a new 1 form entry primary school, together with a further 1ha site safeguarded for future expansion of the primary school. There are several areas of formal children's play provided as part of the development; three Local Areas for Play (LAP), a Local Equipped Area for Play (LEAP), and a Neighbourhood Equipped Area for Play (NEAP). The LEAP is located within the eastern part of the site, the NEAP is located centrally, adjacent to the primary school site and an informal kick about area, and two LAPs are located within the western part of the site, and a further LAP is located centrally within the site, adjacent to the southern site boundary. Extensive areas of public open space are provided, which exceeds the open space standards of 4.34ha (as set out within the Open Space and Recreation Study October 2016), with the Illustrative Masterplan showing a total of 8.52ha of public open space (including drainage attenuation). The existing Public Right of Way is retained within a green corridor, and key pedestrian routes through the proposed development run in north-south and east-west directions, offering full pedestrian permeability and opportunities for pedestrian meeting points.
- 3.6. An area of woodland planting is proposed along the site's northern boundary, together with a community orchard. The Illustrative Masterplan shows a series of surface water attenuation features, primarily in the form of attenuation ponds that are located to the eastern and western site boundaries (as the lowest points of the site), which provide new areas for biodiversity.
- 3.7. The proposed development will provide up to 475 dwellings, to include a mix of dwelling types and sizes. It is envisaged that the proposed development will deliver a range of housing from 1-bedroom apartments/maisonettes through to 4-bedroom family housing, in accordance with housing needs identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA). The development will also include a policy compliant level of affordable housing (20%) to contribute towards the need for affordable housing in the Borough, to include 75% affordable rent and 25% shared ownership properties.
- 3.8. Further land under the applicants' control has been promoted through the emerging Local Plan process. This includes land to the east of the application site, which together with this planning application, provides the opportunity to deliver a new link road through the wider development from Stoke Road to connect with Ashby Road, providing a new connection that would relieve the existing traffic light-controlled Normandy Way/Ashby Road junction. Richborough Estates



is also working collaboratively with adjoining landowners and promoters in relation to a larger development opportunity at this location, which in combination could provide in excess of 1,300 dwellings. A Wider Concept Masterplan is included at **Appendix 2** for information.

4. Planning Policy Guidance

- 4.1. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 (PCPA), requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is an important material consideration.
- 4.2. This section considers the key aspects of national planning policy, together with the development plan context. The development plan comprises the Hinckley and Bosworth Core Strategy (adopted December 2009) and the Site Allocations and Development Management Policies DPD (adopted July 2016).

The Development Plan

Hinckley and Bosworth Core Strategy (adopted December 2009)

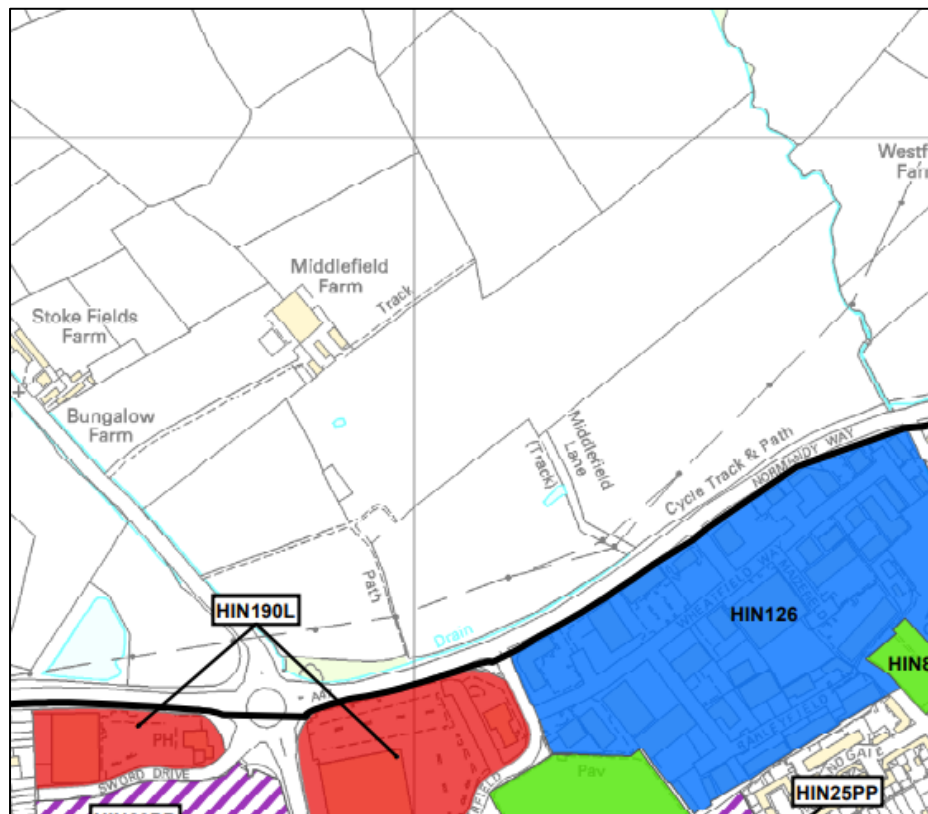
- 4.3. Policy 1 Development in Hinckley advises that the Council will allocate land for the development of a minimum of 1,120 new dwellings, over the plan period 2006 – 2026, to support Hinckley's role as sub-regional centre.
- 4.4. Policy 6 Hinckley/Barwell/Earl Shilton/Burbage Green Wedge confirms that uses will be encouraged that provide appropriate recreational facilities within easy reach of urban residents, setting out a series of land uses that are acceptable.
- 4.5. Policy 15 Affordable Housing confirms that a minimum of 2,090 affordable homes will be provided over the plan period. For the urban areas of Hinckley, Barwell, Earl Shilton and Burbage, on sites of 15 dwellings or more, there is a 20% target for on-site affordable housing. The tenure split will be 75% social rented and 25% intermediate housing. The target will be monitored regularly and may be revised to reflect changes in the housing market and local circumstances. To ensure these figures remain current they will be updated through an Affordable Housing Supplementary Planning Document. Figures may be negotiated on a site-by-site basis taking account of local need, existing provision, site characteristics and viability.
- 4.6. Policy 16 Housing Density, Mix and Design requires a mix of housing types and tenures to be provided on all sites of 10 or more dwellings, taking into account the type of provision that is likely to be required, by utilising Table 3 (Profile of new housing needed to meet household

type projections) as a starting point for housing mix, and the specific needs of each submarket informed by the most up to date evidence, such as a housing needs survey or parish plan. All developments of 10 or more dwellings are required to meet a 'very good' rating (16 or more positive answers out of 20) against the Building for Life criteria, unless it can be demonstrated that this is not viable on the particular site.

- 4.7. Proposals for new residential development will be required to meet a minimum net density of at least 40 dwellings per hectare within and adjoining Hinckley, Burbage, Barwell and Earl Shilton.
- 4.8. Policy 19 Green Space and Play Provision sets out standards in relation to green space and play.
- 4.9. Policy 24 Sustainable Design and Technology sets out requirement for the urban area, including Hinckley, to meet Code for Sustainable Homes at the following level; minimum of Code Level 6 from 2016 onwards.

Hinckley and Bosworth Site Allocations Document (SAD) (adopted July 2016)

- 4.10. Hinckley and Bosworth Borough Council adopted the SAD in July 2016. The SAD sets out site specific proposals and policies for the use of land to guide future development, in order to help to deliver the vision and objectives of the Core Strategy. The SAD predominantly focusses on the design and delivery of proposed developments and provides guidance as such.
- 4.11. A Policies Map was prepared alongside the SAD. The Hinckley and Burbage Policies Map extract shows the application site as being outside of, but adjacent to the Hinckley Settlement Boundary, and therefore within countryside. The application site is not subject to any other specific policy designations. An extract from the Policies Map is provided below:



- 4.12. Policy DM1 Presumption in Favour of Sustainable Development reflects the presumption in favour of sustainable development, as set out within the NPPF (2012 version).
- 4.13. Policy DM3 Infrastructure and Delivery states that where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to make such provision directly or indirectly through the appropriate funding mechanism.
- 4.14. Policy DM4 Safeguarding the Countryside and Settlement Separation seeks to protect the intrinsic value, beauty, open character, and landscape character of the countryside, by safeguarding it from unsustainable development. The application site is located within countryside, however, the site lies immediately adjacent to the Hinckley settlement boundary, as shown on the Policies Map extract above. 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
- c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses; 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;
 - ii. It does not undermine the physical and perceived separation and open character between settlements;
 - iii. It does not create or exacerbate ribbon development;
 - iv. If within a Green Wedge, it protects its role and function in line with Core Strategy Policies 6 and 9; and
 - v. If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21.

4.15. Policy DM7 Preventing Pollution and Flooding requires development to ensure that adverse impacts from pollution and flooding will be prevented.

4.16. Policy DM10 Development and Design states that development will be permitted once the following requirements have been met:

- It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers;
- It complements or enhances the character of the surrounding area;
- It incorporates a high standard of landscaping;

- An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority;
- It maximises opportunities for the conservation of energy and resources through design, layout, orientation, and construction;
- Where parking is to be provided charging points for electric or low emission vehicles are included where feasible; and
- It maximises natural surveillance and incorporates the principles of Secured by Design.

4.17. Policy DM11 Protecting and Enhancing the Historic Environment confirms that the 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.

4.18. Policy DM12 Heritage Assets requires all development proposals affecting heritage assets and their setting 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.

4.19. Policy DM13 Preserving the Borough's Archaeology confirms that, where a proposal has the potential to impact a site of archaeological interest, developers should set out in their application an appropriate desk-based assessment and, where applicable, the results of a field evaluation detailing the significance of any affected asset.

4.20. Policy DM17 Highways and Transportation states that development proposals will be supported where they:

- f) 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;
- g) Seek to ensure that there is convenient and safe access for walking and cycling to services and facilities;
- h) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;

- i) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised;
- j) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.

4.21. Policy DM18 Vehicle Parking Standards ensures 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.

Emerging Local Plan (Regulation 19) – February 2022

- 4.22. Hinckley and Bosworth are working to produce a new Local Plan which will cover the plan period until 2041. Consultation on the Regulation 19 Pre-Submission Draft Local Plan took place until 23rd March 2022. Significant concerns were raised by respondents to the consultation about the lack of Sustainability Appraisal, viability assessment or transport modelling.
- 4.23. The Council have since confirmed that a further Regulation 19 version of the plan will need to be consulted on to take account of Leicester's unmet needs and additional evidence gathering. This further consultation will not be undertaken until May – June 2024 which means the new plan will not be adopted before 2025.
- 4.24. The report to Council on 13 December 2022 updating the Local Development Scheme sets out that if the quantum of additional housing sites can't be found within the current overall strategy (70% in the urban area and 30% in the rural key settlements and villages), then it may mean a further Regulation 18 consultation will be needed to agree a new strategy.
- 4.25. In terms of weight that can be attributed to the emerging Plan, the Framework at paragraph 48 states, Local planning authorities may give weight to relevant policies in emerging plans according to the following:
 - the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
 - the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given);
 - the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).
- 4.26. Based on the above, the emerging plan can only be given very limited, if any, weight at this stage.

- 4.27. Policy SS01 Sustainable Development confirms that development that accords with policies in the Local Plan will be approved without delay unless material considerations indicate otherwise. Where there are no policies relevant to the proposed development or policies are determined to be out of date, the development will normally be supported unless material considerations include otherwise, or any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the Framework, or specific policies in the Framework indicate that development should be restricted.
- 4.28. Policy SS02 Development Strategy advises that development will be directed to the most sustainable locations based on a hierarchy of settlements, with the majority of homes directed to the urban area. The urban area is the focus for new development, with over 5,000 dwellings directed to the urban area of Hinckley, Burbage, Barwell and Earl Shilton. Provision for a minimum of 9,124 dwellings will be made over the plan period 2020 – 2039.
- 4.29. Policy SS03 Local Plan Review confirms that within 6 months of the publication of a Statement of Common Ground for the apportionment of unmet housing need, the Council will publish a review of the Local Plan. Should a full or partial update be triggered by the review, the Council will commence the review (with publication of a Regulation 18 consultation) within 12 months of the publication of the review. Once the update has commenced the plan will be submitted for Examination within 36 months.
- 4.30. Policy SS04 Strategy for Hinckley advises that to support Hinckley's role as sub-regional centre and key market town, Hinckley will be the focus of development of urban areas in the Borough, as per Policy SS02. Development is to contribute to Hinckley's character, sense of place, landscape, and townscape features, securing high-quality design and prioritising place making. A mix of housing will be planned for, based on current and future demographic and market trends, and the needs of different groups in the community. Timely infrastructure delivery both on and offsite is a priority in accordance with the Infrastructure Capacity Study and the Local Plan, to ensure infrastructure can sufficiently accommodate development, including the strategic road network. The functions of Green Wedges adjacent to Hinckley will be supported, helping to protect settlements' individual identities and provide easy access into green spaces as part of a Green Infrastructure network.
- 4.31. Policy CC01 Mitigating and Adapting to Climate Change confirms proposals should seek to minimise carbon emissions, though measures such as reducing the need to travel, making efficient use of land, supporting active design and travel, incorporating electric vehicle

charging points, supporting sustainable construction and design, and integrating renewable and low carbon energy generation wherever possible. Carbon storage should be maximised through increasing tree cover, incorporating green infrastructure and minimising degradation and erosion of soil. Impacts of climate change should be mitigated by ensuring properties are not susceptible to overheating, managing flood risk, ensuring high levels of energy and water efficiency, creating a better linked habitat network by conserving, creating, and enlarging existing habitats and delivering biodiversity net gain. Flood risk from all sources should be mitigated, including using sustainable drainage systems, incorporating recycling and waste reduction, and including high speed broadband to facilitate home working.

- 4.32. Policy CCO2 Flood Risk requires Flood Risk Assessments to address actual and residual risk from all forms of flooding and the impact of climate change. All proposals should include measures to reduce and manage surface water through appropriate sustainable drainage systems, to minimise and manage flood risk and improve water quality.
- 4.33. Policy CCO3 Sustainable Drainage Systems (SuDS) requires proposals to integrate well-design and naturalised SuDS within large scale developments, to manage flood risk and water quality. SuDS design should show how constraints have been considered and provide multiple benefits in terms of landscape enhancement, biodiversity, recreation, amenity, leisure, and the enhancement of historical features, responding to natural site features and following natural drainage routes.
- 4.34. Policy CCO5 Sustainable Design and Construction Measures supports new development that promotes sustainable design by; ensuring proposals demonstrate how sustainable design principles have been incorporated, demonstrate how carbon use can be minimised, development should achieve reductions in CO2 emissions of 19% below the target emission rate of 2013 edition of the 2010 Building Regulations (Part L), and encourage the use of Home Quality Mark and Passivhaus design standards, encouraging the achievement.
- 4.35. Policy PMD01 High Quality Design confirms that development should achieve the highest standards of design, architecture, inclusivity, and place making. Development proposals should be accompanied by a Design Statement having regard to site survey and design, which demonstrates the understanding and implementation of local context, distinctiveness, and character, including the local pattern of development, building form and landscape character, style details and materials, and the archaeology, history, and culture of the local area. The amenity and privacy of nearby residents should not be materially adversely affected,

development should complement/enhance the character of the surrounding area, and all elements should be designed with climate change in mind. Development should encourage ease of movement for all users, and active design should be encouraged. Layouts should be designed to be logical, legible, and inclusive, supporting active street frontages and providing distinction between public and private space. Well designed and located high quality landscaping should be provided, including tree lined streets. Natural surveillance should be provided to reduce opportunities for crime and minimise the fear of crime. A sufficient level of well-integrated vehicle parking and recycling/waste management should be provided.

4.36. Policy PMDO2 Active Design and Travel requires development proposals to demonstrate how they can support active lifestyles following Active Design Principles – which should be demonstrated within a Design and Access Statement and/or Transport Assessment. Active travel should be integrated within green infrastructure and opportunities should be sought to protect and enhance the Public Right of Way network.

4.37. Policy PMDO3 Preventing Pollution sets out measures to prevent pollution, including requiring proposals to demonstrate that:

- There is no adverse impact on water quality, ecological value, or drainage function of water boundaries;
- All reasonable steps are taken through design, siting, and technological solutions to avoid sky glow, glare and light spillage and pollution;
- They do not cause adverse noise or vibration that would disturb areas valued for tranquillity in terms of recreation or amenity;
- Appropriate remediation of contaminated land;
- It will not adversely and significantly impact air quality;
- It will not result in land instability or further intensify existing unstable land; and
- The development does not create or exacerbate flooding, by being located away from areas of flood risk.

4.38. Policy PMDO5 Open Space, Sport and Recreation Facilities advises that new provision should be provided within residential sites (unless otherwise agreed with the Council) and should be

informed by the most up to date Open Space, Sport and Recreation Study and Playing Pitch Strategy. Provision should be multi-functional, accessible, usable, of a high-quality design, visible and safe, and include facilities for a range of ages. Links should be created between new development and surrounding recreational networks (including Public Rights of Way), and appropriate landscape and maintenance schemes should be provided.

- 4.39. Policy PMD06 Indoor Sports Facilities confirms developer contributions will be sought from major development proposals in line with Policy INFO1 to support provision of new indoor sports facilities, or improvements to existing facilities, based on an assessment of need and local evidence.
- 4.40. Policy PMD07 Health and Wellbeing confirms that proposals for major development will be accompanied by a Health Impact Assessment.
- 4.41. Policy PMD08 Recycling and Refuse Storage advises that new development should be designed to minimise waste by providing adequate internal storage capacity and home composting facilities. Storage space should be secure, conveniently located for occupiers and collections, and impact on the street scene should be minimised.
- 4.42. Policy H002 Housing Mix, Size and Type advises that a mix of dwelling sizes should be provided, informed by the most up to date evidence of housing need. Table 2 sets out the suggested mix for market and affordable as derived from the Housing Needs Study Overview (2019).
- 4.43. Policy H003 Space Standards confirms that all new dwellings should comply with the Nationally Described Space Standards as set out in the Technical Housing Standards (2015) or as superseded.
- 4.44. Policy H004 Housing Density confirms a minimum density target of at least 45dph within and adjoining Hinckley, Burbage, Barwell and Earl Shilton, unless justified through principles of good design.
- 4.45. Policy H005 Accessible Housing requires all new dwellings to meet at least M4(2) standard, and 5% of all new dwellings to meet at least M4(3) standard, unless evidence is provided to demonstrate that it is not physically possible or viable to provide level access or to mitigate the dangers of flood risk.

- 4.46. Policy H006 Self-build and Custom Housing confirms that 5% of plots for self-build and custom housing must be provided on sites of over 100 dwellings.
- 4.47. Policy H008 New Housing in the Countryside confirms those uses acceptable in the countryside, including housing for rural workers, rebuilding/replacing existing dwellings, rural exception sites, reuse of redundant/disused buildings and a dwelling of exceptional design quality.
- 4.48. Policy H009 Affordable Housing requires a 20% onsite affordable housing. 25% of all affordable homes on qualifying sites will be sought as First Homes, 56% for affordable rent and 19% for affordable ownership. For sites of over 10 dwellings within the urban area (within or adjacent to settlement boundaries of Hinckley, Barwell, Earl Shilton and Burbage), affordable housing will be sort, and affordable housing level/target/tenure split will be set out in the latest Infrastructure Capacity Study/Viability Report. Any reduction on viability grounds will require an independent viability assessment.
- 4.49. Policy EPO6 Education and Skills for a Strong Local Workforce advises that major development proposals are required to submit a Local Employment and Training Strategy though S106 agreements.
- 4.50. Policy HEO1 Conserving and Enhancing the Historic Environment sets out a range of measures to conserve, enhance, sensitively manage and enjoy the historic environment, including, requiring the submission of a Heritage Statement to accompany proposals that may affect a heritage asset, supporting development that makes a positive contribution to the character and local distinctiveness of the historic environment, and giving great weight to the conservation and enhancement of designated heritage assets and their settings.
- 4.51. Policy HEO2 Heritage Assets confirms that proposals affecting heritage assets (designated and non-designated) and their settings should recognise and respond to their significance and demonstrate how they conserve or enhance the significance of the asset.
- 4.52. Policy HEO3 Preserving the Borough's Archaeology requires applicants to submit an appropriate desk-based assessment, where there is the potential for assets with archaeological interest, and where applicable, the results of field evaluation. Where justified, remains will be required to be preserved in situ, and where this is not feasible a full archaeological investigation and recording will be required, prior to commencement.

- 4.53. Policy NATO1 Green Infrastructure sets out requirements for development proposals to create high quality places, contributing to healthy lifestyles and wellbeing, nature, climate resilience and prosperity. Onsite provision should be planned and designed from the outset as a network of multifunctional spaces, informed by the latest Green Infrastructure Strategy. The scheme should identify important local character features as a starting point, incorporating them into the scheme to reference, reflect and enhance the local environment and its biodiversity. Proposals should be resilient to climate change and should consider the long-term management and maintenance of green infrastructure.
- 4.54. Policy NATO3 Trees, Hedgerows, Woodlands, and Development confirms that permission will not be granted for proposals that adversely affect trees, woodlands and hedgerows which are subject to TPO, comprise Ancient Woodlands or are located within a site of nature conservation importance that has Statutory Protection. Development proposals will be supported that provide tree planting onsite, particularly on street frontages, and retain existing trees, woodland, and hedgerows. Existing trees shall be retained unless sufficient evidence is provided to justify their removal, where there is unavoidable loss, replacement trees will be required at a rate of three trees for every one lost. New trees planted should be native species, be of benefit to local biodiversity and increase diversity.
- 4.55. Policy NATO7 Protecting Biodiversity seeks to safeguard Internationally and Nationally Designed Sites, Irreplaceable Habitats and Locally Important Sites.
- 4.56. Policy NATO8 Enhancing Biodiversity and Habitat Connectivity requires development proposals to demonstrate how they conserve and enhance features of nature conservation and geological value. All development should provide a measurable 10% net gain in biodiversity on site in the first instance, through biodiversity enhancement off-site, or through offsetting where appropriate. Major developments must include measures to deliver biodiversity gains through opportunities to; restore and enhance existing features on site, create additional habitats and ecological networks, and linking existing habitats to create links between ecological networks and where possible, with adjoining features. The retention and enhancement of linear features which enable strong connectivity of biodiversity will be supported, such as networks of hedgerows, roadside verges, and other linear landscape features. Onsite features should be retained, buffered, and managed favourably to maintain their ecological value, connectivity, and functionality in the long term. If harm cannot be

prevented, mitigated against or appropriate compensation measures provided, planning permission will be refused.

- 4.57. Policy NAT09 Development in the Countryside and Settlement Separation, sets out instances whereby development in the countryside will be considered acceptable; including for outdoor sport and recreation, rural businesses, renewable energy, and the provision of residential development in accordance with Policy HO08.
- 4.58. Policy NAT10 Landscape Character advises that development proposals will conserve and enhance key landscape features and visual sensitivities of landscape character areas identified in the latest Borough Council Landscape Character Assessment and Landscape Sensitivity Study. Proposals should protect and enhance the character and qualities of the local landscape through appropriate design and management; make provision for retention and enhancement of features of landscape importance, provide mitigation where appropriate, and where significant landscape impacts are likely to occur, a Landscape and Visual Impact Assessment should be prepared.
- 4.59. Policy NAT11 Blue Infrastructure requires new development to contribute towards the delivery of a high quality multi-functional blue infrastructure network. Natural drainage features will be maintained and enhanced, and the protection, enhancement and creation of wet woodland habitats, ponds, etc. is supported.
- 4.60. Policy NAT12 Soils and Best and Most Versatile Agricultural Land seeks to avoid loss of best and most versatile agricultural land (Grades 1, 2 and 3a) wherever possible.
- 4.61. Policy HT01 Highways and Transportation confirms that development proposals will be supported where a Transport Assessment demonstrates:
- the best use of existing public transport, and opportunities to improve/sustain viability of services has been sought;
 - there is convenient and safe access for walking and cycling to services and facilities;
 - new sustainable transport infrastructure is well designed, integrated with green infrastructure, and contributes towards making high quality places; and
 - there is no significant adverse impact upon highway safety, and where development generates significant movements; the development is located where the need to travel

will be minimised and use of sustainable transport modes can be maximised, and the residual cumulative impacts of development on the transport network are not significant.

- 4.62. All proposals for new development should have regard to the highway design standards and be supported by a Transport Assessment and Travel Plan. Where impacts of development taken cumulatively would have a significant adverse effect on the transport network, the Council will seek measures including, where necessary, a financial contribution, where this is fairly and reasonable related to the development, to mitigate the impact of the scheme in accordance with Policy INFO1.
- 4.63. Policy HT02 Parking Standards confirms that new development is expected to provide an appropriate level of parking provision, having regard to highways authority design guidance. Disabled parking provision and onsite cycle parking should be provided.
- 4.64. Policy HT03 EV Charging Infrastructure confirms that new major residential development is required to provide one electric charging point for every new dwelling with parking provision within its curtilage, and one charging point for every 10 parking spaces with unallocated communal off-street parking, and passive charging for all remaining spaces. For non-residential development one electric charging point for every 10 parking spaces and 1 for every 10 disabled spaces is required. 10% of all remaining spaces require passive infrastructure.
- 4.65. Policy HT04 A5 Improvement Corridor advises that where impacts of a development taken cumulatively with other schemes would have a significantly adverse effect on the A5 and junctions connecting with the A5, the Council will seek financial contributions that are fairly and reasonably related to the development, to contribute towards the A5 as identified in the Council's latest Infrastructure Delivery Schedule, A5 Strategy and Highways England Capital Programme.
- 4.66. Policy INFO1 Infrastructure and Delivery sets out that where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to contribute to; provide the physical, social, and environmental infrastructure necessary to support the needs associated with the development and undertake measures to directly mitigate the impact of the development to make it acceptable in planning terms. The Borough Council will seek contributions towards critical and essential infrastructure. Where viability is proposed as a justification to deliver a reduced level of infrastructure provision

and/or planning obligations than that required by policy, appropriate evidence is required, including viability assessment.

- 4.67. Policy INFO2 Water Supply and Wastewater Management requires applicants for major development to demonstrate there is, or will be, adequate water supply and wastewater treatment infrastructure and capacity in place to serve the development at the time of occupation.
- 4.68. Policy INFO3 Telecommunications Infrastructure requires all new major residential development to be served by a full fibre connection. Developers will liaise with providers to ensure that a suitable connection is made.

The Good Design Guide: Supplementary Planning Document (SPD) 2020

- 4.69. The Council adopted Good Design Guide Supplementary Planning Document (SPD) in March 2020. The Guide aspires to substantially raise design quality in Hinckley and Bosworth whilst ensuring that the local identity and heritage of the Borough is preserved and enhanced.
- 4.70. The Guide sets out seven core design objectives for new development, which advise that development should:
1. Be functional.
 2. Support mixed uses and tenures
 3. Include successful public spaces.
 4. Be adaptable and resilient.
 5. Have a distinctive character.
 6. Be attractive.
 7. Encourage ease of movement
- 4.71. The Guide also details five design components (layout, scale, appearance, landscape, and access), as well as defining appropriate separation distances between dwellings.

- 4.72. The document also sets out area specific design guidance. For Hinckley the document sets out a description and characteristics of the town, before setting out a series of design objectives.

National Planning Policy Framework (the Framework)

- 4.73. The National Planning Policy Framework was published on the 27th March 2012 and replaced previous national planning guidance set out in Planning Policy Guidance and Planning Policy Statements. The Ministry of Housing, Communities and Local Government (MHCG) published the Revised National Planning Policy Framework (the Framework) on 24th July 2018. This is the first revision of the Framework since 2012. It implements reforms announced through the Housing White Paper, the Planning for the Right Homes in the Right Places Consultation, and the draft Revised National Planning Policy Framework consultation. The Framework was again updated in February 2019 and July 2021.
- 4.74. There are three dimensions to sustainable development: economic, social, and environmental, as set out at Section 2. The presumption in favour of sustainable remains at the ‘heart’ of the Framework. Paragraph 11 states that, for decision-taking, this means approving development proposals that accord with the development plan without delay.
- 4.75. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless the application of Framework policies that protect areas or assets of particular importance provide a clear reason for refusing the development, or any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the Framework as a whole.
- 4.76. Footnote 7 confirms those policies that protect areas or assets of particularly importance – providing a ‘closed’ list. Footnote 8 confirms that the meaning of out-of-date includes situations where the local planning authority cannot demonstrate a five-year supply of deliverable housing land.
- 4.77. An important feature of the Framework is the culture change it requires from local planning authorities. It requires local planning authorities to approach decision-taking in a positive and creative way, using the full range of planning tools available, and working proactively with applicants to secure developments that will improve the economic, social, and environmental

conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible (paragraph 38).

- 4.78. Paragraph 48 states that local planning authorities may give weight to relevant policies in emerging plans according to the stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with the Framework.
- 4.79. Section 5 of the Framework deals with housing issues and sets out the key objective for local planning authorities to deliver a sufficient supply of housing. Paragraph 60 confirms that to support the Government's objective of significantly boosting the supply of homes, a sufficient amount and variety of land can come forward where it is needed.
- 4.80. Paragraph 73 advises that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.
- 4.81. Local planning authorities are required to meet the objectively assessed needs for housing. Paragraph 74 requires authorities to identify and update annually a supply of specific deliverable sites, sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.
- 4.82. The supply should include a buffer of 5% to ensure choice and competition in the market for land, 10% where the local planning authority wishes to demonstrate supply through an annual position statement or recently adopted plan, to account for fluctuations in the market, and 20% where there has been significant under delivery over the previous three years, to improve the prospect of achieving the planned supply.
- 4.83. Section 6 of the Framework deals with building a strong and competitive economy, with significant weight being placed on the need to support economic growth and productivity, taking account of local business needs and wider opportunities for development.
- 4.84. The Framework promotes healthy communities (Section 8), advising that planning decisions should aim to achieve places which promote:

- opportunities for meetings between members of the community through mixed-use developments, strong neighbourhood centres and active street frontages;
- safe and accessible environments with clear and legible pedestrian routes and high-quality public spaces; and
- enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

4.85. Paragraph 95 of the Framework notes the importance of ensuring a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive, and collaborative approach to meeting this requirement, and to development that will widen choice in education.

4.86. Local planning authorities should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications, and work with schools' promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted (paragraph 95).

4.87. Paragraph 98 of the Framework notes that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

4.88. Section 9 of the Framework focuses upon the promotion of sustainable transport. It makes clear at paragraph 110 that plans and decisions should take account of whether:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements reflect the National Design Guide and the National Model Design Code; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

- 4.89. Paragraph 124 deals with making efficient use of land, and paragraph 125 confirms that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that developments make optimal use of the potential of the site.
- 4.90. The requirement to ensure good design in new development is set out in Section 12 of the Framework. Paragraph 130 advises that planning decisions should aim to ensure that developments;
- function well and add to the overall quality of the area;
 - are visually attractive, as a result of good architecture, layout, and landscaping;
 - are sympathetic to local character and history;
 - establish a strong sense of place; and
 - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks.
- 4.91. Paragraph 131 confirms that trees make an important contribution to the character and quality of urban environments. New streets should be tree lined and opportunities should be taken to incorporate trees elsewhere within developments, including community orchards and parks.
- 4.92. Paragraph 159 seeks to avoid development in areas at risk of flooding by directing development away from areas at highest risk.
- 4.93. Paragraph 180 deals with issues relating to biodiversity. In determining applications local planning authorities are advised to apply the following principles:
- if significant harm resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; and
 - planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats.
- 4.94. To prevent unacceptable risks from pollution, planning decisions should ensure that new development is appropriate for its location. The effects of pollution on health, living conditions, and the natural environment, and the potential sensitivity of the area or proposed development to the adverse effects from pollution, should be considered (paragraph 185).

- 4.95. Planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development (paragraph 185), and decisions should sustain and contribute towards compliance with relevant limit values for national objectives for pollutants, and opportunities to improve or mitigate impacts on air quality should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement (paragraph 186).
- 4.96. Section 16 of the Framework focuses upon the conservation and enhancement of the historic environment. It seeks to understand the wider social, cultural, economic, and environmental benefits brought by the conservation of the historic environment, as well as assessing the significance of heritage assets and the contribution they make to their environment. Paragraph 194 states that the applicant should describe the significance of any heritage asset affected, including and contribution made by their setting, and that the level of detail should be proportionate to the importance of the asset and should be no more than is sufficient to understand the potential impact of the proposal on their significance.

Planning Practice Guidance (PPG)

- 4.97. On 6th March 2014, the former Planning Minister Nick Boles announced the launch of the Planning Practice Guidance (PPG) which reinforces and provides additional guidance on the policy requirements of the Framework. The PPG is a web-based resource that is continuously updated. Alongside the publication of the updated NPPF updated Planning Practice Guidance was published in relation to viability and housing and economic development needs assessments.
- 4.98. The PPG also provides extensive guidance on the matter of design, including listing the planning objectives that can be achieved via good design. These include considering local character, landscape setting, safe, connected, and efficient streets, crime prevention, security measures, access and inclusion, efficient use of natural resources and cohesive and vibrant neighbourhoods.
- 4.99. The role of health and wellbeing in planning is a consideration in the PPG: active healthy lifestyles should be encouraged, that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing and are accessible by walking and cycling and public transport.

- 4.100. The PPG reiterates the importance of, and provides guidance on, the assessment of housing need, including affordable housing. With regards to housing delivery, it makes clear that past under-supply should be met, where possible, within the first 5 years of the plan period.

National Design Guide

- 4.101. The National Design Guide was published in January 2021 and sets out the characteristics of well-designed places and what good design means in practice. The document sets out the ten characteristics necessary to achieve high quality design:

- Context – enhances the surroundings;
- Identity – attractive and distinctive;
- Built Form – a coherent pattern of development;
- Movement – accessible and easy to move around;
- Nature – enhanced and optimised;
- Public spaces – safe, social, and inclusive;
- Uses – mixed and integrated;
- Homes and buildings – functional, healthy, and sustainable;
- Resources – efficient and resilient; and
- Lifespan – made to last.

5. Assessment of the Development Proposals

- 5.1. Section 38(6) of the Planning and Compulsory Purchase Act, 2004 requires the determination of this application to be made in accordance with the development plan, unless material considerations indicate otherwise.
- 5.2. Whilst the Framework does not change the statutory status of the development plan as the starting point in decision making, the Framework constitutes an important material consideration in determining applications. The Framework constitutes the Government's view of what sustainable development means in practice for the planning system.
- 5.3. The Government's objective in publishing the Framework was to secure a significant culture change in the way planning applications are determined, with a clear presumption in favour of sustainable development, with local planning authorities proactively driving and supporting sustainable development to deliver the homes, business and industrial units and infrastructure the country needs. A key message in the Framework is the need for positive planning to significantly boost the supply of housing to meet the full objectively assessed housing needs for an area.
- 5.4. For decision taking, the Framework requires local planning authorities to approve development proposals that accord with the development plan without delay and, where the plan is absent, silent or policies are out of date, approving planning permission unless the adverse impacts would significantly and demonstrably outweigh the benefits, or specific Framework policies indicate that development should be restricted (paragraph 11).
- 5.5. For the purposes of this application, the development plan comprises the Hinckley and Bosworth Core Strategy (December 2009) and the Site Allocations and Development Management Policies DPD (July 2016). Due weight is to be given to relevant policies according to their degree of consistency with the Framework (paragraph 219) and the extent to which they can be considered out of date (paragraph 11(d)).
- 5.6. The following sections of this Planning Statement consider the consistency of the proposals with relevant policies of the development plan and the emerging Local Plan that can be afforded weight in the determination of the application, and then considers the implications of the Framework, and whether any specific policies indicate development on the site should be restricted.

The Planning Issues

5.7. The key planning issues that have been identified in respect of the proposed development are as follows:

- The Principle of Development and Accordance with the Development Plan;
- Sustainability;
- Transport, Access, and Highway Safety;
- Flood Risk and Drainage;
- Landscape and Biodiversity;
- Archaeology and Heritage;
- Other Matters.

The Principle of Development and Accordance with the Development Plan

5.8. The Core Strategy allocated land for a minimum of 1,120 new dwellings to Hinckley, over the plan period 2006 – 2026, in order to support Hinckley's role as sub-regional centre. This approach is continued within the emerging Local Plan (February 2022) whereby the majority of new housing development is to be directed to the urban area as the most sustainable location for residential development, with over 5,000 dwellings directed to the urban area of Hinckley, Burbage, Barwell and Earl Shilton.

5.9. The emerging Local Plan's vision for Hinckley and Bosworth is that by 2039 the Borough will be a flourishing, healthy and vibrant community where people want to live work and play, with development primarily focused on the urban area where it will be closest to key services, opportunities, key transport links and facilities. The emerging Local Plan confirms that provision for a minimum of 9,124 dwellings will be made over the plan period 2020 – 2039. Policy H001 proposes the allocation of a number of sites, including six sites adjoining the Hinckley urban area, to meet the minimum housing requirement for the plan period. Policy SS04 sets out the proposed strategy for Hinckley to support its role as a sub-regional centre and key market town, and the most sustainable location for strategic level growth. The

application site represents a highly sustainable and deliverable opportunity to provide further housing growth, in accordance with the overall adopted and emerging spatial strategy.

- 5.10. The Hollycroft Grange development by Bloor Homes, and the proposed allocations in the emerging Local Plan west of the A47 for a further 500 new dwellings (HIN01H and HIN02H), demonstrate that the Council has accepted the principle and sustainability of development extending beyond the A47 bypass. The application site enjoys a better relationship with the wide range of existing facilities and services location to the south of the A47 Normandy Way.
- 5.11. Hinckley and Bosworth Borough Council is unable to demonstrate a five-year housing land supply, and its housing policies are out of date. This position has been acknowledged by the Council. At a recent appeal (27th March 2023) at Land East of The Common Barwell (reference number: APP/K2420/W/22/3295558) the supply of deliverable housing sites is agreed at 4.76 years. Should the Council be minded approving this planning application, the site could make a meaningful and timely contribution towards housing land supply within the next five years. This application should therefore be determined in accordance with paragraph 11(d) of the Framework, whereby permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 5.12. Whilst Policy DM4 of the Site Allocations Document seeks to restrict residential development outside settlement limits, the Council has approved proposals for housing development adjoining settlement limits and proposals have been allowed on appeal to help address the housing supply shortfalls. The Landscape and Visual Assessment supporting the application concludes that the proposals would result in a moderate/minor adverse effect on landscape character and a minor adverse effect on the wider landscape. The conflict with Policy DM4 should be afforded moderate weight given the limited landscape impacts and these adverse impacts would not significantly or demonstrably outweigh the benefits of the proposals in delivery housing including policy compliant affordable housing provision.
- 5.13. The remainder of this section confirms that there are no adverse impacts that would outweigh the benefits of the development.

Sustainability

- 5.14. The Framework at paragraph 8 identifies three overarching objectives to sustainable development – economic, social, and environmental objectives. The development proposals are well related to Hinckley. The emerging Local Plan’s strategy carries forward the current development plan strategy of directing development to the urban area of Hinckley, Burbage, Barwell and Earl Shilton. The emerging Local Plan confirms that development will be primarily focussed on the urban area, where it will be closest to key services, opportunities, key transport links and facilities. As set out in more detail further below, the application site is located within close proximity of an extensive range of facilities and services, including primary and secondary education, a supermarket, restaurant, and recreation areas. A range of services and facilities are located immediately to the south of Normandy Way. In the context of the Council’s declared Climate Emergency, the application site is a location that can facilitate sustainable travel modes with easy access by walking, cycling and public transport to existing nearby facilities, as well as the wider opportunities available in Hinckley Town Centre. Normandy Way and Stoke Road are also well served by local bus services.
- 5.15. The local pedestrian and cycle infrastructure is good, and the services and facilities available nearby are accessible by walking and cycling (further detail is provided within accompanying Transport Assessment). The application site is therefore well related to existing retail and employment areas, with a range of services and facilities located immediately to the south of Normandy Way. The site offers the opportunity to deliver highly sustainable new development, including new housing, together with extensive areas of public open space, together with new facilities including a site for a new primary school. Two new Toucan crossings are provided across the A47 Normandy Way, to facilitate safe access to nearby facilities and services. A footway is also proposed along Stoke Road to provide safe access to St Martins Academy.
- 5.16. In terms of the economic benefits of new housing development, the Home Builders Federation Housing Calculator, based on The Economic Footprint of House Building (July 2018) estimates that for every additional house built, the benefits for the local community include the creation of 3 jobs (direct and indirect), financial contributions of £27,754 towards affordable housing, £806 towards education, £297 towards open space/leisure, £1,129 extra in Council Tax and £26,339 spent in local shops. For a development of 475 dwellings, this would total 1,425 jobs (direct and indirect), financial contributions of £13,183,150 towards affordable housing, £382,850 towards education, £141,075 towards open space/leisure, £536,275 extra in Council Tax and £12,511,025 spent in local shops. The scheme would provide economic benefits through the creation of jobs, and the demand for services and materials during construction

phases, and from the future occupiers of the development, who will support businesses in the wider area.

- 5.17. RPS and the Land Promoters and Developers Federation published a paper on 'The Housing Emergency' in November 2021. This is included at **Appendix 3**. This paper confirms that in 2020 the average cost of buying a home was 7.84 times the average income, with only 40% of the identified number of affordable homes being delivered. The paper references a recent report and research by Shelter that advises that 17.5 million people are impacted by the housing emergency, living in overcrowded, dangerous, unstable, or unaffordable housing, and 1 in 5 adults regarded housing issues as having negative impacts on their mental health in the last five years. The provision of new housing, including 20% affordable housing, within a sustainable location, is a significant social benefit. The planning application proposes policy compliant affordable housing, incorporating a range of house types, sizes, and tenures. The scheme would provide social benefits in terms of the large contribution towards the overall housing supply within the Borough.
- 5.18. The Illustrative Masterplan also incorporates extensive areas of public open space, including children's' play areas, a trim trail, and a community orchard. The proposals also include land being made available for a new 1 form entry primary school, together with a further 1ha site safeguarded for future expansion of the primary school. The proposals will therefore provide social benefits through the provision of policy compliant affordable housing, land for a new primary school and also through the new areas of public open space proposed.
- 5.19. In terms of environmental sustainability, the proposals seek to mitigate any adverse environmental impacts and provide a net gain where possible, as set out further in the remainder of this section. This includes the provision of new areas of public open space and drainage attenuation, which can incorporate biodiversity benefits. The application site lies immediately adjacent to the existing settlement boundary, with existing retail, employment and residential development located immediately to the south of the site, reducing the need to travel by car. The site does not lie within or close to a nationally designated landscape, and the site does not lie within or close to a locally designated landscape. The Landscape and Visual Appraisal demonstrates that the proposed development would not cause harm to the intrinsic character of the open countryside and rural character surrounding the northern edge of Hinckley.

Transport, Access, and Highway Safety

- 5.20. The planning application is supported by a Transport Assessment and Travel Plan by Hub. The site will be accessed via a new three arm roundabout junction located on Stoke Road. As part of the access proposals, the existing footpath/cycleway on both sides of Stoke Road will be extended to the site access and along the central spine road within the site. Dropped kerb crossings with tactile paving will be provided at the access roundabout. The proposed site access arrangements are predicted to operate within capacity with minimal queues or delays.
- 5.21. Two Toucan crossings are provided to facilitate the safe crossing of the A47 Normandy Way, one aligns with the existing Public Right of Way which crosses the application site, and the second is located between Cornfield and Nelson Drive; connecting in with the existing footpath/cycleway infrastructure located on the southern side of the A47. A Stage 1 Road Safety Audit has been undertaken for the site access junction, as well as the Toucan crossings.
- 5.22. The site is well located in order to make use of existing facilities. Within 800m of the centre of the site there are a range of amenities, including primary schools, a supermarket, restaurants, and recreation areas. Further facilities are located within 1,200m of the site including a secondary school. Connections to the existing cycle network are available, including the existing off-road route that runs along the southern side of the A47 and links to Earl Shilton and Harrowbrook Industrial Estate. Regular bus services can be accessed via Stoke Road, providing connections to Nuneaton, via Stoke Golding, and further services are available via Ashby Road, providing connections to Leicester and Hinckley. Hinckley Railway Station is located approximately 3.4km to the south of the application site.
- 5.23. Our Transport Consultant, Hub Transport Planning, have been actively engaged with Leicestershire County Council Highway Authority as well as National Highways and Warwickshire County Council. The submitted The Transport Assessment assessed the cumulative impact of the development on the local highway network. A mitigation scheme is proposed at the A47/Stoke Road roundabout, which involves widening the exit lanes on the A47 arms of the roundabout to allow the lane designations on the approach arm to be amended to allow two ahead lanes. This will provide an overall capacity benefit. A mitigation scheme is also proposed for the A47/Ashby Road traffic signal junction, the scheme provides an additional right turn lane on the A47 western arm of the junction as well as an additional left turn lane on the Ashby Road southern arm. Additionally, improvements are proposed at the junction, to provide a staggered pedestrian crossing on the A47 west arm and both of the

Ashby Road arms (current provision is uncontrolled pedestrian facilities only). The proposed mitigation schemes have been subject to Stage 1 Road Safety Audit.

- 5.24. Further traffic modelling is being undertaken using Leicestershire County Council's Pan Regional Transport Model. This will lead to an updated transport assessment to be produced where the modelling results will be presented. This Transport Assessment will be submitted as part of the planning application in due course. This is being progressed with full engagement with Leicestershire County Council which will enable a positive supported response to be made to it. The Transport Assessment will set out the proposed mitigation strategy for the site. This will include a review of the proposed mitigation included in the original TA. The updated TA will also demonstrate that a safe and suitable access can be provided for all users and that the development impacts are not severe and are in line with paragraphs 110 and 11 of the NPPF.
- 5.25. The proposed development is well located to make use of the existing and planned infrastructure and services and is therefore suitable in transport forms. The development will promote the use of sustainable modes of transport and the application site provides safe and suitable access for all users. The assessment work undertaken and set out within the accompanying Transport Assessment demonstrates that, the development will not have a material impact on the operation of the local highway network and will not have an unacceptable impact on highway safety. The proposed development therefore accords with Section 9 of the Framework, Policy DMP17 and emerging Policies PMD02 and HT01, and as such, there are no reasons why the proposed development should be resisted on traffic or transport grounds.

Flood Risk and Drainage

- 5.26. The planning application is accompanied by a Flood Risk Assessment and Sustainable Drainage Statement by BWB.
- 5.27. The Environment Agency's Flood Map for Planning confirms that the application site is located entirely within Flood Zone 1, which is land defined as having less than a 1 in 1,000 annual probability of river or sea flooding.
- 5.28. An Unnamed Ordinary Watercourse (UOW) is shown to flow adjacent to the eastern site boundary in a northerly direction. A series of ditches are shown to be present either side of

Stoke Road, located to the west of the site. A hydraulic modelling exercise has been undertaken to determine the flood risk associated with these features as they are not currently represented within the Flood Map for Planning due to their small catchment area (<3km²).

- 5.29. It is recommended that the finished floor levels of proposed dwellings are set 600mm above the 1 in 100-year plus 22% climate change peak flood level. All built development should be located outside of the associated flood extent to avoid displacing flood water and increasing risk elsewhere.
- 5.30. The proposed development has also been assessed against a further range of potential flood risk sources including surface water, canals, groundwater, reservoirs, and sewers. None of these flood sources have been found to represent a barrier to development.
- 5.31. The existing site is entirely greenfield in nature, with Stoke Road bisecting the west of the site. The topography of the site falls to the west and east from the centre of the site, thus draining towards Stoke Road and the bordering UOW respectively.
- 5.32. The Sustainable Drainage Statement confirms that the application site is split into two catchments for drainage purposes. The eastern catchment will drain surface water from the site at a restricted rate to the watercourse located at the eastern site boundary, in line with the existing condition. Several drainage ditches and culverts are located adjacent to Stoke Road, and therefore it is proposed that the western catchment will drain surface water from the site at a restricted rate to the receiving watercourse adjacent to Stoke Road, in line with the existing condition.
- 5.33. Surface water will be collected via a combination of road gullies, downpipes, and channel drains, before being conveyed through underground pipe network to detention basins before being discharged at a restricted rate. There is also a central swale feature which has been incorporated into the proposed green corridor, as shown on the Illustrative Masterplan. The Illustrative Masterplan shows sufficient storage attenuation for events up to and including the 1 in 100-year storm with a 40% climate change allowance. The attenuation basins can be planted with native species and will form part of the landscaping and public open space strategy, in order to provide amenity benefits. The swales will provide further treatment as well as amenity and biodiversity value. The Sustainable Drainage Statement confirms that the drainage design for the proposed development will comply with all relevant local and national standards, including the hierarchy of discharge, runoff rate and volume criterion.

- 5.34. The accompanying Flood Risk Assessment and Sustainable Drainage Statement by BWB, confirm that the proposed development can proceed without being at any significant flood risk and without increasing flood risk elsewhere. The proposals are considered sustainable from a flood risk and drainage perspective, and comply with the requirements of Policy DM10, emerging Policies CC01, CC02, CC03, PMDO3 and NAT11 and paragraph 159 of the Framework.

Landscape and Biodiversity

- 5.35. The planning application is supported by a Landscape and Visual Appraisal by Zebra. The application site does not lie within or close to a nationally designated landscape, and the site does not lie within or close to a locally designated landscape. There is limited public access or recreational access, with a limited Public Right of Way Network.
- 5.36. The Landscape and Visual Appraisal demonstrates that the proposed development would not cause harm to the intrinsic character of the open countryside and rural character surrounding the northern edge of Hinckley.
- 5.37. The Illustrative Masterplan and Illustrative Landscape Masterplan provide a strategy for landscape mitigation and enhancement. This strategy seeks to further integrate the proposed development into its settlement edge setting, as set out below:
- Retain the majority of the existing vegetation and boundary trees on and adjacent to the application site and integrate these elements with the masterplan proposals;
 - Enhance existing open boundaries of the site with new hedgerow planting, hedgerow oak planting, woodland copse, and wider infrastructure initiatives to integrate the proposed development into the surrounding countryside;
 - The retention of existing hedgerows lines (where permissible) for the creation of green corridors running through the scheme of varying width retaining existing landscape fabric, and affording new tree planting, native structure planting and ecological betterment. These routes are integral to the green infrastructure strategy, enabling safe pedestrian and combined pedestrian and cycling routes. These routes break up the (perception) of development mass and have been arranged along existing and new hedgerow lines which predominantly run through the width of the development;

- Retain and enhance the existing extensive landscape buffer along the boundary with the A47 Normandy Way and set development back inside the site from the northern site edge with a range of public open spaces providing extensive opportunity for woodland tree planting creating. A community orchard is also will integrate new development within the site, nestled below the northern site edge, creating a robust backdrop to the wider open countryside, effectively reducing visual prominence across the wider environment;
- Substantial public open space running through the core of the development enabling extensive green infrastructure with tree planting to break up development mass and filter views of new built form. This public open space interconnects with the aforementioned green corridors; and
- Significant public open space to the south western and western edge of the site to break up development mass and filter views from the public routes to the west and north west. Development has been pulled back from these perimeters to protect visual amenity from the wider landscape across open countryside where the Public Right of Way network affords opportunity to see the site in the baseline situation, albeit views are filtered by extensive landscape features typical of the host landscape character area.

5.38. The landscape strategy comprises a network of accessible open spaces forming a green network across the application site. This green network not only contributes to the creation of a sustainable scheme that can be designed in line with best practice, but it also contributes to creating a setting that is conducive to encouraging healthy living and providing for all activities as part of family life. This strategy also incorporates opportunities for ecological enhancement and habitat creation.

5.39. The overall landscape strategy draws together the mitigation measures, green and blue infrastructure provision, and enhances and conserves existing landscape features. The Landscape and Visual Appraisal concludes that the proposed development comprises an appropriately scaled development, designed to be in keeping with the local landscape character and landscape setting, and therefore it would result in a very limited material landscape or visual effects. The proposed development is considered to accord with the requirements of Policy DM4, emerging Policies NAT10 and NAT11, and Section 15 of the Framework.

- 5.40. An Ecological Impact Assessment (EclA), supported by a number of surveys including a Great Crested Newt Survey, Breeding Bird Survey, Bat Activity Survey, Mammal Survey, Barn Owl Report and Hedgerow Regulations Assessment, has been undertaken by Zebra. The site comprises five separate field parcels, with a further parcel located to the west of Stoke Road. The fields to the east of Stoke Road have been subject to intensive grazing. A mixture of native species-rich and species-poor hedgerow form the boundaries of fields, and a slow-flowing shallow brook runs along the eastern boundary of the site. Two ponds are located within the application site.
- 5.41. There are three statutory designated sites within 5km of the application site. These are Burbage Common and Woods (LNR) located approximately 2.3km to the east, Burbage Wood, and Aston Firs (SSSI) located approximately 3.1km to the south east and Kendall's Meadow (SSSI) located approximately 3.6km to the north west. The nearest non-statutory designated site – Richmond School Ash LWS is located approximately 440m to the south of the application site. The report confirms that no significant impacts are predicted in relation to these sites. Standard good construction practice will be followed.
- 5.42. . The bat activity report confirms that the site holds a low suitability for commuting and foraging bats. The breeding bird survey recommends additional mitigation measure which can be implemented on site. The great crested newt survey confirms the absence of this species. The riparian mammal survey found no evidence of this species on site. A badger sett is located within the site. The layout has taken account of this, and mitigation measure are recommended to be undertaken during construction.
- 5.43. The Ecological Impact Assessment and supporting surveys and Biodiversity Impact Assessment, together confirm that any protected species interest, can be adequately mitigated as part of the overall ecological and landscape strategy, and the proposed development is therefore capable of compliance with relevant planning policy for the conservation and enhancement of the natural environment (emerging Policies NATO7 and NATO8 and paragraph 180 of the Framework).
- 5.44. The accompanying Arboricultural Impact Assessment (AIA) by Zebra confirms that the Illustrative Masterplan has sought to minimise the requirement for tree removal, however, due to building/engineering requirements, including site access arrangements, some minor loss of trees is unavoidable. The large majority of trees and hedgerows are retained as part of the proposed development. Of the trees/hedgerows to be removed/partially removed, the large

majority are category C trees, apart from one category B tree within the north eastern part of the site and one part-removal of a category B hedgerow within the south eastern part of the site. The removal of this category B tree and hedgerow is required to facilitate the site access formation and A47 Normandy Way/Stoke Road roundabout mitigation scheme respectively. None of the trees proposed for removal are considered aged or veteran and therefore the principles for refusal within the Framework do not apply. The Illustrative Landscape Masterplan includes the provision of extensive new tree planting within areas of public open space and throughout the proposed development, including the inclusion of a tree lined streets.

- 5.45. The proposed development includes the provision of a community orchard, new tree planting within areas of public open space and tree lined streets and is therefore in accordance with emerging Policy PMD01 and paragraph 131 of the Framework. The AIA and Illustrative Masterplan demonstrate that the proposed development has sought to retain trees and hedgerows where possible, incorporate replacement/new native trees where such loss is unavoidable. The application therefore accords with emerging Policy NATO3.

Archaeology and Heritage

- 5.46. The planning application is accompanied by a Built Heritage Statement and an Archaeological Desk Based Assessment by RPS, which has been prepared in accordance with Section 16 of the Framework.
- 5.47. There are no designated or non-designated built heritage assets within the application site. Whilst there are two Listed Buildings and seven non-designated built heritage assets located within a 1km search area, the report considers that only the non-designated assets of Middlefield Farm, Stoke Road and the Isolation Hospital, Ashby Road, had the potential to be affected by development within the site through changes within their setting. The assessment concludes that the site comprises a neutral element within the setting of these non-designated built heritage assets whereby it makes no contribution to their respective significance. Although the development will result in changes within the settings of Middlefield Farm and to a lesser extent the Isolation Hospital, these changes will not affect how their limited significance is appreciated or understood and will cause no harm.
- 5.48. The proposed development accords with the requirements of the NPPF and Policy DM12, emerging Policies HEO1 and HEO2, and in the context of the NPPF, the tests of paragraphs 201, 202 and 203 are not engaged.

- 5.49. The site has been subject to geophysical survey, together with a desk-top review and site visit/walkover survey. The geophysical survey has identified a potential Medieval windmill and a possible ring ditch, together with scattered features representing discrete short ditches and pits, along with a possible ditched enclosure. Buried remains of Medieval or Post-Medieval ridge and furrow were also identified, reflecting the historical agricultural use.
- 5.50. The Archaeological Desk Based Assessment concludes that there are no fundamental archaeological constraints to development on the site, and it is proposed that further confirmation of the site's potential for below ground archaeology through trial investigation work. Trial trenching was carried out between in October 2022. This revealed ridge and furrow across the site, historic field boundaries and the location of a previously unrecorded post windmill which appears to be of medieval date. There was further evidence that the windmill was lost to fire in the early to mid-16th Century.
- 5.51. Prior to developing the site, a written scheme of investigation will be prepared which will include a programme of archaeological investigation including the excavation of the post-built windmill.

Other Matters

Noise

- 5.52. A Noise Impact Assessment has been undertaken by BWB. A baseline noise survey was undertaken in January 2022 and additional baseline monitoring was completed in February 2022. The Noise Assessment confirms that with appropriate mitigation measures, an appropriate level of protection can be provided to future noise sensitive receptors on site.
- 5.53. For dwellings closest to the A47 Normandy Way, localised barriers of up to 2m in height are required around external amenity areas. Appropriate double glazing and acoustic trickle ventilators would be required for those properties located closest to Stoke Road/A47 Normandy Way. For dwellings located closest to the existing farm to the north of the site, appropriate double glazing and acoustic trickle ventilators would also be required for those properties located closest to the dairy farm and the associated milking operation. Additionally, a noise attenuation bund can be provided to the northern boundary, adjacent to the dairy farm. Therefore, it is likely that predicted noise levels at these properties will be less and the mitigation required would be reduced. This will be determined at detailed design stages.

- 5.54. The Noise Assessment confirms that the mitigation strategy set out above will ensure future occupants are protected from road traffic noise from Stoke Road and the A47 Normandy Way, and the noise associated with the adjacent dairy farm. The proposed development therefore accords with the requirements of emerging Policy PMDO3 and paragraph 185 of the Framework.

Air Quality

- 5.55. An Air Quality Assessment has been undertaken by BWB. The application site is not located within, or within the vicinity of, an existing Air Quality Management Area. A construction dust phase assessment has been undertaken and best practice measures are recommended to minimise emissions during construction phases. With the implementation of these measures, the impact of construction phase dust emissions is considered to be 'not significant'.
- 5.56. An operational phase road traffic emissions assessment has been undertaken to consider the impact of development-generated road traffic on local air quality at identified existing receptor locations. Road traffic emissions have been modelled and concentrations of nitrogen dioxide and particulate matter predicted. The proposed development is not anticipated to result in any new exceedances of the relevant air quality objectives and the impact of the development on local air quality is predicted to be 'negligible'.
- 5.57. Concentrations of nitrogen dioxide and particulate matter were also predicted and the site suitability for residential use was considered. Pollutant concentrations were predicted to be below the relevant air quality objectives and the application site is therefore considered to be suitable for the proposed use. The proposed development therefore accords with the requirements of emerging Policy PMDO3 and paragraph 186 of the Framework.

Ground Conditions

- 5.58. The planning application is accompanied by a Phase 1 Geo-Environmental Assessment by BWB. The application site is currently utilised as arable agricultural land and has been used for agricultural purposes throughout the mapping period reviewed from circa 1886.
- 5.59. The report recommends that intrusive ground investigation should be undertaken to confirm ground conditions at the application site, assess the gas regime, allow for in-situ and laboratory testing to inform foundation design. The Phase 1 report, together with the recommendations for further investigation works, will ensure that the application site is suitable for the proposed

development in terms of ground conditions and land stability/contamination, in accordance with paragraph 183 of the Framework.

Utilities

- 5.60. The planning application is supported by a Utilities Assessment by BWB which evaluates the requirements for new utility infrastructure, potential upgrade/reinforcement works, and any need for further investigation. The area immediately to the south of the application site is well served by the main utility providers.
- 5.61. Western Power Distribution has confirmed that there is insufficient capacity in the network and therefore reinforcement works will be required. Cadent Gas has advised that there is sufficient capacity in the network to supply the development, and Severn Trent has confirmed that future analysis will be required to further assess the local network connections. Telecommunications can be provided via a new connection to the existing Openreach infrastructure off Normandy Way/Stoke Road. It is anticipated that diversionary works will be required for both Severn Trent and BT/Openreach assets located adjacent to Stoke Road, to the west of the proposed development.
- 5.62. The applicant team will continue to engage with utility providers to ensure that the necessary service connections can be made, and it is not anticipated that any of the above reinforcement/further analysis requirements would be a constraint to development.

Minerals

- 5.63. The planning application is supported by a mineral resource assessment. The falls within a sand and gravel mineral safeguarding area identified by Leicestershire County Council. The assessment concludes that there are no economically viable deposits of sand and gravel present beneath the site. the assessment recommends that further site-specific intrusive investigation is carry out to determine the presence of economically viable sand and gravel deposits. This would be carried out prior to the commencement of development.

6. Affordable Housing Statement

- 6.1. Policy 15 of the adopted Core Strategy sets out the policy position with regards to affordable housing. Policy 15 confirms that a minimum of 2,090 affordable homes will be provided over the plan period. For the Urban Areas of Hinckley, Barwell, Earl Shilton and Burbage, on sites of 15 dwellings or more, there is a 20% target for onsite affordable housing, with a tenure split of 75% social rented and 25% intermediate housing. The Policy goes on to state that these figures will be kept up to date through an Affordable Housing Supplementary Planning Document. However, such a document has not been produced at the time of writing.
- 6.2. Richborough Estates is committed to providing 20% onsite affordable housing, in accordance with adopted policy. The Policy goes on to state that these figures will be kept up to date through an Affordable Housing Supplementary Planning Document. However, such a document has not been produced at the time of writing. Tenure split will be provided in accordance with the latest local need evidence.

7. Section 106 Heads of Terms

7.1. The applicant will enter into a Section 106 obligation (in the form of an agreement or undertaking) to ensure delivery of such requirements as are reasonable and which accord with the legal tests set out in Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended) in respect of the grant of planning permission for this site. It is anticipated that the application will be subject to a Section 106 agreement that will provide the following Heads of Terms:

- 20% affordable housing provision;
- Any necessary contributions towards early years, primary, secondary education, post 16 and SEND education facilities;
- Any necessary contributions towards waste management.
- Contributions to any necessary, offsite highway improvements, public transport improvements/Travel Plan measures;
- Contributions towards off site open space; and
- Any necessary contributions to library facilities.

8. Summary and Conclusion

- 8.1. This Planning Statement accompanies and supports an outline planning application (all matters reserved save for means of access) for up to 475 dwellings, including public open space, land reserved for a primary school (Use Class F1(a)), landscaping, drainage, and associated infrastructure, at land east of Stoke Road and north of Normandy Way (A47), Hinckley.
- 8.2. The application site lies immediately to the north of the existing Hinckley urban area and is well related to existing employment areas and retail facilities to the south of Normandy Way. In the context of the Council's declared Climate Emergency, it is a site that can facilitate sustainable travel modes with easy access by walking, cycling and public transport to existing facilities close to the site, and also the wider opportunities available in Hinckley Town Centre.
- 8.3. Hinckley is the most sustainable urban centre in the Borough, with a wide range of facilities and services, together with employment opportunities, and is therefore a sustainable location to accommodate further growth. The development strategy within the emerging Local Plan confirms that the majority of new housing development will be directed to the urban area (Hinckley, Burbage, Earl Shilton and Barwell) of the Borough, as the most sustainable location for growth. The urban area is the key focus for key facilities and services in the Borough, providing the widest retail offer, jobs, education, leisure, and health care, as well as key transport links. This strategy follows the approach within the adopted Core Strategy, which focused housing development to Hinckley to support its role as sub-regional centre.
- 8.4. The planning application has been informed by a full range of supporting technical studies, which confirm that there are no technical constraints that would prevent the development of the site. This Statement has explained in detail the benefits and impacts of the proposed development, and the extent to which mitigation measures are proposed to limit any adverse impacts. Careful consideration has been given to the overall form and layout of the proposed development, to ensure the creation of a new distinctive place, through a landscape-led scheme, to ensure any wider landscape impacts are minimised. The accompanying Design and Access Statement by Pegasus Group outlines the key design principles and highlights how a high-quality scheme will be delivered at this location.

- 8.5. Hinckley and Bosworth Borough Council is unable to demonstrate a five-year housing land supply, and its housing policies are out of date. This application should therefore be determined in accordance with paragraph 11(d) of the Framework, whereby permission should be granted unless adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 8.6. Having regard to the necessary test set out at paragraph 11 of the Framework, there are no adverse impacts that would outweigh the benefits of the development. In accordance with section 38(6) of the Planning and Compulsory Purchase Act (2004), and the presumption in favour of sustainable development, the application should therefore be approved.



Appendix 1 – EIA Screening Opinion



Appendix 2 – Wider Concept Masterplan



Appendix 3 – The Housing Emergency (LPDF)

East Midlands

4 The Courtyard, Church Street, Lockington,
Derbyshire, DE74 2SL
T 01509 670806
E EastMidlands@pegasusgroup.co.uk
Offices throughout the UK & Ireland

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE



All paper sources from sustainably managed forests

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales.

Registered office: Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT
We are ISO certified 9001, 14001, 45001



Pegasus_Group



pegasusgroup



Pegasus_Group

PEGASUSGROUP.CO.UK