



Planning Statement

Land Off Ashby Road and Normandy Way

On behalf of Miller Homes

September 2026

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1. Chapter 1 – Introduction

- 1.1. Marrons are instructed by Miller Homes (“the applicant”) to prepare this Planning Statement (“this Statement”). This Statement accompanies a full planning application submitted to Hinckley and Bosworth Brough Council (“HBBC”) for determination, as it relates to the development of two land parcels at Ashby Road and Normandy Way (“the Sites”).
- 1.2. The location of the Sites is demonstrated in the supporting Site Location Plan (n2583-001) prepared by Nineteen47.
- 1.3. It is important to note that, for the purposes of this planning application, the Sites are being promoted as a single, comprehensive full application. Whilst comprising two distinct land parcels, the proposed development has been conceived and designed as a coordinated scheme. This approach ensures that matters such as access, movement, drainage, landscaping, open space provision and overall placemaking are considered holistically, rather than in isolation. The extent of the two land parcels is shown in Appendix A.
- 1.4. Consent is therefore sought for a full application, with the description of development set out below;

“Full planning application for the erection of 482 dwellings on land at Normandy Way and Ashby Road, Hinckley, comprising development across two parcels including:

- *the northern parcel (off Ashby Road) for residential development, public open space, play provision, structural landscaping, sustainable drainage infrastructure and the provision of a new vehicular route;*
- *the southern parcel (off Normandy Way) for residential development, public open space, landscaping and drainage infrastructure.*

Together with associated access, internal roads, pedestrian and cycle connections, utilities and all other associated infrastructure”

- 1.5. For reference the sites will be referred to as separate parcels when being discussed within this Statement. These are as follows;
- Parcel A – off Ashby Road
 - Parcel B – off Normandy Way
- 1.6. The proposed development parcels will be served via two separate vehicular access points.
- 1.7. Access to Parcel A is proposed via a new three-arm roundabout junction taken from the A447 Ashby Road. This access arrangement will serve the residential development parcel together with associated internal roads, pedestrian and cycle connections, landscaping and sustainable drainage infrastructure.
- 1.8. Parcel B will be accessed via a ghost island right turn served from the A47 Normandy Way along the southern edge providing safe and suitable access into the southern development parcel for all users including vehicles, pedestrians and cyclists.
- 1.9. The detailed access strategy for both parcels has been prepared by Pell Frischmann and is set out in full within the accompanying Transport Assessment (“TA”). The proposed access arrangements have been designed in accordance with the Leicestershire Highway Design Guide and demonstrate that the development can be safely and appropriately accommodated within the local highway network.
- 1.10. This Statement should be read alongside all other technical reports and drawings submitted in support of the application which, collectively, demonstrate that the proposed development is acceptable in planning terms. Having regard to the development plan and all relevant material considerations, this Statement demonstrates that there are no technical reasons as to why planning permission should be delayed or refused.

Application Content

- 1.11. A comprehensive suite of technical reports, and drawings accompany this Statement. These have been prepared by specialist consultants to inform and support the application for a full planning permission. The submission includes the following
- Acoustic Assessment (prepared by MEC Consulting Group Ltd)
 - Air Quality Assessment (prepared by MEC Consulting Group Ltd)
 - Arboricultural Impact Assessment (prepared by FPCR)

- Archaeological Desk-Based Assessment (RPS Tetrattech)
- Design and Access Statement (prepared by Nineteen47)
- Community Consultation Statement (prepared by Marrons)
- Ecological Appraisal (prepared by FPCR) – Inc following surveys
 - GCN eDNA Report
 - Badger Report
 - Bat Report
 - Combined Bird Survey Report
- Biodiversity Net Gain Report and Metric (prepared by FPCR)
- Flood Risk Assessment and Drainage Strategy (prepared by ADC)
- Heritage Impact Assessment (prepared by RPS Tetrattech)
- Landscape and Visual Impact Assessment (prepared by FPCR)
- Phase 1 Ground Investigation Report (Rogers Leask)
- Transport Statement (prepared by Pell Frischmann)
- Travel Plan (Pell Frischmann)
- Trail Trenching Report (MOLA)
- Utilities Assessment (MEC)
- Street Scene pack (Nineteen47)
- House type pack (Nineteen47)

Application Drawings

1.12. For clarity, the drawings submitted in support of the full application, and for approval, comprise:

Plans/ Drawings	Drawing Number
Site Location Plan	n2583_001 Location Plan
Technical Planning Layout	n2583_008 Technical Planning Layout
Presentation Planning Layout	n2583_009 Presentation Planning Layout
Material Plan	n2583_600 Materials Plan
Boundary Treatment Plan	n2583_700 Boundary Treatments Plan

Plans/ Drawings	Drawing Number
Detailed Access Drawing (Parcel A)	109523-PEF-ZZ-XX-DR-C-0002-S2-P03
Detailed Access Drawing (Parcel B)	109523-PEF-ZZ-XX-DR-C-0001-S2-P02
Landscape Strategy Plan (Normandy Way)	10858-FPCR-XX-XX-DR-L-0006
Landscape Strategy Plan (Ashby Road)	10858-FPCR-XX-XX-DR-L-0005
Fire Tracking (Parcel A)	24725RLL-24-XX-DR-C-1001-P01
Fire Tracking (Parcel B)	24725RLL-24-XX-DR-C-1002-P01
Refuse Vehicle Swept Path Analysis (Parcel A)	24725RLL-24-XX-DR-C-1005 P03 Refuse Tracking
Refuse Vehicle Swept Path Analysis (Parcel B)	24725RLL-24-XX-DR-C-1005 P03 Refuse Tracking
Refuse Vehicle Swept Path Analysis (Parcel A Access)	109523-PEF-ZZ-XX-DR-C-0101_S2-P02
Refuse Vehicle Swept Path Analysis (Parcel B Access)	109523-PEF-ZZ-XX-DR-C-0103_S2-P02
Preliminary FFL's and Drainage Strategy (Parcel A)	24725RLL-24-XX-DR-C-601 P02 Preliminary FFL's and Drainage Strategy 24725RLL-24-XX-DR-C-601 P02 Preliminary FFL's and Drainage Strategy
Preliminary FFL's and Drainage Strategy (Parcel B)	24725RLL-24-XX-DR-C- 602A Preliminary FFLs
Highway Drainage Proposals (Parcel A)	109523-PEF-ZZ-XX-DR-C-0500-S2-P03_
Highway Drainage Proposals (Parcel B)	109523-PEF-ZZ-XX-DR-C-0501-S2-P02_
Highway Longsections (Parcel A)	109523-PEF-ZZ-XX-DR-C-0600-S2-P03_
Highway Longsections (Parcel B)	109523-PEF-ZZ-XX-DR-C-0601-S2-P02_

1.13. The Site Location Plan, prepared by nineteen47 is submitted in support of the application. It clearly defines the red line boundary encompassing parcel A (off Ashby Road) and parcel

B (off Normandy Way), which while separate, they together form the application site for this comprehensive development proposal. The respective site areas are therefore as follows:

- Parcel A (off Ashby Road): approximately 17.87 hectares
- Parcel B (off Normandy Way): approximately 2.88 hectares

1.14. The plan demonstrates that, whilst the Site comprises two distinct parcels, they are brought forward under a single application to reflect their combined role in delivering a coordinated and integrated scheme.

1.15. A Technical Planning Layout has been prepared by nineteen47 which demonstrates the proposed comprehensive residential development across both parcels, including the disposition of built form, movement corridors, public open space, sustainable drainage features, structural landscaping and associated infrastructure.

1.16. A coloured Planning Layout has also been prepared which illustrates the full extent of the application proposals and assists in demonstrating the key components and design principles of the development across both parcels.

1.17. A Materials Plan has been prepared to establish the proposed architectural palette for the development and to demonstrate how the proposed materials and finishes would contribute towards a high-quality and cohesive form of development appropriate to the character and appearance of the area.

1.18. A Boundary Treatment Plan has also been submitted which identifies the proposed treatment of the site boundaries throughout the development, including landscaping interfaces and relationships with adjoining land uses and public realm areas.

1.19. In addition, detailed access drawings accompany the TA and demonstrate the proposed vehicular access arrangements for both parcels. The submitted drawings illustrate how vehicles, pedestrians, cyclists and service vehicles would safely enter and exit the development, together with the proposed visibility splays, junction geometry and roundabout arrangements associated with the parcels.

1.20. A landscape Strategy Plan has been prepared by FPCR has been developed around the retention and enhancement of the site's existing landscape framework, with existing hedgerows, mature trees and key boundary vegetation incorporated into a comprehensive green infrastructure network. The proposals provide substantial areas of structural

woodland, species-rich hedgerow planting, meadow grassland, wetland habitats, public open space, SuDS features and extensive tree planting, creating a robust landscape structure that reinforces the rural edge, strengthens biodiversity, and assists in assimilating the development into its surroundings. The strategy also delivers a substantial landscaped buffer to Rogue's Lane and establishes a connected network of recreational green spaces, play areas and ecological corridors.

- 1.21. Detailed vehicle tracking drawings have been prepared by Rogers Leask for both parcels. These drawings demonstrate that the proposed internal highway network has been designed to safely accommodate the movement of all anticipated vehicle types, including private vehicles, refuse collection vehicles, service and delivery vehicles, and emergency service appliances.
- 1.22. A footway and cycleway plan has been prepared by Pell Frischmann which demonstrates the proposed enhanced pedestrian and cycle connectivity measures along the western side of Ashby Road. The scheme includes new shared footway/cycleway facilities, a new toucan crossing and connections to wider active travel infrastructure, providing safe and convenient links between the proposed development, existing residential areas and local services.
- 1.23. A drainage layout and preliminary finished floor level strategy has been prepared by ADC Infrastructure for both development parcels. The drawings illustrate the proposed surface water drainage network, attenuation infrastructure, drainage outfalls and indicative finished floor levels across the Sites. Together, these plans demonstrate how surface water runoff will be managed through a sustainable drainage approach, whilst ensuring that development parcels remain appropriately protected from flood risk and that runoff rates are controlled in accordance with agreed drainage principles.
- 1.24. Cut and fill drawings have been prepared to assess the earthworks requirements associated with the development of both parcels. These drawings identify the anticipated movement of material across the Sites and demonstrate how development platforms, highways, drainage features and public open spaces can be delivered whilst responding appropriately to existing site levels.
- 1.25. Detailed highway engineering drawings have also been prepared by Pell Frishman in support of the application, including highway drainage proposals, finished road levels and longitudinal sections for the principal access routes and internal highway network. These

drawings demonstrate the technical deliverability of the proposed highway infrastructure across both parcels and confirm that appropriate gradients, drainage arrangements and highway construction standards can be achieved.

Report Structure

1.26. This Planning Statement is structured as follows:

- Chapter 1 – Introduction
- Chapter 2 – The Site and Surrounding Context
- Chapter 3- Planning History and Public Consultation
- Chapter 4 – The Proposed Development
- Chapter 5 – The Development Plan
- Chapter 6 – Assessment of the Proposed Development
- Chapter 7 – Draft S106 and Heads of Terms
- Chapter 8 – Conclusion

2. Chapter 2 - The Sites and Surrounding Context

Applicant Background

- 2.1. The application has been submitted by Miller Homes, one of the UK's largest and most established residential developers with over 90 years' experience in delivering high-quality housing and sustainable communities throughout the country. Founded in 1935, Miller Homes has an established reputation for delivering well designed residential developments with a strong emphasis on placemaking, high-quality design, sustainability and integration with existing communities and infrastructure.
- 2.2. Miller Homes place significant emphasis on environmental responsibility and sustainable growth, with an ongoing commitment towards achieving Net Zero across the business by 2045. Through careful consideration of design, materials, landscaping and community integration, the applicant seeks to deliver developments which create attractive, sustainable and cohesive places for future residents.

Sites Location

- 2.3. As identified on the submitted Red Line Boundary Plan, the application relates to two separate land parcels located on the north eastern edge of Hinckley, comprising approximately 20.75 hectares of developable land in total.
- 2.4. Parcel A comprises an irregularly shaped parcel of agricultural land located on the north-eastern edge of Hinckley. The Site is bounded by Rogues Lane to the north, Ashby Road to the east and agricultural land to the north-west. Hinckley and Bosworth Community Hospital adjoins the south-eastern boundary, whilst an existing farm access track runs along the southern edge providing access to agricultural buildings.
- 2.5. Parcel B comprises an irregular triangular parcel of land situated immediately north of Normandy Way. The Site is bound by Normandy Way to the south, the rear gardens of residential properties fronting Ashby Road to the east and land associated with Hinckley and Bosworth Community Hospital to the north.
- 2.6. Both parcels occupy a highly sustainable location on the principal urban edge of Hinckley, approximately 1 kilometre from the town centre and its wide range of services, facilities, employment opportunities and public transport connections. The Sites therefore represent a logical and sustainable location for future residential growth within the Borough.

- 2.7. The Sites benefit from strong accessibility to a range of existing educational, recreational and community facilities including Dorothy Goodman School, Richmond Primary School, Hollycroft Primary School and Redmoor Academy. In addition, the town contains a broad range of sports and leisure facilities together with strong transport connectivity to Leicester, Nuneaton and Coventry.

Site context

- 2.8. In terms of context, it is important to recognise that both Site parcels form part of the wider “Hinckley North” proposed strategic allocation located to the north of Normandy Way and Ashby Road.
- 2.9. The wider Hinckley North allocation comprises land associated with SHELAA references AS1029, AS1031A, AS1031B and LPR199, extending to approximately 61.39ha in total and is identified within the emerging plan framework for the delivery of a minimum of 1,200 dwellings. The application Sites in this instance comprise parcels AS1031B and LPR199, totalling approximately 20.75 hectares.
- 2.10. The proposed development therefore represents an important component of the wider comprehensive growth strategy for northern Hinckley and has been designed with careful regard to the wider allocation context, including connectivity, movement, landscape structure and future integration with adjoining phases of development.
- 2.11. In this regard, the proposals have been prepared to ensure appropriate physical and visual connectivity with adjoining consented and emerging residential developments across the wider Hinckley North allocation area. The application therefore forms part of a coordinated and comprehensive approach to growth rather than representing an isolated or standalone form of development.
- 2.12. The western part of the wider Hinckley North allocation benefits from outline planning permission for up to 475 dwellings pursuant to application reference 22/00318/OUT submitted by Richborough Estates, which was subsequently allowed at appeal under reference APP/K2420/W/23/3323113. A Reserved Matters application pursuant to that permission (reference 25/00537/REM) is currently pending consideration by Hinckley and Bosworth Borough Council at the time of writing this Statement.

2.13. Further to this, the central parcel within the wider allocation area also benefits from outline planning permission for up to 415 dwellings under application reference 24/00264/OUT. That permission establishes a further phase of residential growth within the allocation and reinforces the Council's acceptance of the wider strategic growth direction at Hinckley North (as set out in figure 1.)

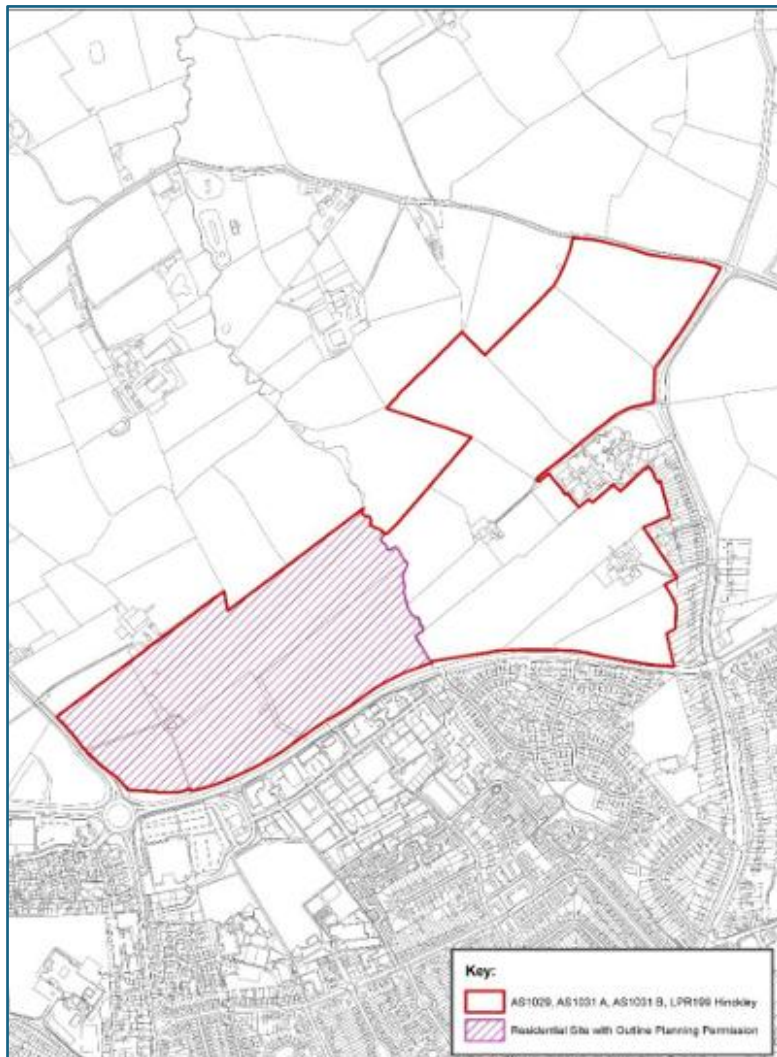


Figure 1 - Full extent of "Hinckley North" allocation

2.14. The cumulative progression of planning permissions and live applications across the wider allocation area demonstrates a clear and established direction of growth on land to the north of Normandy Way and Ashby Road. The current application therefore sits naturally within this wider evolving development context and would contribute towards the comprehensive delivery of the wider Hinckley North allocation.

Parcel A – Ashby Road

2.15. Parcel A as identified in Figure 2 comprises approximately 17.87 hectares of agricultural land made up of three interrelated field parcels located to the north of Hinckley and Bosworth Community Hospital.

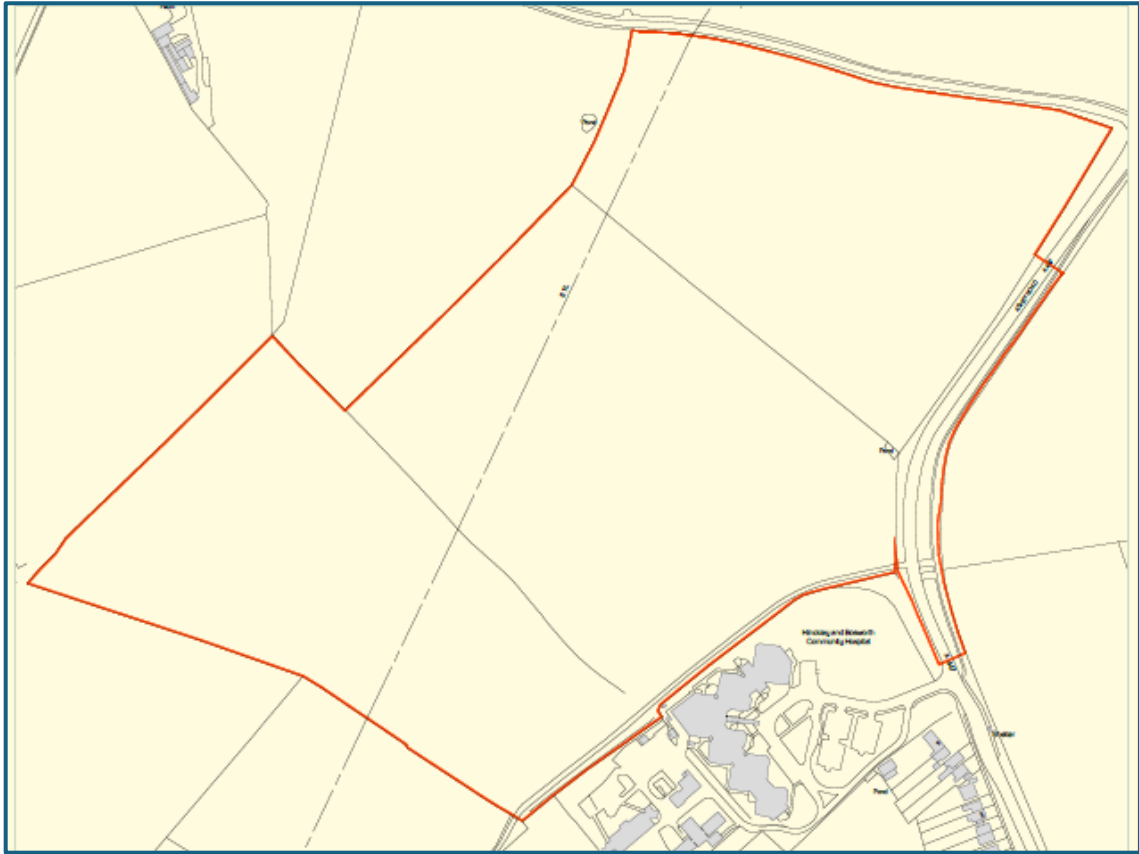


Figure 2 - Red Line for Parcel A - Ashby Road

2.16. The Site is generally regular in form and is contained by a combination of established hedgerows, mature tree planting which provide a clear definition to the site boundaries. The northern and eastern boundaries are principally defined by Ashby Road and Rogues Lane, with the crossroads junction between the two roads forming a prominent feature at the north eastern extent of the parcel.

2.17. The southern boundary adjoins the existing built form associated with Hinckley and Bosworth Community Hospital together with associated landscaping and urban edge development, whilst the wider western context transitions toward existing and proposed residential development associated with the wider Hinckley North allocation area.

2.18. The Site is currently accessed via an existing agricultural access track taken from Ashby Road. The landform is generally consistent with the surrounding landscape character and is relatively flat in nature. Detailed analysis of the site topography and visual characteristics

will be provided within the accompanying Landscape and Visual Impact Assessment (“LVIA”).

- 2.19. To the north and east, the Site transitions into a more open agricultural landscape characterised by larger field parcels and a generally rural edge condition. Nevertheless, the parcel remains closely related to the existing urban edge of Hinckley and forms a logical extension to the settlement when viewed within the context of the wider draft Hinckley North allocation strategy.

Parcel B – Normandy Way

- 2.20. Parcel B located off Normandy Way and as shown in Figure 3 comprises approximately 2.88 hectares of land formed primarily of a single triangular agricultural field parcel situated on the eastern edge of Hinckley.

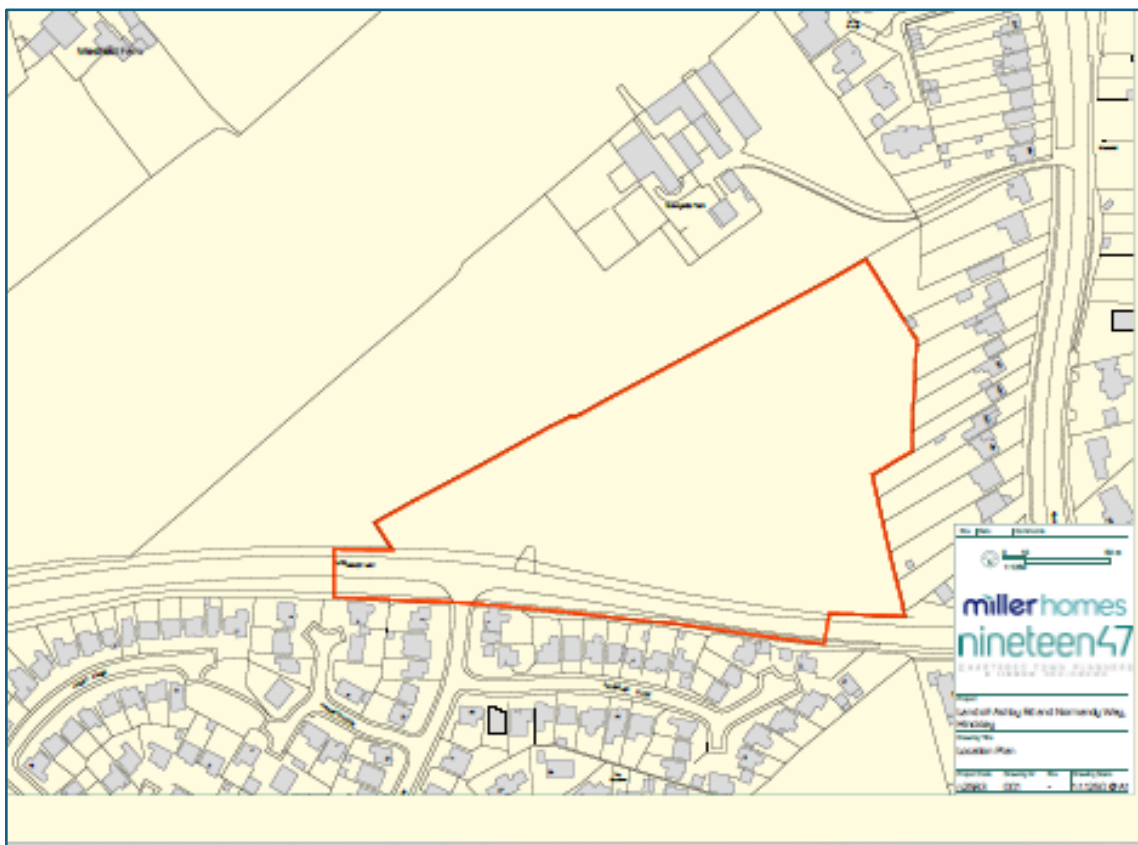


Figure 3 - Red Line for Parcel B Normandy Way

- 2.21. The parcel is enclosed by a combination of existing residential curtilages, established hedgerows, mature trees and the Normandy Way creating a contained and well-defined site envelope. Existing residential development located to the south and west establishes a strong urban edge character to the Site.

- 2.22. The landform of the Site is generally level and reflective of the surrounding local topography. Further detailed assessment regarding landscape character, visual containment and topographical conditions will be provided within the accompanying LVIA.
- 2.23. In wider contextual terms, the Site forms part of the broader Hinckley North allocation area and directly relates to the adjoining consented and emerging residential development parcels promoted through the wider draft allocation strategy. As such, the Site does not represent isolated encroachment into the countryside but instead forms part of a comprehensive and coordinated urban extension to northern Hinckley.

Site Connectivity

- 2.24. The Parcels occupy a sustainable and accessible location on the eastern edge of Hinckley, positioned in close proximity to existing residential areas, employment opportunities, educational facilities and local services.
- 2.25. Pedestrian and cycle connectivity to the surrounding area is readily available via the existing footway network along Ashby Road, Normandy Way and adjoining residential streets, enabling convenient access into Hinckley town centre and surrounding community facilities.
- 2.26. A range of day-to-day services and facilities are located within accessible distance of the Sites, including schools, healthcare provision, sports facilities, retail services and areas of employment.
- 2.27. Public transport opportunities are also available in close proximity to the parcels, with existing bus services operating along Ashby Road and within the surrounding urban area providing connections to Leicester, Nuneaton and Coventry.
- 2.28. Hinckley railway station is located approximately 2 kilometres to the south west of the Sites and provides regular rail services to Leicester, Birmingham and wider regional destinations, further reinforcing the sustainable credentials of the location.

3. Chapter 3 - Planning History

Planning History

- 3.1. A review HBBC online planning records confirms that there is no planning history directly relating to either of the application parcels.
- 3.2. Notwithstanding this, as outlined within Section 2 of this Statement, the parcels form part of the wider emerging “Hinckley North” strategic growth area identified through the HBBC emerging local plan process for the delivery of approximately 1,320 dwellings over the plan period.
- 3.3. In this regard, there are a number of significant planning permissions and live planning applications relating to adjoining land parcels within the wider allocation area which are material to the consideration of the current proposals. These include the approved outline applications promoted by Richborough Estates and associated Reserved Matters submissions by Barrat Homes currently under consideration by the Council.
- 3.4. The wider planning context therefore demonstrates an established and evolving pattern of strategic residential growth to the north of Normandy Way and Ashby Road, within which the current application proposals form an important component.

4. Chapter 4 - Public Consultation and Pre Application Advice

Public Consultation

- 4.1. In relation to both parcels public engagement has been undertaken by Marrons on behalf of Miller Homes in advance of the submission of this planning application.
- 4.2. The consultation exercise was undertaken having regard to the principles of engagement set out within HBBCs Statement of Community Involvement (“SCI”) and sought to provide local residents and stakeholders with an opportunity to review and comment upon the emerging development proposals prior to submission.
- 4.3. In May 2025, a programme of public consultation was undertaken which included the distribution of consultation leaflets to surrounding residents and stakeholders together with the hosting of a dedicated public consultation website. The consultation material provided information regarding the Site, the proposed development, the wider planning background and the emerging vision for the scheme.
- 4.4. A total of 1,229 consultation leaflets were distributed during the consultation exercise, and 43 responses were subsequently received through the online consultation portal, representing a response rate of approximately 3.49%.
- 4.5. The key matters raised through the consultation exercise principally related to:
 - highway capacity and highway safety;
 - access arrangements;
 - local infrastructure capacity;
 - the scale and density of development;
 - character and appearance impacts;
 - landscape and loss of open countryside;
 - flood risk and drainage matters;
 - ecological considerations; and
 - impacts upon existing trees and hedgerows.
- 4.6. The consultation process also identified a level of support for the principle of residential development within the wider Hinckley North allocation area

- 4.7. The issues raised through the public consultation process have informed the evolution of the proposals and have been considered through the preparation of the accompanying technical assessments and mitigation strategies submitted in support of the application. A full breakdown of the consultation process, responses received and the applicant's consideration of those matters is provided within the accompanying Statement of Community Consultation.
- 4.8. It is also relevant to note that the Sites, as part of the wider Hinckley North proposed allocation, were subject to public consultation through the Hinckley and Bosworth Borough Council Regulation 18 Local Plan consultation undertaken between 31 July 2024 and 27 September 2024. The wider allocation area was identified within Appendix 3 – Regulation 18 Proposed Site Allocations as part of the Council's emerging growth strategy for the Borough.

Pre application advice

- 4.9. Pre-application advice was sought from HBBC in April 2024 under references 24/10017/PREMAJ and 24/10020/PREMAJ. The pre-application submission sought feedback in respect of the proposed development principles across both parcels focusing principally on indicative layout and landscaping matters.
- 4.10. The Council's pre-application response identified that landscaping, structural planting, open space provision and overall layout design would represent key considerations in the assessment of any future planning application, particularly in relation to the Ashby Road parcel and its relationship with the wider landscape character of the area.
- 4.11. In particular, comments were raised regarding the need to maintain an appropriate degree of openness and visual separation between Hinckley and Barwell having regard to Policy DM4 of the Site Allocations and Development Management Policies DPD. The Council further identified the need for appropriate consideration to be given to affordable housing provision, housing mix, public open space, drainage, flood risk, archaeology, ecology, highways and residential amenity matters. These issues have subsequently informed the evolution of the proposals and have been assessed through the suite of technical reports accompanying this application.
- 4.12. The pre-application response also highlighted the importance of carefully considered access arrangements, particularly in relation to parcel B . Since the issue of the pre-

application advice, the wider allocation context and adjoining development proposals have evolved significantly, allowing a more coordinated and comprehensive approach to be taken in respect of movement, access and connectivity across the wider Hinckley North allocation area.

- 4.13. The submitted application has therefore been prepared having regard to the key principles and technical matters identified through the pre-application process, with the proposals evolving significantly following detailed technical assessment, design review and ongoing consideration of the draft wider strategic allocation context.

Environmental Impact Assessment Screening

- 4.14. The proposed development falls within Schedule 2, Category 10(b) (Urban Development Projects) of the Town and Country Planning (Environmental Impact Assessment) Regulations. Whilst the development exceeds the 5-hectare site area threshold for screening purposes, it is substantially below the indicative threshold of 1,000 dwellings identified within the Planning Practice Guidance (PPG).
- 4.15. Accordingly, an Environmental Impact Assessment (EIA) Screening Request has been submitted to HBBC alongside the planning application. The Screening Request has been informed by the technical assessments prepared in support of the application and demonstrates that the proposed development would not give rise to significant adverse environmental effects. There is nothing unusual in the nature, scale or characteristics of the development in terms of resource use, waste generation, pollution, risks to human health or environmental sensitivity. Furthermore, the site is not located within an area of environmental sensitivity that would elevate the likelihood of significant effects.
- 4.16. Having regard to the characteristics of the development, its location and the findings of the accompanying technical assessments, it is concluded that the proposals are not EIA development and that the preparation of an Environmental Statement is not required.

5. Chapter 5 - The Proposed Development

- 5.1. The proposed development is described in more detail in the accompanying DAS The key elements of the proposal for the purposes of this Statement are as follows:

Application type and nature of development

- 5.2. This application seeks full planning permission for the erection of 482 dwellings across two parcels of land together with public open space, children's play provision, structural landscaping, sustainable drainage infrastructure, a new vehicular route, associated highways, pedestrian and cycle connections, utilities and all other associated infrastructure.
- 5.3. This is a full application with all matters submitted for approval as part of this application, including access, layout, scale, appearance and landscaping. The submitted drawings set out in 1.12 provide a comprehensive and coordinated masterplan for the development of both parcels, demonstrating how the proposals can be delivered in full whilst responding positively to their surroundings and the wider Hinckley North allocation.
- 5.4. Although the development comprises two separate land parcels, they form a single coordinated planning application and have been designed as complementary components of the wider Hinckley North urban extension. The proposals have therefore been prepared to ensure consistency in movement, landscape structure, built form, drainage, green infrastructure and design quality across both parcels, whilst retaining the individual character of each site.

Key Development Parameters

Housing

- 5.5. The proposals comprise 482 dwellings distributed across Parcel A (Ashby Road) and Parcel B (Normandy Way). The development provides a broad mix of dwelling types and sizes, including detached, semi-detached and smaller family homes, ensuring a balanced housing offer capable of meeting identified local needs and policy requirements.
- 5.6. The layout has been carefully planned so that smaller homes are principally located within Parcel B and the southern areas of Parcel A, whilst larger detached properties are positioned towards the northern edge of Parcel A to create a softer transition to the

surrounding countryside. This approach allows density to respond appropriately to its context whilst reinforcing the landscape edge of the development.

Layout and Design Principles

- 5.7. The submitted layout has been developed around a perimeter block structure which creates active frontages onto streets and public open spaces whilst providing secure and private rear gardens. Corner-turning dwellings, dual-aspect properties and outward-facing development have been incorporated throughout the scheme to provide natural surveillance, improve legibility and create an attractive public realm.
- 5.8. The proposed development establishes a clear hierarchy of streets comprising a primary street from the Ashby Road and Normandy Way accesses, secondary streets and lower-order residential lanes. This hierarchy ensures efficient movement through the development whilst creating attractive and well-defined residential environments.

Access, Movement and Parking

- 5.9. Vehicular access to Parcel A is provided via a new three-arm roundabout from Ashby Road, whilst Parcel B is accessed from Normandy Way via a ghost island right-turn junction. Both access arrangements have been fully assessed through the accompanying Transport Assessment and have been designed in accordance with the Leicestershire Highway Design Guide.
- 5.10. The development incorporates an extensive network of pedestrian and cycle routes linking both parcels with surrounding residential areas, public transport services and adjacent development parcels of the wider Hinckley North allocation. New shared footway and cycleway connections, together with upgraded crossing facilities will encourage sustainable travel and improve connectivity beyond the application boundaries.
- 5.11. Parking is provided through a combination of on-plot spaces, garages and visitor parking distributed throughout the development. Parking areas are overlooked by surrounding dwellings to maximise natural surveillance and have been designed in accordance with Leicestershire County Council parking standards. Dedicated bin collection points, integrated refuse storage and cycle parking are also incorporated throughout the development to ensure the scheme functions efficiently on a day-to-day basis.

Landscape and Green Infrastructure

- 5.12. Landscape forms a fundamental component of the proposed development. A comprehensive green infrastructure network is integrated throughout both parcels, incorporating structural planting, public open space, children's play areas, green corridors and sustainable drainage features.
- 5.13. Existing hedgerows, mature trees and landscape features have been retained wherever practicable and incorporated within the overall design. In particular, strengthened structural planting along the northern boundary of Parcel A reinforces the transition to the wider countryside and maintains the important perceived separation between Hinckley and Barwell.
- 5.14. The landscape strategy also provides new native woodland planting, species-rich grassland, hedgerows, street trees and biodiversity enhancements, creating an attractive setting for development whilst delivering significant ecological and recreational benefits.

Open Space

- 5.15. Approximately 1 hectare of land (around 48% of the Site) is dedicated to public open space and green infrastructure. This includes amenity greenspace, children's play provision, landscaping and drainage features.

Built Form, Scale and Appearance

- 5.16. The proposed development comprises predominantly two-storey dwellings, with a limited number of two-and-a-half-storey buildings located at key focal points within the layout to assist with legibility and wayfinding.
- 5.17. Density has been carefully varied across the development, with higher densities located around the more accessible central areas and Parcel B, whilst lower density development is concentrated along the northern edge of Parcel A to provide an appropriate transition towards the surrounding rural landscape.
- 5.18. The architectural approach has been developed to reflect the established character of Hinckley through a varied but cohesive palette of house types and building forms. The proposed materials palette is set out on the submitted Materials Plan and comprises a high-quality selection of facing bricks, roof tiles, render and architectural detailing which will create a distinctive yet coherent development reflective of the local vernacular.

Open Space and Sustainable Drainage

- 5.19. Significant areas of public open space are incorporated throughout the development, including informal recreation space, children's play provision (LAPs and LEAPs), green corridors and landscaped amenity areas. These spaces are distributed across both parcels to ensure they are accessible to all future residents whilst contributing positively to the wider green infrastructure network.
- 5.20. Sustainable drainage infrastructure has been integrated throughout the masterplan, with attenuation basins positioned within natural low points and designed to work alongside the landscape framework. Existing drainage features are retained and enhanced where appropriate, ensuring that flood risk is appropriately managed whilst also providing biodiversity and visual benefits.

6. Chapter 5 - The Development Plan

- 6.1. Section 70(2) of the TCPA 1990 sets out that, in dealing with proposals for planning permission, regard must be had to the provisions of the development plan, so far as material to the application, and to any other material considerations.
- 6.2. For brevity, this section does not outline all relevant provisions of the statutory framework, rather it details those that might reasonably be seen as the most relevant
- 6.3. Furthermore, section 38(6) of the Planning and Compulsory Purchase Act 2004 (“PCPA 2004”) states that, if regard is to be had to the development plan for the purpose of any determination, then that determination must be made in accordance with the plan unless material considerations indicate otherwise. Taking these sections together, a decision-maker must, therefore, consider the development plan, identify any provisions within it which are relevant, and then properly interpret them.
- 6.4. For the purposes of this application, the development plan comprises the Core Strategy 2009 (“CS 2009”) and the Site Allocations and Development Management DPD 2016 (“SADM 2016”).

Core Strategy (2009)

- 6.5. The adopted CS 2009 forms part of the statutory Development Plan for the Borough and establishes the overarching spatial vision and strategic planning framework for growth. It identifies the Borough's principal settlements, establishes the strategic approach to housing delivery and provides the key policies against which planning applications are assessed.

Policy 1: Development in Hinckley

- 6.6. Policy 1 sets out a series of steps to support Hinckley in its role as a sub-regional centre. These steps include allocating land for the development of a minimum of 1,120 new dwellings; ensuring that there is a range of employment opportunities available; providing the requisite transport improvements; Address the existing deficiencies in the quality, quantity and accessibility of green space and Deliver the strategic green infrastructure network ensuring that development within Hinckley contributes to the character and sense of place that Hinckley possesses.

Policy 5: Transport Infrastructure in the Sub-Regional Centre

6.7. Policy 5 prescribes a series of transport interventions to support the additional development in and around the Hinckley Sub-Regional Centre. These interventions include improvements to key junctions, the provision of additional public transport routes and extensions to existing ones, improvements to the A47 and A447, and the provision and management of parking and public transport to support the increasing use of the town centre.

Policy 6: Hinckley/Barwell/Earl Shilton/Burbage Green Wedge

6.8. Policy 6 seeks to protect the strategic function of the Green Wedge between Hinckley, Barwell, Earl Shilton and Burbage. The policy supports proposals that retain the openness, recreational value, landscape character and visual function of the Green Wedge, whilst safeguarding green infrastructure, public access and the separation between settlements.

Policy 15: Affordable Housing

6.9. Policy 15 aims to support the provision of mixed, sustainable communities, through providing a minimum of 2,090 affordable homes from 2006 to 2026. To achieve this target, the council will expect a proportion of affordable housing to be provided on eligible sites.

6.10. The starting point for the level of affordable housing is 20% in urban locations (including Hinckley). For all sites, the tenure split is to be 75% social rented and 25% intermediate housing.

Policy 16: Housing Density, Mix, and Design

6.11. This policy emphasizes that the council 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.

6.12. 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.

6.13. 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

Policy 19: Green Space and Play Provision

6.14. This policy sets standards used to determine where improvements to green space and play areas are needed or where new facilities are required.

Policy 24: Sustainable Design and Technology

6.15. Policy 24 prescribes a series of sustainability targets that all development is required to meet.

Site Allocations and Development Management Policies (2016)

6.16. The SADM 2016 supplements the CS 2009 by allocating sites for development and establishing a suite of development management policies against which planning applications are determined.

Policy DM1: Presumption in Favour of Sustainable Development

6.17. This policy says that planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise.

6.18. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Borough Council will grant permission unless material considerations indicate otherwise

Policy DM3: Infrastructure and Delivery

6.19. Policy DM3 says 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.

Policy DM4: Safeguarding the Countryside and Settlement Separation

6.20. Policy DM4 seeks to safeguard the intrinsic character, beauty and openness of the countryside by directing development towards sustainable locations whilst maintaining the separation and individual identity of settlements. The policy also requires proposals to demonstrate that they respect landscape character and avoid unacceptable coalescence.

Policy DM6: Enhancement of Biodiversity and Geological Interest

6.21. Policy DM6 say that Development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including proposals for their long term future management.

- 6.22. Major developments in particular must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services.
- 6.23. On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured.
- 6.24. International and Nationally Designated Sites will be safeguarded. Development which is likely to have any adverse impact on the notified features of a nationally designated site will not normally be permitted.

Policy DM7: Preventing Pollution and Flooding

- 6.25. Policy DM7 seeks to ensure that new development does not give rise to unacceptable pollution or increase flood risk. Development proposals are required to demonstrate that they will protect water quality, provide appropriate drainage arrangements and avoid adverse impacts arising from air quality, noise, vibration or other environmental effects.

Policy DM10: Development and Design

- 6.26. This policy states that Developments will be permitted providing that the following requirements are met:
- a. It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion; be adversely affected by activities in the vicinity of the site; architectural features;*
 - b. The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site;*
 - c. It complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features;*
 - d. The use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally;*
 - e. It incorporates a high standard of landscaping where this would add to the quality of the design and siting;*

- f. It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24;*
- g. Where parking is to be provided charging points for electric or low emission vehicles are included where feasible;*
- h. An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority. Schemes should incorporate wildlife areas, ponds, swales and permeable paving where appropriate;*
- i. It maximises natural surveillance and incorporates the principles of Secured by Design and has considered the incorporation of fire safety measures.*

Policy DM11: Protecting and Enhancing the Historic Environment

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

Policy DM12: Heritage Assets

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

Policy DM13: Preserving the Borough's Archaeology

6.29. The policy states 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.

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

Policy DM17: Highways and Transportation

6.31. This policy says that development proposals will be supported where they:

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

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

Policy DM18: Vehicle Parking Standards

6.33. 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.

Hinckley and Bosworth Submission Local Plan Regulation 19

6.34. Following the publication of a Regulation 18 Draft Plan in June – August 2021 and a Regulation 19 Draft Plan in 2022. Then Council then undertook a further Regulation 18 consultation in 2024 and then another targeted consultation between October – November 2025. On the 14 July 2026 at a meeting of HBBC Full Council it was resolved to formally consult on a Regulation 19 version of the emerging Local Plan between August – September 2026.

6.35. The regulation 19 emerging Plan sets out a period of 2024-2045 and proposes a Spatial Development Strategy which includes the provision of 15,687 dwellings (747 dwellings per annum) including a 5% buffer for Leister City Councils unmet need and additional provision for specific requirements such as self and custom build housing and affordable housing.

- 6.36. Hinckley is identified as an “Urban Area” which are identified as the largest and most sustainable locations, with wide range of services, employment opportunities, and strong transport links. They are expected to accommodate most of the new development due to their capacity and role as key service hubs
- 6.37. The wider Hinckley North site area, as set out in paragraphs 2.8 to 2.14 of this Statement, is now formally allocated within the emerging Regulation 19 Local Plan under Policy PS09 for the delivery of a minimum of 1,320 dwellings. The policy identifies Hinckley North as a strategic urban extension to the north of Hinckley which will make a significant contribution towards meeting the Borough’s housing and associated infrastructure needs over the plan period to 2045. The inclusion of the application site within a strategic allocation in the emerging Reg 19 Plan provides a strong indication of the Council’s intended direction of growth and confirms the suitability of the wider Hinckley North area for future residential development.
- 6.38. NPPF Paragraph 49 is clear that weight can be given to relevant policies in emerging plans according to their stage of preparation, the extent of unresolved objections and degree of consistency with the Framework. In this regard, it is considered that limited weight can be applied to the policies within the Reg 19 emerging Local Plan at this stage.

National Planning Policy and Guidance

- 6.39. The latest version of the National Planning Policy Framework was published in August 2026 (NPPF 2026) . It sets out substantial updates from that of the December 2024 version and introduces a restructured, rules-based approach separating plan-making from decision-making while reinforcing the presumption in favour of sustainable development and strengthening policy expectations for housing delivery and economic growth.
- 6.40. The 2026 Framework departs from the paragraph-led structure of prior NPPFs; by establishing chapters which contain both plan-making policies and decision-making policies. The latter are expressed as National Decision-Making Policies (“NDMPs”), intended to provide a consistent policy baseline for the determination of planning applications. The key NDMP for the purposes of this proposal include;

Policy DM4 (Emerging Development Plan Proposals)

- 6.41. Policy DM4 sets out how weight should be given to emerging local plans based on their stage of preparation, the level of unresolved objections, and their alignment with national

policy. It also restricts the refusal of planning permission on grounds of "prematurity," establishing that refusal is only justified in very limited circumstances where a proposal is substantial enough to undermine an advanced emerging plan, and requires clear justification for any such refusal.

Policy S3 – Presumption in favour of sustainable development

- 3.1. Policy S3 outlines the approach to the presumption in favour of sustainable development, which was formally outlined between paragraphs 11 and 14 of the 2024. Whilst the presumption itself is established by Policy S3, its operation is guided by the application of Policies S4, S5 and S6; according to the character and location of development, its relationship with existing settlements, and the content of 'made' neighbourhood plans. In broad terms, those policies direct decision-makers towards approving sustainable development, save where the benefits of doing so would be substantially outweighed by any adverse effects.

Policy S5 Development Outside Settlements

- 3.2. Policy S5 establishes that development outside defined settlements is strictly restricted unless it falls into specific acceptable categories (such as agriculture, rural businesses, brownfield redevelopment, station-accessible housing, or where there is an evidenced unmet housing need like a shortfall in the 5-year housing land supply). Acceptable proposals must be physically well-related to existing settlements and scale-appropriate and will be approved unless adverse impacts substantially outweigh the benefits. Proposals not fitting these categories require exceptional circumstances.

Policy HO7 (Meeting the Need for Homes)

- 6.42. Policy HO7 establishes that decision-makers must give substantial weight to the benefits of providing new homes that contribute toward meeting evidenced community accommodation needs (including specific demographic groups).

Material Considerations

5YHLS Position and Housing Delivery Test

- 6.43. The Council's latest published Five-Year Housing Land Supply Position Statement is based on a monitoring period of 1 April 2024 to 31 March 2029 and has not been formally updated to reflect the Council's current housing land supply position. More recent evidence, however, demonstrates that the Council remains unable to demonstrate a five-year supply of deliverable housing sites. Most notably, the Inspector's decision at Land off York Close

(APP/K2420/W/25/3369401) concluded that the Council could demonstrate only a **3.89-** year housing land supply, a position agreed by both parties through a Statement of Common Ground. Subsequent committee reports and appeal decisions have similarly confirmed that the Council continues to experience a significant shortfall in deliverable housing land.

6.44. The absence of a five-year housing land supply is therefore now a substantial material consideration in the determination of this application. Therefore, those development plan policies which seek to restrict the supply of housing attract very reduced weight, and the presumption in favour of sustainable development, as set out within policy S3 of the NPPF 2026 is engaged.

6.45. The latest Housing Delivery Test (HDT) results were published by GOV.UK on 17 August 2026 and confirm that HBBC has achieved a housing delivery rate of 134%, and has therefore passed the HDT. Accordingly, there are no further consequences arising from the Housing Delivery Test in terms of measures to address past under-delivery. However, this does not alter the Borough's separate housing land supply position. As set out in Paragraph 6.43 of this Statement, the Council remains unable to demonstrate a five-year supply of deliverable housing sites and, accordingly, the presumption in favour of sustainable development remains engaged.

7. Chapter 6 - Assessment of the Proposed Development

7.1. This section of the report sets out an assessment of the proposed development against the issues raised in the relevant planning policy and guidance. A topic-based approach is taken in respect of the following planning considerations.

- Principle of Development
- Design, Layout and Scale
- Affordable Housing and Housing Mix
- Highways and Access
- Flood Risk and Drainage
- Ecology and Biodiversity
- Landscape and Visual impact
- Trees and Hedgerows
- Noise and Air Quality
- Heritage and Archaeology
- Open Space
- Geoenvironmental and Soils
- Sustainability and Climate

Principal of Development

2026 National Planning Framework Policies

7.2. NDMP DM4 sets out the circumstances in which policies contained within emerging development plans may be afforded weight in the determination of planning applications. In particular, the weight to be given to an emerging policy should have regard to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the relevant policy and the degree of compliance of the emerging policy with the policies for plan-making contained within the 2026 Framework.

7.3. As set out in paragraph 6.34 and 6.35 The Hinckley and Bosworth Local Plan has now progressed to Regulation 19 stage and therefore represents an advanced stage of plan

preparation. Of particular relevance to the Site is **Policy PS09 – Hinckley North Strategic Urban Extension**, which identifies the wider Hinckley North area as a strategic location for residential growth and provides for the delivery of a **minimum of 1,320 dwellings**. The application Sites form part of this wider allocation and therefore directly contribute towards the strategic growth strategy identified by the Council.

- 7.4. In terms of the criteria established by DM4, the Regulation 19 stage represents a significant point in the preparation of the emerging Plan and the relevant policies have been subject to the Council's formal plan-making process and consultation. The weight to be afforded to Policy PS09 should, however, ultimately have regard to the representations received and any unresolved objections to the policy, as well as the Inspector's subsequent consideration of the Plan. Notwithstanding this, the identification of the Site within PS09 provides a clear indication of the Council's intended spatial strategy for the expansion of Hinckley and the role that the wider Hinckley North area is expected to play in meeting the Borough's housing requirements over the proposed plan period.
- 7.5. The emerging policy framework is also considered to be broadly consistent with the objectives and policies of the Framework, particularly in directing strategic housing growth towards sustainable and accessible urban locations and supporting the delivery of sufficient housing to meet identified needs.
- 7.6. Accordingly, whilst the emerging Local Plan cannot be afforded the same weight as the adopted development plan and remains subject to examination, meaningful weight should be afforded to Policy PS09 having regard to the advanced stage of preparation, the status of the allocation and its consistency with the Framework. This is an important consideration in the determination of the application and should be considered alongside the adopted development plan, the housing land supply position and the other material considerations set out within this Statement.
- 7.7. The progression of the emerging Plan does not, in itself, provide a reason to refuse the application on grounds of prematurity. The application is capable of being determined having regard to the current evidence base and the emerging policy position, with the Regulation 19 Plan providing an important indication of the Council's intended approach to growth at Hinckley.

- 7.8. The 2026 NPPF Policy S3 confirms that, for development proposals located outside defined settlements, Policy S5 should be applied and that development proposals which accord with both an up-to-date development plan and the decision-making policies of the Framework should be approved without delay. The Framework therefore establishes a clear decision-making pathway whereby proposals outside settlement boundaries must first be assessed against the provisions of Policy S5 before reaching an overall conclusion on the acceptability of development.
- 7.9. In this regard, both Parcel A (Ashby Road) and Parcel B (Normandy Way) lie beyond the adopted settlement boundary of Hinckley as defined by the current development plan. The application sites therefore constitute land outside a defined settlement for the purposes of Policy S3 and, accordingly, the principle of development falls to be assessed against Policy S5. Whilst this position is acknowledged, it is necessary to consider the specific provisions of Policy S5 and whether the proposals fall within the categories of development that are expressly supported by national policy.
- 7.10. Policy S5 is a positively framed policy which recognises that certain forms of development outside settlements may be acceptable. Of particular relevance in this instance are criteria (i) and (j). Criterion (i) supports the development of land allocated for that purpose in the development plan where such land lies outside settlements. Criterion (j) supports development proposals which address an evidenced unmet need.
- 7.11. As aforementioned the application parcels form part of the wider Hinckley North Strategic Urban Extension identified within the emerging Regulation 19 Local Plan under Policy PS09. Whilst the eLP has not yet been adopted and cannot attract full development plan weight, the allocation nonetheless provides a clear indication of the Council's intended spatial strategy and confirms that the wider Hinckley North area is considered suitable, available and appropriate for residential growth. The proposed development therefore aligns directly with the Council's identified direction of travel and is broadly consistent with the objectives underpinning criterion (i) of Policy S5.
- 7.12. The proposal also satisfies criterion (j) of Policy S5. As set out in paragraph 6.43 within this Statement, HBBC are currently unable to demonstrate a five-year supply of deliverable housing land. The most recent appeal evidence and decisions have confirmed that the Council's housing land supply position remains significantly below the required level, with only approximately 3.89 years of deliverable supply being available. As such, there is a clear

and evidenced unmet housing need within the Borough which engages criterion (j) of Policy S5. The delivery of 482 dwellings from this application would make a meaningful contribution towards addressing that shortfall and supporting the Borough's housing requirements.

7.13. Having established that the development would address an evidenced unmet need, the additoal limbs realivent in this case of Policy S5 (J) part (i) requires consideration of whether the proposals are physically well-related to an existing settlement and of a scale capable of being accommodated by existing or proposed infrastructure. In this respect, the proposals comfortably satisfy the requirements of the policy. The application has been submitted as a comprehensive full planning application and has been designed from the outset as an integrated component of the wider Hinckley North allocation. The development does not represent an isolated or disconnected parcel of growth, but rather forms part of a coordinated urban extension that has been planned alongside adjoining consented and emerging phases of development which will form a natural extension to the boundary of Hinckley.

7.14. Furthermore, the physical relationship between the application sites and the existing urban area is clear and unequivocal. Parcel A immediately adjoins the existing built-up extent of Hinckley and shares a direct relationship with both Hinckley and Bosworth Community Hospital and the established urban edge. Equally, Parcel B is enclosed by existing residential development and urban infrastructure. The northern site boundary is contiguous with the existing settlement edge and, when considered alongside the consented and emerging development across the wider Hinckley North allocation, the proposals would read as a natural continuation of the settlement rather than a detached or incongruous encroachment into the countryside. The proposed development would therefore represents a logical and sustainable extension to Hinckley which maintains a strong and readily identifiable physical relationship with the existing settlement.

7.15. Importantly, Hinckley is identified as a principal Sub-Regional Centre and the primary focus for growth within the adopted CS 2009. The spatial vision for Hinckley anticipates significant investment in housing, employment, infrastructure, public transport and town centre regeneration, reflecting its role as the most sustainable settlement within the Borough. The strategy therefore recognises that Hinckley is uniquely placed to accommodate future growth and associated infrastructure investment.

- 7.16. In this context, the proposed development represents a logical extension to the Borough's most sustainable settlement rather than growth in a location lacking access to facilities or infrastructure. Future residents would benefit from immediate proximity to schools, healthcare provision, employment opportunities, public transport services, active travel routes and the extensive range of services available within Hinckley town centre. Accordingly, it should be acknowledged that the proposals are of a scale capable of being accommodated by both existing and proposed infrastructure in accordance with Policy S5(j)(i)
- 7.17. Whilst both parcels fall outside the adopted settlement boundary and are therefore subject to assessment under Policy S5, the proposals satisfy the relevant provisions of both criterion (i) and criterion (j). The sites form part of a strategic allocation identified within the eLP, address a clear and evidenced housing land supply shortfall, are physically well-related to the existing urban area of Hinckley and are capable of being accommodated by existing and proposed infrastructure. In these circumstances the principle of development is fully consistent with Policies S3 and S5 of the Framework and should therefore attract substantial weight in favour of the grant of planning permission.
- 7.18. Finally, Policy HO7 requires substantial weight to be given to the benefits of providing homes which contribute towards meeting the needs of the community. In the present case, the Council is unable to demonstrate a five-year supply of deliverable housing sites and faces a significant housing requirement of 2,046 dwellings per annum. The proposed development would deliver 482 new dwellings, including 94 affordable homes. The proposal would therefore make a meaningful and immediate contribution towards addressing both market and affordable housing needs within the Borough. Consistent with the direction of Policy HO7, substantial weight should accordingly be afforded to this benefit in the planning balance.

The local development framework Policies

- 7.19. Similarly to policy S3 of the 2026 NPPF - Policy DM1 of the SADM 2016 establishes a presumption in favour of sustainable development and confirms that planning applications which accord with the Development Plan will be approved without delay unless material considerations indicate otherwise. This reflects the approach set out within the NPPF. In strategic terms, Policy 1 of the CS 2009 identifies Hinckley as the Borough's principal Sub-Regional Centre and confirms that the majority of new housing growth should be directed to and around Hinckley, where accessibility can be maximised and residents have access to the widest range of services, employment opportunities, public transport and supporting infrastructure. Accordingly, the adopted spatial strategy positively directs future growth towards sustainable locations in and around Hinckley, recognising its role as the Borough's primary focus for residential development.
- 7.20. The application sites sit immediately adjacent to the existing urban edge of Hinckley and forms part of the wider emerging Hinckley North allocation. The proposed development therefore represents a logical and sustainable extension to the settlement, capable of integrating with existing and proposed development whilst contributing towards the long-term planned growth of the town.
- 7.21. The sites benefit from accessibility to a wide range of day-to-day facilities and services. Hinckley and Bosworth Community Hospital lies immediately adjacent to Parcel A, whilst Richmond Primary School, Redmoor Academy, Dorothy Goodman School, Ashby Road Sports Club, ASDA Superstore and St Francis Community Centre are all located within convenient walking and cycling distance. Bus services operating along Ashby Road and Normandy Way provide regular connections into Hinckley town centre and surrounding settlements.
- 7.22. Hinckley town centre is located approximately 2km from the site and provides an extensive range of retail, leisure, healthcare and employment opportunities. Hinckley Railway Station is also easily accessible, providing direct rail connections to Leicester, Birmingham and the wider rail network.
- 7.23. Accordingly, notwithstanding its location beyond the current settlement boundary, the application sites occupy a highly sustainable location consistent with the spatial strategy for growth established by the Development Plan. Its proximity to existing services, employment opportunities and public transport ensures that future residents will not be

overly reliant on the private car and that the proposals represent sustainable development in accordance with both local and national planning policy.

7.24. Policy DM4 seeks to safeguard the countryside by directing development towards sustainable locations and protecting the intrinsic character and appearance of the countryside. As identified on the adopted Policies Map, the application site lies within land designated as open countryside and consequently the proposals give rise to a degree of conflict with Policy DM4 by extending built development beyond the existing settlement boundary.

7.25. However, it is important to recognise that the site does not lie within the designated Hinckley, Barwell, Earl Shilton and Burbage Green Wedge. Furthermore, the submitted Landscape and Visual Impact Assessment (LVIA) demonstrates that the development has been carefully designed to retain important landscape features, provide substantial structural landscaping, maintain appropriate landscape buffers and reinforce the transition between the urban edge and surrounding countryside. As such, whilst some policy conflict is acknowledged, the qualities of the wider landscape are capable of being appropriately safeguarded through the proposed development.

7.26. Notwithstanding the above, the weight that should be afforded to policies which seek to restrict housing development must be considered in light of the Council's current housing land supply position.

7.27. As set out within paragraph 6.53 the Council's published Five-Year Housing Land Supply Statement is based upon a 2024 evidence base and has not yet been updated to reflect the revised Standard Method introduced through the NPPF.

7.28. Most notably, the appeal decision relating to Land off York Close (APP/K2420/W/25/3369401) concluded that the Council could demonstrate only a 3.89-year housing land supply. More recent appeal decisions together with the Council's own committee reports indicate that this position has not materially improved, with the Council now estimating a supply of approximately 3.95 years.

7.29. Accordingly, the Council is presently unable to demonstrate a five-year supply of deliverable housing sites. This is a significant material consideration which substantially reduces the weight that should be afforded to restrictive housing policies within the adopted Development Plan.

- 7.30. Furthermore, the adopted Core Strategy dates from 2009 and was prepared against a significantly lower housing requirement than that now identified through the Standard Method. Consequently, the housing policies within the adopted Development Plan must be considered in this context when determining the application.
- 7.31. For these reasons, and having regard to the Council's inability to demonstrate a five-year supply of deliverable housing land as set out above, the presumption in favour of sustainable development contained within policy S3 of the NPPF is engaged. The application should therefore be determined by applying the tilted balance, whereby planning permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the Framework as a whole.
- 7.32. It is also a material consideration that the application site forms part of the proposed Hinckley North allocation within the emerging Local Plan. The wider allocation is identified to deliver approximately 1,200 dwellings, demonstrating the Council's intention to direct future growth to this sustainable location. Whilst the emerging Local Plan can currently attract only limited weight, it nevertheless provides a clear indication of HBBC direction of travel and supports the principle of residential development in this location.

Design Layout and Scale

- 7.33. The proposed development has been informed by the accompanying Design and Access Statement (DAS), which explains the evolution of the masterplan and demonstrates how the scheme responds to the site's opportunities and constraints. The DAS should be read alongside this Planning Statement, setting out the design principles, character areas, movement strategy, landscape framework and architectural approach that collectively create a high-quality residential extension to Hinckley
- 7.34. Policy 19 of the Core Strategy seeks to secure high quality residential environments, including appropriate housing densities, efficient use of land and developments that achieve a high standard of design. Policy 24 promotes sustainable design through measures including energy efficiency, walkable neighbourhoods and layouts that encourage sustainable travel. These objectives are reinforced by Policy DM10 of the Site Allocations and Development Management Policies DPD, and the Good Design Guide SPD 2020 which requires development to respond positively to its surroundings, safeguard residential amenity, deliver high quality landscaping, incorporate sustainable drainage and maximise opportunities for natural surveillance and sustainable construction.
- 7.35. The submitted DAS demonstrates that the proposals have been developed around a landscape-led masterplan which responds positively to the site's edge-of-settlement location. Development is arranged across the two parcels through a clear street hierarchy, with active frontages, legible movement routes and outward-facing development addressing Ashby Road, Normandy Way and areas of public open space. Existing landscape features have informed the structure of the development, whilst substantial green infrastructure, SuDS features and structural planting are integrated throughout the scheme to reinforce local character and provide an attractive transition to the surrounding countryside.
- 7.36. The proposed development is predominantly two storeys in height, with limited 2.5-storey dwellings used only at key locations to create focal points and assist legibility. Density has been carefully varied across the site, with higher densities located around central streets and in relation to Parcel A reducing towards its northern edge to provide an appropriate transition to the open countryside. As set out in the accompanying DAS the site achieves a total of 38.8 dwellings per hectare. Whilst policy 16 of the CS 2009 refers to a target of 40dph, the transitional location at the edge of the settlement that the parcels occupy

qualifies the achieved slightly lower density to ensure the most appropriate and efficient use of land.

- 7.37. A coordinated materials palette comprising red, orange and buff brick, areas of render and a mix of grey and red roof tiles has been developed to reflect the prevailing character of Hinckley whilst creating distinct character areas across the development. Boundary treatments, including feature brick walls, estate railings, native hedgerows and timber fencing, have also been proposed which will further reinforce the quality of the public realm.
- 7.38. The layout has been designed to provide a high standard of amenity for both existing and future residents. Separation distances, building orientation and the arrangement of streets ensure appropriate levels of privacy, outlook and natural surveillance throughout the development. Supporting technical assessments confirm that matters relating to noise, air quality, drainage and flood risk can all be satisfactorily addressed through the proposed design and recommended mitigation, ensuring the proposals comply with the amenity objectives of Policy DM10.
- 7.39. The proposals incorporate the principles of sustainable design promoted through Core Strategy Policy 24. The development prioritises walking and cycling through an interconnected network of footways and shared routes, integrates electric vehicle charging infrastructure, provides secure cycle storage, and incorporates Sustainable Drainage Systems as multifunctional landscape features delivering biodiversity and water management benefits. The layout has also been designed having regard to Secured by Design principles, creating well-overlooked streets and public spaces and the building for healthy life principles.
- 7.40. Overall, the accompanying DAS demonstrates that the Sites have evolved through a robust design process which responds positively to its context whilst delivering a high-quality residential environment.

Affordable Housing and Housing Mix

Affordable Housing

- 7.41. Core Strategy Policy 15 seeks the delivery of affordable housing across the Borough to meet identified needs, setting a target of 2,090 affordable dwellings between 2006 and 2026, equating to an average of 105 affordable homes per annum. For developments within urban areas (i.e Hinckley) the policy requires the provision of 20% affordable housing, unless material considerations indicate otherwise.
- 7.42. The Council's most recent Housing Needs Study (2024) identifies that affordable housing need has increased significantly, concluding that the Borough requires approximately 430 affordable homes per annum to meet identified needs. The Study confirms that affordable housing need remains substantial across all tenures and that opportunities to maximise delivery through new residential development should be supported.
- 7.43. This position is reinforced by the Council's latest Authority Monitoring Report, which confirms that only 217 affordable dwellings were completed during the 2023/24 monitoring year. Delivery therefore represents only around half of the identified annual requirement, demonstrating a significant and persistent shortfall in affordable housing provision across the Borough.
- 7.44. The proposed development will deliver 94 affordable dwellings, representing approximately 20% of the overall scheme. This fully accords with the affordable housing requirements of Core Strategy Policy 15 and will make a significant contribution towards addressing the Borough's identified affordable housing needs.
- 7.45. The delivery of 94 affordable homes equates to approximately 22% of the Borough's annual affordable housing requirement identified within the 2024 Housing Needs Study. Given the acknowledged shortfall in affordable housing delivery, the proposal represents an important opportunity to increase the supply of affordable homes in a sustainable location adjoining the Hinckley urban area.

Housing Mix

- 7.46. Core Strategy Policy 16 requires residential developments of ten or more dwellings to provide an appropriate mix of housing types, sizes and tenures, having regard to the most up-to-date evidence of local housing need. The policy seeks to ensure that new housing

responds to the needs of different household types and supports the creation of balanced and mixed communities.

7.47. The Council's Housing Needs Study (2024) identifies a clear requirement for a broad range of dwelling sizes across both the market and affordable sectors. Within the affordable sector, the Study recommends a mix comprising approximately 17% one-bedroom, 51% two-bedroom, 28% three-bedroom and 4% four-bedroom homes. The overall housing market assessment identifies a continued need for family housing, concluding that around 40% of homes should provide three or more bedrooms.

7.48. The proposed development delivers a broad mix of one, two, three, four and five-bedroom dwellings, ensuring that the scheme caters for a wide range of household needs. The development is predominantly focused on family housing, with approximately 68% of all dwellings comprising three bedrooms or more, whilst the affordable housing provision includes a significant proportion of one and two-bedroom homes, reflecting the recommendations of the Study. For completeness the submitted breakdown of mix is as genuinely as follows;

Size	Units	%
1-bed	16	3%
2-bed	135	29%
3-bed	256	53%
4-bed	67	14%
5-bed	4	1%

7.49. The detailed housing schedule submitted as part of the technical planning layout demonstrates that the proposed tenure and dwelling size mix closely reflects the Council's identified housing needs evidence. The affordable homes are distributed throughout the development, creating a balanced and integrated community rather than concentrating affordable provision within individual parts of the site.

7.50. Overall, the proposed housing mix accords with the objectives of Core Strategy Policy 16 by providing a balanced range of dwelling types, sizes and tenures capable of meeting both identified affordable housing needs and wider market demand.

Highways and Access

- 7.51. A Transport Assessment (“TA”) and Framework Travel Plan (“TP”) have been prepared by Pell Frischmann in support of the development parcels. The submitted assessments consider the accessibility of the Sites, the proposed access arrangements, forecast trip generation, highway capacity impacts and opportunities to encourage sustainable modes of travel.
- 7.52. The submitted TA confirms that the Sites occupy a sustainable location on the edge of Hinckley with good access to existing pedestrian, cycle and public transport infrastructure together with a wide range of day-to-day services and facilities located within walking and cycling distance of the development.
- 7.53. Vehicular access to Parcel B is proposed via a ghost island right turn junction taken from the A47 Normandy Way. The access arrangement includes associated footways, visibility splays and a new toucan crossing facility to improve pedestrian and cycle connectivity into the surrounding area.
- 7.54. Vehicular access to the northern parcel A is proposed via a new three-arm roundabout junction taken from the A447 Ashby Road. The proposed roundabout has been designed in accordance with the Leicestershire County Council Highway Design Guide and includes associated pedestrian and cycle infrastructure together with formal crossing facilities.
- 7.55. The proposed development has been designed to actively promote sustainable travel patterns and reduce reliance upon private vehicle use. The proposals include new pedestrian and cycle connections, shared footway/cycleway infrastructure, toucan crossing facilities and direct connectivity into the wider Hinckley North allocation area. The accompanying Framework Travel Plan also identifies a series of measures intended to encourage sustainable travel behaviour including Travel Welcome Packs, Travel Plan Coordinators, promotion of public transport opportunities and enhanced walking and cycling awareness initiatives.
- 7.56. The TA includes detailed assessment of forecast trip generation associated with the proposed development together with junction capacity modelling across the surrounding highway network. The assessment concludes that the proposed access arrangements and surrounding highway infrastructure can accommodate the development traffic without resulting in severe residual cumulative impacts upon the local highway network.

- 7.57. The submitted assessment has also considered highway safety, accessibility, pedestrian and cycle connectivity, public transport accessibility, parking provision and cumulative development impacts within the context of the wider Hinckley North allocation area. The assessment identifies that the Sites can integrate appropriately with the surrounding transport network.
- 7.58. Furthermore, Parking provision has been carefully integrated into the design of the development, as demonstrated within the submitted technical planning layout, ensuring that vehicles are accommodated without dominating the street scene. The scheme incorporates a combination of on-plot parking, including garages, tandem and parallel arrangements, together with visitor parking distributed throughout the development to ensure convenient access and natural surveillance. The accompanying TA confirms that parking provision has been designed in accordance with the Leicestershire County Council Highway Design Guide and Hinckley and Bosworth Borough Council's Good Design Guide and is therefore compliant with the requirements of Policy DM18.
- 7.59. Overall, the submitted TA and TP demonstrate that the proposed development accords with the requirements of Policy 5 and Policy DM17 of the adopted development plan together with the relevant provisions of the National Planning Policy Framework. The proposals provide safe and suitable access arrangements, promote sustainable transport choices and demonstrate that the residual cumulative transport impacts arising from the development would not be severe.

Flood Risk and Drainage

- 7.60. A Flood Risk Assessment ("FRA") and Drainage Strategy have been prepared by ADC Infrastructure Limited in support of the proposed development. The submitted assessments consider the potential flood risk constraints affecting the Sites together with the proposed strategy for the management of surface water and foul drainage arising from the development.
- 7.61. The submitted FRA confirms that both parcels A and B are located wholly within Flood Zone 1 and are therefore at the lowest probability of fluvial flooding. The assessment further confirms that the Sites lie outside identified flood extents associated with climate change allowances and that residential development is appropriate in accordance with National Policy.

- 7.62. In relation to surface water flooding, the FRA identifies that proposed built development areas are located within areas of very low to low surface water flood risk. Where localised areas of low surface water flood risk have been identified, mitigation in the form of localised land reprofiling and drainage design measures are proposed to avoid the formation of low points and ensure appropriate surface water management throughout the development.
- 7.63. The FRA further concludes that the Parcels are at low or negligible risk from groundwater, sewer, reservoir, canal and tidal flooding sources and that no significant flood risk constraints exist which would preclude the proposed development.
- 7.64. The submitted FRA therefore demonstrates compliance with Policy DM7 of the adopted development plan together with policies F7 and F8 of the NPPF by confirming that the proposed development would be located within an area of lowest flood risk and would not increase flood risk elsewhere.
- 7.65. The accompanying Drainage Strategy identifies that surface water runoff from parcel A currently drains via overland flow toward existing land drainage ditches located along the site boundaries, ultimately discharging toward tributaries associated with the Tweed River catchment. Surface water runoff from parcel B currently drains toward the highway network and existing drainage infrastructure within Normandy Way before discharging into an ordinary watercourse located to the west of the Site.
- 7.66. The proposed surface water drainage strategy has been designed to broadly replicate existing drainage conditions whilst incorporating sustainable drainage infrastructure throughout the development. Parcel A would be served through a series of attenuation basins and sustainable drainage features located principally within the north-western areas of the Site, whilst the parcel B would drain toward a dedicated attenuation basin located within the western extent of the land.
- 7.67. The proposed drainage regime would incorporate restricted discharge rates equivalent to a 20% betterment over existing QBar greenfield runoff rates, thereby ensuring that the development delivers an overall betterment in surface water discharge characteristics compared to the existing site conditions.
- 7.68. The submitted Drainage Strategy also demonstrates that sustainable drainage measures have been integrated throughout the wider landscape framework of the development,

providing both drainage and wider environmental benefits whilst contributing positively toward green infrastructure and placemaking objectives.

- 7.69. Foul drainage arising from the development would discharge into the existing foul drainage network within the surrounding area, with the detailed strategy and connection points to be agreed in consultation with the relevant statutory undertaker as part of the detailed delivery process.
- 7.70. Overall, the submitted FRA and Drainage Strategy demonstrate that the proposed development is suitable from both a flood risk and drainage perspective. Subject to the implementation of the recommended mitigation and drainage measures, the development would not be at significant risk of flooding, would not increase flood risk elsewhere and would accord with the requirements of Policy DM7 of the development plan together with the relevant provisions of the NPPF.

Ecology and Biodiversity

- 7.71. A Preliminary Ecological Appraisal (“PEA”) has been prepared by FPCR in support of the proposed development. The assessment considers the ecological baseline conditions of the parcels together with the potential impacts of the development upon habitats, protected species and designated ecological assets.
- 7.72. The submitted assessment confirms that the Sites are not located within or immediately adjacent to any internationally or nationally designated ecological sites. Whilst the Sites fall within the wider Impact Risk Zones (“IRZs”) associated with Kendal's Meadow and Burbage Wood and Aston Firs Site of Special Scientific Interest (SSSI), the assessment concludes that the proposed development is not likely to adversely affect the notified features of those designated sites.
- 7.73. The assessment also confirms that Ensor's Pool Special Area of Conservation (SAC), is located approximately 9.5 kilometres from the Sites. Although given the scale, nature and location of the proposals, the assessment concludes that there would be no likely significant effects upon the integrity of the SAC.
- 7.74. In habitat terms, the parcels are predominantly characterised by agricultural land, modified grassland, hedgerows and scattered trees. Most habitats recorded within the

Sites are considered to be of low ecological value, with much of parcel A comprising of intensively managed arable land and species-poor grassland.

- 7.75. Notwithstanding this, the assessment identifies that the network of existing hedgerows and mature trees across the Sites provide important ecological connectivity and biodiversity value within the local landscape. Thirteen hedgerows were identified as qualifying as Habitats of Principal Importance under the Natural Environment and Rural Communities Act 2006, with three hedgerows also classified as “important” under the Hedgerow Regulations.
- 7.76. The proposed development has therefore been designed to retain and enhance the majority of existing boundary vegetation, hedgerows and mature trees wherever possible, with only limited sections of hedgerow removal proposed to facilitate access arrangements, roads and pedestrian connections. These losses would be mitigated through substantial replacement planting, new native hedgerow creation and long-term landscape management.
- 7.77. The PEA further identifies opportunities for significant ecological enhancement through the provision of species-rich grassland, native scrub planting, sustainable drainage habitats and wider green infrastructure corridors integrated throughout the development. These measures would provide enhanced habitat diversity and strengthen ecological connectivity across the wider site area.
- 7.78. In relation to protected and notable species, the assessment concludes that the Sites provide limited suitability for reptiles, invertebrates and other protected fauna species, with no significant ecological constraints identified. Existing habitat conditions, surrounding land uses and the fragmented nature of suitable habitat are considered to significantly reduce the likelihood of protected species presence across the Sites.
- 7.79. Overall, the submitted PEA demonstrates that the proposed development accords with the requirements of Policy DM6 of the adopted development plan together with Section 15 of the Framework. Subject to the implementation of the recommended mitigation, habitat retention and enhancement measures, the development would conserve and enhance ecological features, deliver biodiversity improvements and would not result in unacceptable impacts upon designated sites, habitats or protected species.

Biodiversity Net Gain

- 7.80. The Environment Act 2021 established a statutory requirement for most new development to deliver a minimum 10% increase in biodiversity value compared with the pre-development baseline. A Biodiversity Net Gain Assessment has been prepared by FPCR using the Statutory Biodiversity Metric. The assessment identifies a net gain in hedgerow and watercourse units, alongside a residual deficit in habitat units resulting from the proposed development. The assessment identifies that, through the securing of 17.95 habitat units of lower distinctiveness habitat or higher, the relevant trading rules can be satisfied and the development can achieve the required biodiversity outcome. The Applicant is committed to securing the necessary off-site habitat units to address this residual requirement, alongside the delivery of habitat enhancements within the Site through an agreed Habitat Management and Monitoring Plan (HMMP).
- 7.81. The approach accords with Policy DM6: Enhancement of Biodiversity and Geological Interest, which requires development proposals to conserve and enhance features of nature conservation value and provide for their long-term management. In particular, the policy requires major development to identify opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. The proposed combination of on-site habitat enhancement, new planting and green infrastructure, together with the securing of the necessary off-site habitat provision, will ensure that the development delivers the required biodiversity outcome and provides appropriate long-term management of the site's ecological assets.

Landscape and Visual impact

- 7.82. Although the application site does not fall within the designated Hinckley/Barwell Green Wedge, it lies immediately adjacent to it. Core Strategy Policy 6 seeks to ensure that development respects the function of the Green Wedge by maintaining openness, reinforcing green networks, enhancing opportunities for recreation and preserving the visual separation between settlements.
- 7.83. A key issue raised through the Council's pre-application advice related to maintaining the visual and physical separation between Hinckley and Barwell, particularly along the northern edge of Parcel A. The Council advised that development should be set back from Rogues Lane and Ashby Road to allow for a substantial landscaped buffer capable of reinforcing the settlement edge and avoiding any perception of coalescence.

- 7.84. The submitted Design and Access Statement demonstrate how the masterplan has evolved in direct response to these comments. Development on Parcel A has been set back from the northern boundary, allowing for a substantial area of structural landscaping, public open space and green infrastructure. Existing hedgerows and mature trees are retained wherever possible and reinforced through extensive native planting, woodland belts and habitat creation. Together these measures provide a robust landscaped edge to the development and maintain the visual distinction between Hinckley and Barwell.
- 7.85. The landscape framework also retains and enhances green corridors throughout the site, integrating Sustainable Drainage Systems, biodiversity enhancements, recreational routes and public open space within a coordinated green infrastructure network.
- 7.86. The Landscape and Visual impact appraisal submitted by FPCR confirms that the site is not subject to any national or local landscape designation and does not lie within, or form the setting of, a National Park or National Landscape. It confirms that both parcels are located within an undesignated landscape of medium value and that effects on the wider National Character Area would be negligible, with effects on the wider Stoke Golding Rolling Farmland Landscape Character Area limited to Moderate-Minor Adverse for parcel A and Minor Adverse for parcel B on completion, reducing further as landscape mitigation matures.
- 7.87. The Zone of Theoretical Visibility (ZTV) demonstrates that visibility of the proposed development is constrained by existing topography, vegetation and surrounding built form, with many views filtered or restricted in extent. The scheme incorporates a comprehensive landscape strategy, including the retention and reinforcement of existing hedgerows and trees, substantial structural planting along Rogue's Lane, additional woodland and hedgerow planting, green infrastructure corridors and public open space, all of which will assist in integrating the development into its landscape setting and reducing visual effects over time.
- 7.88. The LVA concludes that the proposed development can be accommodated within the receiving landscape without giving rise to unacceptable landscape or visual effects. Whilst localised adverse effects are identified for a small number of nearby receptors, these are typical of edge-of-settlement residential development and are moderated through the proposed green infrastructure framework, with most effects reducing as planting establishes and matures. Overall, the proposals represent a logical extension to Hinckley

within the emerging Hinckley North allocation and would not result in significant harm to the wider landscape resource or visual amenity of the area.

- 7.89. Overall, the proposals have been carefully designed to respond to the site's location adjacent to the Green Wedge and to the concerns raised during the pre-application process. The extensive landscape buffers and green infrastructure ensure that the wider function of the Green Wedge and the visual separation between Hinckley and Barwell are maintained, consistent with the objectives of Core Strategy Policy 6.

Trees and Hedgerows

- 7.90. An Arboricultural Impact Assessment ("AIA") has been prepared by FPCR in support of Parcel A. The survey identified a predominance of Category B and Category C trees, with no Category A trees recorded. The AIA also sets out that the tree cover is primarily associated with existing field boundaries and landscape features around the site perimeter. No veteran or ancient trees or Tree Preservation Orders ("TPO") were identified within the parcel.
- 7.91. The assessment concludes that tree and hedgerow removal has been minimised and is limited to that necessary to facilitate the proposed access arrangements and connections between adjacent development parcels. This principally relates to sections of Category C hedgerows and a small tree group of low arboricultural value. The majority of existing trees and hedgerows are to be retained with tree protection measures also being secured during construction to safeguard retained vegetation and Root Protection Areas.
- 7.92. The proposals are supported by a comprehensive landscape strategy which includes substantial new tree planting, native hedgerow reinforcement and structural landscaping throughout the parcel.
- 7.93. FPCR have also undertaken an Arboricultural Impact Assessment for Parcel B. The survey found that tree cover is predominantly Category C, with a smaller number of Category B trees located around the site boundaries. No Category A trees: veteran trees or ancient trees were identified. The site is not subject to any TPO or a Conservation Area designation.
- 7.94. The principal arboricultural impact for parcel B relates to the removal of five highway verge trees adjacent to Normandy Way to facilitate the proposed site access and associated visibility splays. In addition, limited encroachment into the Root Protection Areas of a number of retained trees has been identified. The assessment confirms that these impacts

can be appropriately mitigated through the implementation of tree protection measures, sensitive construction techniques and arboricultural supervision during the construction phase.

- 7.95. The development proposals have been designed to retain the majority of existing boundary vegetation and integrate it within a wider landscape framework. Significant new tree and hedgerow planting is proposed throughout the development.
- 7.96. Across both parcels, the proposed development has sought to retain and protect existing trees and hedgerows wherever practicable, with removals restricted largely to access requirements and connectivity improvements. The submitted AIAs demonstrate that there are no overriding arboricultural constraints to development, and that retained vegetation can be adequately protected throughout construction. Combined with the substantial new landscaping and habitat creation proposed as part of the scheme, the development will result in a net enhancement of the site's green infrastructure in accordance with Policy DM6 of the SADM 2016.

Noise and Air Quality

Air Quality

- 7.97. An Air Quality Assessment ("AQA") has been prepared by MEC in support of the proposed development. The assessment considers the potential effects of the development upon local air quality during both the operational and construction phases of the scheme.
- 7.98. The submitted AQA confirms that existing air quality conditions within the wider Hinckley area are generally good, with monitored pollutant concentrations remaining below the relevant national air quality objectives across the Borough.
- 7.99. The assessment identifies that predicted pollutant concentrations associated with development-generated traffic, including Nitrogen Dioxide (NO₂), PM₁₀ and PM_{2.5}, would remain comfortably below applicable air quality objectives at both existing and proposed residential receptors.
- 7.100. Furthermore, the AQA confirms that the change in pollutant concentrations associated with traffic arising from the development would be negligible and substantially below the relevant thresholds identified within institute guidance. The assessment identifies that the

maximum predicted change in annual mean pollutant concentrations would be extremely small and would not result in significant adverse impacts upon local air quality conditions.

7.101. The submitted assessment also includes a detailed construction dust risk assessment for particulate matter generation during demolition, earthworks, construction and trackout phases of development. Whilst the assessment identifies the potential for elevated dust risk during construction activities in the absence of mitigation, it confirms that the implementation of standard mitigation measures through an appropriate Construction Environmental Management Plan and Dust Management Plan would effectively manage and control such impacts.

7.102. Overall, the submitted AQA concludes that the proposed development would not give rise to significant adverse air quality effects and that the Sites are suitable for residential development from an air quality perspective. The proposals are therefore considered to accord with Policy DM7 would not contribute to poor air quality and DM10 of the adopted development plan together with the relevant provisions of the National Framework.

Noise

7.103. An Acoustic Assessment (“NA”) has also been prepared by MEC in support of the application. The assessment considers the existing acoustic environment surrounding the Sites together with the likely noise impacts associated with road traffic and nearby commercial activities.

7.104. The assessment has been undertaken in accordance with relevant national guidance including BS 4142, BS 8233, ProPG and the Association of Noise Consultants Acoustic Ventilation and Overheating Guidance (“AVOG”).

7.105. The submitted assessment confirms that the proposed development can achieve acceptable internal and external noise environments through the incorporation of standard good acoustic design measures, which have been embedded within the submitted layout and building design approach.

7.106. In relation to external amenity areas, the assessment demonstrates that most gardens throughout the development would achieve the lower external noise criteria identified within BS 8233 without requiring significant mitigation. In limited areas with direct exposure

toward Normandy Way, compliance can be achieved through localised acoustic fencing and boundary treatment measures.

7.107. The assessment further confirms that acceptable internal noise levels can be achieved throughout the proposed dwellings through the use of standard thermal double glazing and background ventilation measures. For a limited number of the most exposed plots, enhanced glazing and acoustically rated ventilation systems are recommended and have been incorporated into the mitigation strategy.

7.108. The assessment also considered the potential noise effects associated with operations at Hinckley and Bosworth Community Hospital. Whilst the assessment identified some potential for night-time operational noise at the most exposed façades, the detailed BS 4142 assessment concluded that, when contextual factors and proposed mitigation measures are taken into account, hospital-related noise would not result in unacceptable living conditions for future residents of either parcel.

7.109. Overall, the submitted Air Quality and Acoustic Assessments demonstrate that the proposed development would not result in significant adverse impacts upon the living conditions of existing or future residents in relation to air quality, noise or general environmental amenity. The proposals are therefore considered to accord with Policies DM7 – by not causing noise or vibration which would disturb areas that are valued for their amenity and tranquillity and DM10 of the adopted development plan, together with the relevant provisions of the National Framework.

Heritage and Archaeology

7.110. A Heritage Impact Assessments for both parcels have been prepared by Tetrattech. The assessments consider the potential effects of the proposed development upon designated and non-designated heritage assets within the surrounding area and have been prepared having regard to the requirements of the NPPF and Policies DM11 and DM12 of the SADMP.

7.111. In relation to Parcel A, the assessment confirms that there are no designated heritage assets located within the site itself. The principal heritage asset identified as having the potential to experience a change to its setting is Barwell House Farmhouse and Attached Stable Wing, together with a number of nearby non-designated heritage assets including the former Isolation Hospital, Bosworth House Farm and Odd House Farm. The assessment concludes that the site makes only a low contribution to the significance of

these assets through their setting and that the proposed development would result in a low level of less than substantial harm to the significance of the listed building.

7.112. The assessment also concludes that the cumulative effect of development across the wider Hinckley North allocation, including the approved residential developments promoted by Richborough Estates immediately adjoining the site, has already altered the historic rural context of the area. Consequently, the contribution made by the application site to the wider setting of these heritage assets has reduced over time. Whilst a residual level of less than substantial harm has been identified in relation to the setting of certain heritage assets, this harm is assessed as being at the lower end of the scale and is capable of being weighed against the significant public benefits of the scheme.

7.113. In respect of Parcel B, the submitted Heritage Impact Assessment concludes that there are no designated heritage assets within the site and that no designated heritage assets outside the site would experience harm as a result of the proposal. Whilst the site forms a small component of the wider setting of the former Isolation Hospital, the assessment concludes that it represents a neutral element which makes no meaningful contribution to understanding or appreciating its significance. Accordingly, the proposed development would not result in harm to the significance of this non-designated heritage asset.

7.114. Taking both parcels together, the submitted heritage assessments demonstrate that the significance of nearby heritage assets has been fully understood and assessed. Any identified impacts are limited in nature and, where applicable, amount to low-level less than substantial harm which should be weighed against the substantial public benefits arising from the scheme. The proposals are therefore considered to accord with Policies DM11 and DM12 of the SADMP.

7.115. In relation to Policy DM13 archaeological investigations comprising geophysical surveys and trial trench evaluations have been undertaken across both Parcel A and Parcel B.

7.116. The initial desk-based assessments and geophysical surveys identified a generally low archaeological potential across both parcels and subsequent trial trenching has provided a comprehensive evaluation of the archaeological resource. Across Parcel B no significant archaeological remains were identified and the evaluation concluded that there were no archaeological remains that would represent a constraint to development.

7.117. Within Parcel A (Ashby Road), the trial trench evaluation identified a small and isolated concentration of archaeological activity, represented by limited evidence of Iron Age and Roman occupation. However, the archaeological remains were limited in extent and largely confined to a small area within the northern part of the site. The archaeological evaluation concludes that the identified remains are not indicative of a significant settlement and instead represent a relatively small and short-lived area of activity within a wider landscape that shows little evidence of extensive Roman occupation. No archaeological features of exceptional significance were identified, and the overall archaeological resource is considered to be of low significance.

7.118. Overall, the submitted heritage and archaeological assessments demonstrate that the proposed development has appropriately considered the significance of nearby heritage assets and archaeological remains. The limited heritage impacts identified are either neutral or amount to low-level less than substantial harm and, when weighed against the substantial public benefits. The proposals therefore accord with the objectives of Policies DM11, DM12 and DM13 of the SADMP and the heritage provisions of the NPPF.

Open Space

7.119. Core Strategy Policy 19 seeks to ensure that new residential development contributes towards the provision of accessible green infrastructure, public open space and children's play facilities. The Council's most recent Open Space Assessment (2025) further identifies the quantity and quality standards required across the Borough to ensure residents have access to a range of high-quality green spaces and recreational opportunities.

7.120. The proposed development adopts a landscape-led approach, with a comprehensive network of public open space, green infrastructure and recreational areas integrated throughout both Parcel A and Parcel B. As demonstrated within the submitted DAS and Landscape Masterplan, the development incorporates a series of interconnected green corridors, structural landscaping areas, sustainable drainage features, informal recreation spaces and children's play facilities. These areas are designed not only to provide recreational opportunities for future residents but also to strengthen biodiversity, enhance visual amenity and reinforce connectivity throughout the wider Hinckley North allocation.

7.121. The amount any typology of open space provision across both parcels is set out in the table below;

Type of Open Space Provision	Quantity Provided Through Application
Amenity Green Space	1.57
Natural / Semi Natural Space	3.19
Children/ Young People Play Provision	0.26
Total Public Open Space	5.02

7.122. In addition to Open Space, the proposed green infrastructure framework includes a series of distinct landscape spaces and character areas distributed throughout both parcels. Within Parcel A, a centrally located green space will form the focal point of the development, incorporating equipped play provision, informal recreation space and extensive new planting. This area will connect directly into the wider green corridor network and recreational routes running throughout the site, creating a highly accessible and attractive space for future residents. The central green will be overlooked by surrounding dwellings, providing natural surveillance and ensuring a safe environment for children and families.

7.123. Beyond the central green, the development incorporates a network of green corridors, retained and enhanced hedgerows, woodland edge planting, sustainable drainage features, informal open space and pedestrian and cycle routes. Together these elements create an interconnected landscape framework that provides opportunities for recreation, biodiversity enhancement and active travel whilst also reinforcing the visual separation between Hinckley and Barwell. The proposed landscape strategy therefore delivers not only the quantity of open space required by Policy 19, but also a diverse range of high-quality, usable and well-connected green spaces throughout the development

7.124. Overall, the proposed development will provide a comprehensive and integrated network of open spaces, recreational facilities and green infrastructure which will serve both existing and future residents. The proposals are therefore considered to accord with the objectives of Core Strategy Policy 19 and contribute positively towards the creation of a healthy, attractive and sustainable residential environment.

Sustainability and Climate

7.125. Policy 24 seeks to ensure that new development incorporates sustainable design principles, promotes efficient use of resources and reduces environmental impacts. Whilst the policy references the former Code for Sustainable Homes, it should be noted that the Code was withdrawn by the Government in 2015, with many of its requirements subsequently incorporated into Building Regulations and national technical standards

- 7.126. Miller Homes is committed to reducing the environmental impact of its developments and has adopted a corporate objective of achieving net zero greenhouse gas emissions across its value chain by 2045. The company has established science-based targets to reduce carbon emissions by 50.4% by 2032 compared to 2022 levels and is actively investing in renewable energy, lower-carbon construction methods, electric vehicle technology and improved energy efficiency across its operations.
- 7.127. In addition to carbon reduction initiatives, Miller Homes continues to improve resource efficiency through sustainable construction practices. These measures include diverting waste from landfill, increasing recycling rates, reducing waste generated per dwelling and working collaboratively with suppliers to reduce embodied carbon within construction materials. Such commitments support the delivery of more sustainable homes and align with the broader objectives of Policy 24.
- 7.128. Overall, whilst the specific Code for Sustainable Homes requirements referenced within Policy 24 have been superseded the proposed development will incorporate a range of sustainability measures through its design, construction and operation. The scheme is therefore considered to accord with the overarching objectives of Policy 24 in delivering a sustainable and resource-efficient form of development.

8. Chapter 7 - Planning Balance

- 8.1. In applying the planning balance, it is acknowledged that the proposed development would extend onto land currently identified as countryside within the adopted development plan and would therefore give rise to a degree of conflict with Policy DM4 of the SADM 2016, which seeks to safeguard the intrinsic value, beauty and character of the countryside from unsustainable development. However, the weight to be afforded to this conflict must be considered in the context of the Council's current housing land supply position and the application of policy S3 of the NPPF in terms of promoting sustainable development.
- 8.2. The application parcels form part of the wider 'Hinckley North' area which has been identified through the submission regulation 19 Local Plan process as a strategic location for future growth. As set out in paragraph 6.37 of the statement the emerging allocation proposes approximately 1,200 dwellings alongside supporting infrastructure. Whilst the submission plan is not yet adopted it nevertheless demonstrates the HBBCs direction of travel and recognition that this area represents an appropriate location for future residential growth and in line with Policy DM4 Criterion (j)(i) it has been awarded **moderate positive weight**.
- 8.3. The application parcels also sit immediately adjacent to existing residential development and approved schemes forming part of the wider Hinckley North growth area. The proposals have therefore been prepared as part of a coordinated and comprehensive urban extension rather than representing isolated or sporadic encroachment into the countryside. This materially reduces the significance of the identified countryside policy conflict.
- 8.4. Substantial weight must also be afforded to the Borough's housing land supply position. As set out earlier within this Statement, recent appeal decisions, including the appeal at Land off York Close (APP/K2420/W/25/3369401), confirmed that the Council was only able to demonstrate a 3.89-year housing land supply. More recent evidence presented through planning committee reports confirms that the Council remains unable to demonstrate a five-year supply of deliverable housing sites. In these circumstances NPPF policy S3 is engaged and furthermore in line with appendix A of the NPPF policies which are materially inconsistent with the NDMP of the framework attract reduced weight in the decision-making process. Therefore, the conflict in terms of policy DM4 is overall considered to

present **limited adverse weight**. and the delivery of 482 homes to meet an identified housing land supply shortfall is considered to attract **substantial positive weight**

- 8.5. The proposed development would also deliver 94 affordable homes, representing approximately 20% of the total housing provision. The Council's Housing Needs Study (2024) identifies a requirement for 430 affordable homes per annum across the Borough, whilst the Authority Monitoring Report confirms that only 217 affordable dwellings were delivered during the 2023/24 monitoring year. The scheme would therefore make a meaningful contribution towards addressing a substantial and persistent affordable housing need and should attract **significant positive weight** in the planning balance.
- 8.6. In addition to the housing benefits, the scheme would deliver a range of wider social benefits. These include significant areas of public open space, children's play provision, green corridors, structural landscaping, sustainable drainage features, biodiversity enhancements and an extensive network of pedestrian and cycle connections linking into the wider Hinckley North area. Collectively, these measures will contribute positively towards health, wellbeing, recreation and placemaking objectives and should therefore attract **significant positive weight** in the planning balance.
- 8.7. The proposal would also deliver economic benefits during both the construction and operational phases of development. The scheme would generate direct and indirect employment opportunities, increase expenditure within the local economy and support existing services, facilities and businesses within Hinckley and the surrounding area. These economic benefits should attract **moderate positive weight** in the planning balance.
- 8.8. Environmental benefits will also arise through the delivery of a comprehensive landscape-led masterplan incorporating extensive structural planting, green infrastructure, sustainable drainage systems and biodiversity enhancements. The development has been designed to maintain the important separation between Hinckley and Barwell through the provision of substantial landscape buffers and undeveloped areas along the northern edge of Parcel A. The scheme will provide the mandatory 10% increase in biodiversity net gain and is expected to deliver measurable ecological enhancements and should therefore attract **moderate positive weight** in the planning balance.
- 8.9. In heritage terms, the proposal would result in a low level of less than substantial harm to the significance of the Grade II Listed Barwell House Farmhouse and Attached Stable Wing through changes to part of its rural setting. A residual effect would also arise in relation to

the former Isolation Hospital, a non-designated heritage asset of limited significance, although the submitted HIA concludes that this represents only a minor consideration in the overall planning balance. Great weight has been afforded to the conservation of heritage assets in accordance with NPPF Policy HE6, and the balanced judgement required by Policy HE7 has been undertaken. However, having regard to the low contribution the application site makes to the significance of the affected assets, the limited nature of the identified harm, and the changing context arising from approved development within the wider Hinckley North area, the overall heritage impact attracts only **limited adverse weight**. This harm is clearly and decisively outweighed by the substantial public benefits of the proposal, including the delivery of 482 dwellings, 94 affordable homes, and a significant contribution towards addressing the Borough's acute housing land supply shortfall.

8.10. Overall, whilst the proposal results in a degree of conflict with adopted countryside policies and constitutes a low level of less than substantial harm of the setting of a Grade II listed building. It is however considered that the significance of these conflicts is greatly reduced by the Borough's housing land supply position, the operation of the tilted balance and the identification of the wider Hinckley North area as a strategic location for future growth. The scheme would deliver substantial housing, affordable housing, social, economic and environmental benefits in a highly sustainable location immediately adjacent to the existing urban area.

8.11. Taking all matters into account, the adverse impacts of granting permission would not significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF when taken as a whole. The proposal therefore represents sustainable development, and the planning balance falls clearly in favour of granting planning permission. A summary table of the planning balance has been set out below;

Planning Balance Consideration	Weight Attributed
Heritage Impact (Barwell House Farmhouse and former Isolation Hospital)	Limited adverse Weight
Conflict with Policy DM4 (Countryside)	Limited adverse Weight
Emerging Hinckley North Allocation Status	Moderate Positive Weight
Economic Benefits	Moderate Positive Weight
Environmental Benefits	Moderate Positive Weight

Social Benefits	Significant Positive Weight
Delivery of 94 Affordable Homes	Substantial Positive Weight
Delivery of 482 new Homes	Substantial Positive Weight
Overall Planning Balance	Strongly in Favour of Development

9. Chapter 8 - Community infrastructure and S106 Heads of Terms

- 9.1. In accordance with Policy DM3 says 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 new development is required to provide, or contribute towards, the measures necessary to mitigate its impacts on existing infrastructure. Such mitigation is normally secured through site-specific planning obligations as HBBC is not a CIL charging authority. As with all new residential development, the proposals will generate additional population and associated demand for services; the S106 package will therefore secure proportionate and directly related contributions to ensure these impacts are fully mitigated.
- 9.2. At this outline stage, the applicant anticipates entering into a Section 106 agreement with HBBC subject to the statutory tests in Regulation 122 of the CIL Regulations, ensuring that any obligations are
- a) necessary to make the development acceptable in planning terms
 - b) directly related to the development, and
 - c) fairly and reasonably related in scale and kind.
- 9.3. The applicant is committed to early and ongoing discussions with the Council and statutory providers to fully understand infrastructure requirements and to ensure that obligations meet these tests.
- 9.4. At present, a draft head of terms has been prepared which includes:
- **Affordable Housing** – Up to 20% of dwellings will be affordable, with tenure and mix to be agreed with the Council's Housing Officer.
 - **Public Open Space** – Provision of on-site amenity space and children's play area, with arrangements for ongoing maintenance to be agreed, alongside potential off-site enhancements and provision where appropriate.
 - **Sustainable Transport** – Contributions to support sustainable transport measures
 - **Education** – Financial contributions toward early years provision and local schools based on up-to-date evidence.

- **Healthcare** – Contributions toward local healthcare facilities based on up-to-date evidence.
- **Sports and Leisure** – Off-site contributions to local sports facilities if required, supporting community use and accessibility.
- **Waste Management** – Financial contributions for bin provision and waste services.

9.5. Further technical work is anticipated to confirm any off-site requirements to ensure that the development can be fully serviced without adverse impacts. All obligations will be reviewed and refined through detailed discussions with HBBC, statutory providers, and other stakeholders, ensuring that the proposed development both mitigates its impacts and delivers positive community benefits.

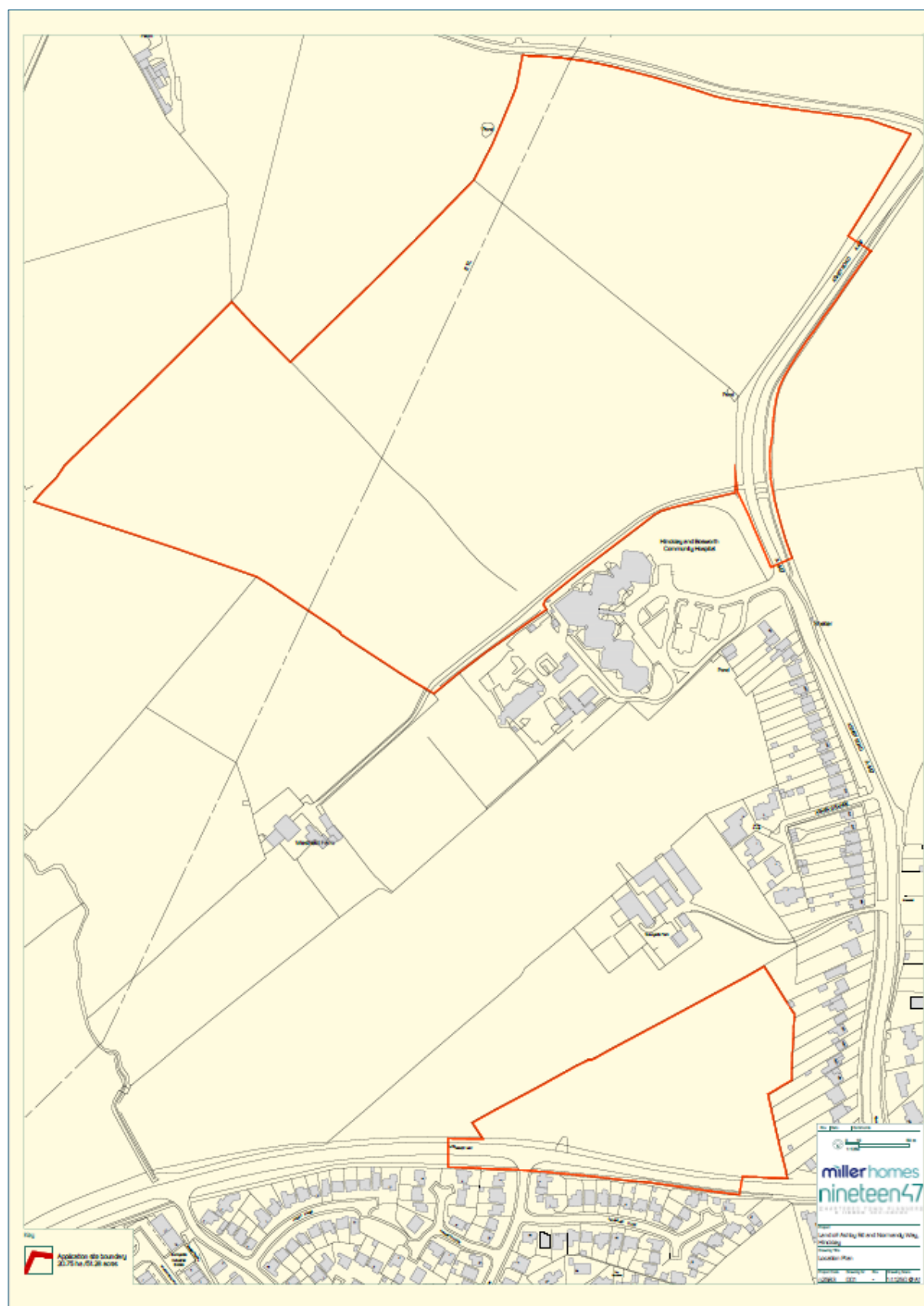
10. Chapter 9 - Conclusions

- 10.1. This Planning Statement has been prepared on behalf of Miller Homes in support of an full planning application for the residential development of land at Ashby Road and Normandy Way, Hinckley. The application seeks planning permission for up to 482 dwellings across two parcels Parcel A (Ashby Road) and Parcel B (Normandy Way) together with associated access arrangements, public open space, green infrastructure, drainage infrastructure and all other supporting works. The proposals are supported by a comprehensive suite of technical assessments which have informed the evolution of the masterplan and demonstrate the suitability of the Sites for residential development.
- 10.2. Hinckley occupies the highest position within the Borough's settlement hierarchy and is identified within the CS 2009 as the principal focus for growth. As a Sub-Regional Centre, Hinckley benefits from an extensive range of services, facilities, employment opportunities, schools, healthcare provision and sustainable transport and employment options. The application parcels occupy a highly sustainable location on the northern edge of the urban area, with direct access to existing infrastructure and strong connectivity to the wider town.
- 10.3. The Council is presently unable to demonstrate a five-year supply of deliverable housing land. Recent appeal decisions and Council evidence confirm that the Borough's housing land supply remains significantly below the required level. As a consequence, the presumption in favour of sustainable development contained within policy S3 NPPF is engaged, and substantial weight should be afforded to the delivery of new housing in sustainable locations.
- 10.4. The application Sites also form part of the wider Hinckley North area identified through the emerging Local Plan process as a strategic location for future growth. Whilst the emerging allocation can only attract limited weight at this stage, it nevertheless demonstrates the Council's clear intention for this area to accommodate significant residential development. This position is further reinforced by the adjoining consented developments promoted by Richborough Estates, which collectively establish the principle of a comprehensive urban extension in this location.
- 10.5. The submitted technical evidence confirms that there are no overriding environmental, or technical constraints that would prevent the development of the Sites. Detailed

assessments covering transport, highways, drainage, flood risk, landscape and visual impact, ecology, biodiversity, arboriculture, heritage, archaeology, noise and air quality demonstrate that the proposals are capable of being delivered in an acceptable manner. Where impacts have been identified, appropriate mitigation measures have been incorporated into the overall design elements of the scheme.

- 10.6. The proposed development will deliver significant social benefits through the provision of up to 482 new homes, of which 94 will be affordable dwellings, together with extensive public open space, children's play provision, green corridors, sustainable travel connections and biodiversity enhancements. The proposals will contribute towards addressing both market and affordable housing needs whilst creating a high-quality residential environment integrated with the wider Hinckley North area.
- 10.7. The scheme will also generate economic benefits through construction employment, investment within the local economy and increased expenditure supporting existing services and facilities within Hinckley. Environmental benefits will arise through the delivery of a landscape-led masterplan incorporating structural planting, sustainable drainage infrastructure, green infrastructure networks and biodiversity enhancements, ensuring the development delivers long-term environmental gains alongside new housing provision and maintains the separation between Hinckley and Barwell.
- 10.8. Having regard to the development plan, material considerations and the National Planning Policy Framework, it is considered that the limited negative impacts arising from the proposals are clearly and demonstrably outweighed by the substantial social, economic and environmental benefits that the scheme would deliver and fully accords with the presumption in favour of sustainable development. The proposals represent sustainable development in a suitable location and should therefore be approved without delay.

11. Appendix A - Site Location Plan





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