

Land West of Normandy Way, Hinckley

Planning Statement (including draft Section 106 Heads of Terms)

Prepared on behalf of
Bloor Homes Ltd

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115I PS 070623

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APPENDIX 1: SUMMARY OF EXTANT PLANNING POLICY AND SUPPLEMENTARY
PLANNING GUIDANCE

1 INTRODUCTION

1.1 THE APPLICATION SITE

- 1.1.1 This Planning Statement has been prepared on behalf of Bloor Homes Ltd (BHL) in support of a full planning application (FPA) for the residential development of c. 5.6 ha of formerly agricultural land located to the north of the Triumph Motorcycles factory and west of Normandy Way (A47). The scheme seeks to provide 153 new dwellings with a vehicular access from the factory access road and existing roundabout on the A47, as well as public open space and supporting infrastructure and utilities.
- 1.1.2 The application site forms part of the 'Land West of Hinckley' site that was allocated (site SA2) for residential development in the Site Allocations and Development Management Plan Document (SADM DPD) adopted in 2016.
- 1.1.3 In May 2018 Hinckley & Bosworth Borough Council (HBBC) granted outline planning permission to BHL for the development of "Normandy Fields" to provide up to 850 new dwellings, a 1 form entry primary school, convenience retail space, public open space, and associated infrastructure (including other green infrastructure, drainage, access and utilities). The outline application site constituted the vast majority of the Local Plan allocation site, save for an area adjacent to the Triumph Motorcycles factory and extending north alongside Normandy Way.
- 1.1.4 The detailed design of Phases 1 and 2 of Normandy Fields were subsequently approved in November 2018 and the construction of those phases, accessed from a new roundabout junction on Normandy Way, is well progressed. Further "Reserved Matters" applications relating to the detailed design of Phases 3 and 7 and the Local Centre and Primary School have recently been approved, and are now under construction.
- 1.1.5 The Local Plan is now being reviewed and a Regulation 19 Draft Local Plan consultation took place in early 2022. That identifies the Normandy Fields site that benefits from the existing outline planning permission and proposes to allocate the remaining part of the SA2 allocation (Ref. HIN01H) for the delivery of a minimum of 100 additional dwellings.
- 1.1.6 This full planning application relates to the development of the remaining land in the SADM DPD allocation site and residual land within Phase 4 of Normandy Fields that benefits from the existing outline planning permission. It is being submitted simultaneously with a Reserved Matters application for the development of Phase 4 of Normandy fields to ensure that a comprehensive and cohesive scheme for the whole allocation site is realised.

1.2 THE PROPOSAL

- 1.2.1 The development proposals have evolved through an iterative design process that has taken account of the development parameters and design principles established through the grant of the outline planning permission for the wider scheme, the pre-application discussions with

HBBC on key matters, the findings of the various technical and environmental assessments that have been undertaken, and best urban and landscape design practice.

- 1.2.2 The proposed scheme will deliver 153 new houses, of which 31 will be affordable (20%). The development will be served by an extension of the spine road from the wider Normandy Fields scheme, which will travel through the site before connecting with a new site access from the Triumph Motorcycles factory access road and the A47 roundabout. The form and layout of the proposed development takes its lead from the design principles that have already been established in the scheme for the development of Normandy Fields, although a more contemporary architectural style, blended by the use of similar materials, is proposed in this part of the site.
- 1.2.3 The Design and Access Statement (DAS) that accompanies this application provides further details of the proposed scheme's design parameters and principles that will ensure high quality place making and, therefore, demonstrates how the proposals will realise an attractive and sustainable new neighbourhood for Hinckley.

1.3 PURPOSE

- 1.3.1 In that context, this Planning Statement sets out the national and local planning context for the determination of this planning application and assesses how the proposals respond to the policy requirements associated with the extant and emerging allocation policies, and other relevant policies. The application is, therefore, accompanied by a number of key submission plans and documents, including:
- Design and Access Statement;
 - Addendum Flood Risk Assessment and Drainage Strategy;
 - Transport Assessment;
 - Ecological Assessment, including Biodiversity Net Gain Assessment;
 - Arboricultural Impact Assessment & Method Statement;
 - Archaeological Written Scheme of Investigation and accompanying letter;
 - Noise Impact Assessment (to follow);
 - Phase I Desk Study & Phase II Exploratory Investigation.
- 1.3.2 Those key documents demonstrate the suitability of the application site and, therefore, this Planning Statement establishes why the proposals represent sustainable development under the terms of the National Planning Policy Framework (NPPF). Therefore, it concludes that the development proposals accord with the relevant policies as set out in the extant and emerging local plan, and that full planning permission should be granted without delay, as per Section

38(6) of the Planning and Compulsory Purchase Act 2004 (PCPA) and Section 70(2) of the Town and Country Planning Act 1990 (TCPA).

2 PLANNING CONTEXT

2.1 THE DEVELOPMENT PLAN

- 2.1.1 Section 38(6) of the PCPA and Section 70(2) of the TCPA require planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise.
- 2.1.2 That requirement is emphasised in the National Planning Policy Framework (NPPF), which is the Government's statement of planning policy, and paragraphs 2 and 5 also confirm that the NPPF is itself a material consideration in the determination of planning applications. The NPPF is underpinned by the presumption in favour of sustainable development (paragraph 11) in both plan-making and decision-taking, and seeks to boost the delivery of housing in line with the Government's goal to deliver 300,000 new homes per year.
- 2.1.3 HBBC's Development Plan comprises the Hinckley Core Strategy (CS, adopted in December 2009), and the Site Allocations and Development Management DPD (SADM DPD, adopted July 2016). The CS seeks to guide development in the plan period to 2026, and identified Hinckley as the main urban area and focus for growth. The SADM DPD then allocated 'Land West of Hinckley' for a residential-led mixed use development delivering 850 dwellings, local retail, a primary school, and public open space (Allocation Ref. HINO2 / Policy SA2).
- 2.1.4 However, both the CS and SADM DPD are over 5 years old, and are out-of-date in NPPF terms; particularly in the context that the Council cannot currently demonstrate a five year supply of housing. HBBC are, therefore, in the process of preparing their new Local Plan that will guide development in the period to 2039, and undertook a Regulation 19 consultation in relation to a Draft Local Plan (DLP) in early 2022.
- 2.1.5 The DLP again identified Hinckley as an 'urban area' at Tier 1 of the settlement hierarchy, reflecting that Hinckley is *"the focus of key transport, retail, employment and leisure facilities in the Borough."* Consequently, it highlights that it will be *"the focus for new development"* as *"the most sustainable location for strategic level growth."* The DLP, therefore, identifies the Normandy Fields site that now benefits from the outline planning permission for the delivery of 850 dwellings, the school, public open space and related infrastructure and proposes to allocate the residual part of the allocation site (Ref. HINO1H) for the delivery of a minimum of 100 additional dwellings.
- 2.1.6 HBBC's latest Local Development Scheme (December 2022) states that outstanding evidence to underpin the DLP will be completed in the next 18 months, before it is submitted for examination in mid-2024. However, the NPPF states (para. 48) states that decision makers may attribute weight to emerging policies / plans dependent on their compliance with the NPPF and the nature and scope of unresolved objections. In this case significant weight can be attributed to the site's allocation in the DLP, as it aligns with the existing allocation of the site in the extant SADM DPD, which was found to be sound and therefore by extension is

consistent with the NPPF. Other policies in the DLP, however, need to be considered on their own merits.

- 2.1.7 Appendix 1 sets out the extant and emerging Development policies that are relevant to the site and the proposed development. It also highlights relevant policies of the NPPF and SPDs (Supplementary Planning Documents) that are also material considerations in determining the application.

2.2 PLANNING HISTORY

- 2.2.1 In February 2015, Bloor Homes submitted an outline planning application (15/00188/OUT) in relation to Normandy Fields that comprised of the vast majority of the Local Plan allocation site in the extant Local Plan save for an area adjacent to the Triumph Motorcycles factory and extending north alongside the A47. That sought permission for the delivery of up to 850 dwellings, 500m² of retail units, a primary school, community facilities including sports pitches, formal parkland, children's play areas, allotments, sustainable drainage systems, new access and associated infrastructure .

- 2.2.2 Outline planning permission was subsequently granted in May 2018 upon the completion of a Section 106 Agreement. Reserved matters applications have subsequently been submitted and approved, notably for the following elements of the scheme:

- Phases 1 and 2 (260 dwellings) – 18/00563/REM, revised by 20/00527/REM;
- Phase 3 (51 dwellings) – 21/01487/REM;
- Phase 3a (Local Centre) – 22/00202/REM;
- Phase 7 (140 dwellings) – 21/01262/REM;
- Phase 2 (Primary School) – 2022/0009/04

- 2.2.3 The primary access into the scheme has been constructed, and the delivery of the initial phases is now well progressed.

- 2.2.4 A reserved matters application is also pending for Phase 8, which will deliver 87 dwellings (Ref. 22/01091/REM).

2.3 FORWARD DELIVERY

- 2.3.1 The preparation of the detailed designs for the remaining phases of Normandy Fields (Phases 4, 5 & 6) has highlighted that not all of the site that benefits from outline planning permission will be required to deliver a total 850 dwellings and all of the required supporting infrastructure.

- 2.3.2 Consequently, there is residual land within Phase 4 of the Normandy Fields site that has further development potential and, as outlined above, the outline planning permission also excluded part of the allocation site that lies to the north of the Triumph motorcycle factory and

alongside Normandy Way and adjacent to Phase 4 of the Normandy Fields development site. A comprehensive scheme for this part of the allocation site has, therefore, been prepared to realise its full potential and ensure high quality placemaking as a fully integrated part of the wider Normandy Fields development. It will also provide significant added benefits; notably the creation of a second vehicular access into the new neighbourhood thus facilitating a bus loop through the scheme, provision of additional active travel connections, and an improved relationship between the built form and Normandy Way.

- 2.3.3 The delivery of the comprehensive scheme is to be facilitated by the simultaneous submission and determination of the Reserved Matters application for Phase 4 and this full planning application for the residual part of the allocation site. The detailed design for Phases 5 and 6 of Normandy Fields is also being finalised and reserved matters applications will be submitted for those areas in due course.
- 2.3.4 Careful consideration has been given to the potential implications of overlapping planning permissions. However, the proposal to deliver an additional 153 dwellings in this area in no way prejudices the delivery of the Normandy Fields scheme that benefits from the existing outline planning permission. The delivery of Phases 4, 5 and 6 will ensure that the Normandy Fields scheme as a whole will provide 850 dwellings together with all of the access, active travel, education, community, public open space and drainage infrastructure that the outline planning permission commits.
- 2.3.5 Moreover, the scheme for the additional 153 dwellings will provide additional landscaped public open space together with the highway and drainage infrastructure required to support the development.
- 2.3.6 The proposals for Phase 4 (and 5 and 6) and the additional development that is the subject of this application are, therefore, distinct and severable elements of the wider development scheme that can be delivered independently, albeit as highlighted above there are clear benefits to them being delivered as one. Therefore, if planning permission is granted for the additional development, then the two planning permissions would be entirely compatible.

3 DEVELOPMENT MANAGEMENT MATTERS

- 3.1.1 HBBC's identification of the application site as a residential allocation in the extant Local Plan and a proposed residential allocation in the DLP demonstrates both the sustainability of the location relative to the settlement, and the site's suitability for development. Moreover, the site has been subject to a suite of technical and environmental site assessments that have informed the scheme's development. Those assessments have been submitted with this planning application, and demonstrate that there are no overriding constraints to development that cannot be dealt with through the design response and incorporation of appropriate mitigation.
- 3.1.2 This section of the Planning Statement, therefore, summarises the findings of those reports and outlines how the proposals accord with the relevant development management policies that are contained both in the extant Development Plan (i.e. the CS and SADM DPD) and the emerging Local Plan.

3.2 ACCESSIBILITY

- 3.2.1 The application site is well connected to Hinckley's built form. Future residents will, therefore, benefit from ready access to the wide range of services and facilities that are available in the town. That includes numerous nurseries / pre-schools, primary schools, secondary schools, colleges, a central hospital, numerous doctor surgeries, dentists, supermarkets / convenience stores, community centres, and places of worship. There is also an excellent leisure offer, including a leisure centre and a number of playing pitches, community parks and sports clubs, as well as a wide range of retail uses, restaurants, cafes, pubs, bars, and entertainment opportunities including a cinema. It also benefits from a number of employment areas, and the site is well-connected to the industrial estate that is located either side of Normandy Way to the south of the site via active forms of travel.
- 3.2.2 Indeed, the submitted Transport Assessment recognises that the site is very well-connected to that provision via sustainable and active modes of transport. It finds it to be in "*comfortable walking distance*" of a full range of facilities via direct and convenient links, that there are significant employment, retail and leisure facilities in the 5km cycling catchment area, and that the site benefits from well-connected bus services (including the service that has been provided on the adjacent site). In addition, the TS recognises the opportunities for longer distance multi-modal journeys via the rail station.
- 3.2.3 The provision of the community hub, including a primary school, local retail, sports pitches, allotments and a central park, within Normandy Fields will also enhance that offer. The delivery of additional dwellings on the application site will support the long term sustainability of those facilities.
- 3.2.4 The Normandy Fields scheme also includes the extension the number 11 bus service that runs between Nuneaton and Hinckley into the site and that will provide direct access to both town

centres. The delivery of the application scheme with the second access from Normandy Way will enable a more efficient and direct bus link through the neighbourhood to be provided.

- 3.2.5 As such, the development of the site aligns with the spatial strategy of the extant and emerging Local Plan in that it maximises the development potential of a sustainable settlement and directs growth to a well-connected and suitable development site.

3.3 LAYOUT AND DESIGN

- 3.3.1 The proposed development's layout and design principles have been carefully considered with the objective of ensuring that consistent placemaking principles permeate through the Normandy Fields scheme as a whole. Therefore, the detailed design of this scheme and Phases 4, 5 and 6 of the adjacent committed development have been considered comprehensively.
- 3.3.2 The DAS that has been submitted alongside this application sets out how the detailed design has evolved on the basis of an understanding of the site and settlement context, and sets out the design rationale in that regard. It highlights how the proposed scheme for the application site will build on the parameters and principles of the committed scheme for Normandy Fields that itself took a design lead from elements of the wider settlement character.
- 3.3.3 The layout seeks to enhance permeability across the combined allocation site by maximising connections between the streets and footpaths in approved development phases and those in the emerging schemes for the application site and Phase 4. That will mean that residents of the site will be able to easily access the primary school, local retail uses, open space (including the central parkland and allotments), and sports pitches that are distributed throughout the adjacent site.
- 3.3.4 Moreover, the application site's development will deliver an additional vehicular, pedestrian, and cycle access point at the south of the application site. Likewise, the layout of the internal streets will also accommodate connections between residential areas to the crossings across the A47. That will substantially improve permeability and will allow residents of the committed and proposed sites to more easily access the key services and facilities located to the south and east of the site, including the industrial estate along Normandy Way. It will also facilitate a more efficient integrated public transport network, with the loop around the wider area now forming a more sensible bus route.
- 3.3.5 The proposed internal road network has a simple and legible structure with a clear hierarchy. That internal road layout will serve residential perimeter blocks that will positively address the streetscape whilst securing rear gardens. Private drives will serve houses at the site's east, facilitating a strong outward-facing housing frontage at the site's boundary with Normandy Way.
- 3.3.6 New dwellings will be predominantly 2 storeys, with some 2.5 storey dwellings located so as to enclose wider street typologies. Those taller buildings, and the variation between detached, semi-detached and short terraces, will also create a more diverse streetscape. Likewise, the density of the scheme is comparable to the density of the adjacent committed scheme.

- 3.3.7 A 'play green' will be delivered to the north of the scheme (via the reserved matters application for Phase 4) and will effectively serve as a focal point for the development of this part of the Normandy Fields site. An additional area of open space, incorporating a drainage basin, will be delivered at the north-west of the Phase 4 site and will also be an accessible focal point from the application site. An open space corridor is also proposed at the frontage with Normandy Way and will provide an attractive setting behind which the residential line will sit, whilst also acting as a noise buffer. It is proposed that this area will facilitate informal play opportunities at its north and adjacent to the new road crossing, in the form of a trim trail and associated equipment (as per the submitted Landscape drawings).
- 3.3.8 The proposed building form and materials have been informed by a detailed audit of the built character of the local area and the adjacent scheme, albeit with a more contemporary style than the adjacent development. Therefore, the scheme incorporates the prominent elements of the surrounding streetscape, with a variety of red bricks proposed as the predominant building material, with a buff brick used to provide interest and variety around feature areas in particular. Roof tiles will be predominantly grey, with some red tiles proposed to add variety.
- 3.3.9 Therefore, the proposed layout and design is clearly informed by a detailed understanding of the site and its surrounding area, and will facilitate the high-quality development of the wider area that is built on consistent design principles, and will also deliver significant enhancements to permeability. Therefore, the proposed approach accords with SADM DPD Policy DM10 and emerging Policies PMD01, PMD02 and PMD07.

3.4 THE HOUSING OFFER

- 3.4.1 The proposed development will deliver 153 dwellings in a range of sizes, types and tenures. 20% of the units (31 dwellings) will be delivered as affordable housing, as required by emerging Policy HO09.
- 3.4.2 The proposed housing mix will provide a broad range of provision that reflects housing needs and demands in the context of what is being delivered across the wider Normandy Fields site, whilst also taking account of the nature of the surrounding built form and the characteristics of the site itself.
- 3.4.3 All new dwellings will be delivered in line with the requirements of the latest Building Regulations at that point. Therefore, the housing stock will incorporate various sustainability and energy efficiency measures to meet those requirements.

3.5 PUBLIC OPEN SPACE AND SPORTS DELIVERY

- 3.5.1 An aligned public open space (POS) delivery strategy has been advanced for the committed scheme and the proposed development of the application site. That will ensure that the POS commitments relating to the existing scheme will be delivered, and that the POS requirements for the proposed development of 153 dwellings will also be met through a combination of on-site delivery and appropriate contributions. From a place-making perspective, that approach

will also ensure that there is a network of well-distributed and high-quality open spaces with a range of typologies across the wider area.

THE COMMITTED SCHEME

3.5.2 The Section 106 Agreement (S106) that is attached to the OPP for the Normandy Fields site commits to delivering significant POS / sports provision, comprising 11 ha of natural and semi-natural green space, 3.28 ha of sports, 1.44 ha in the form of a formal parkland / central park, 0.31 ha of play space, and 0.50 ha of allotments.

3.5.3 The Reserved Matters applications for Phases 4, 5 and 6 will ensure that the scheme as a whole will meet those requirements in relation to open space and sports provision. When comparing the requirements of the S106 agreement to the POS standards for a development of 850 units, however, it is clear that the development will actually significantly over-provide in POS / sports provision to the tune of 7.97ha (delivering 16.67 ha compared to the POS standard-derived requirement of 8.7 ha). That plentiful supply of open space will be accessible from the application site, given the permeable nature of the scheme.

FULL PLANNING APPLICATION SCHEME

3.5.4 The following table highlights the POS requirements for a scheme of 153 dwellings (as per the POS standards), and the proposed response within the scheme:

REQUIREMENT		DELIVERY
Equivalent 'POS standards' typology	POS standards requirement (153 units)	Proposed POS approach Comments
Equipped Children's Play Space	0.05 ha	Adjacent play space in Phase 4 will be sufficiently sized to meet S106 requirement plus the requirement for 153 dwellings.
Casual / Informal Play Space	0.25 ha	0.26 ha to be provided on-site to meet requirement.
Outdoor Sports Provision	0.56 ha	Financial contribution to be made to typology.
Accessible Natural Green Space	0.70 ha	0.62 ha to be provided on-site. However, the marginal "shortfall" of 0.08 ha will be more than offset by the significant over-provision of this typology in the comprehensive scheme (which will deliver a combined area of 9.99ha, compared to a combined requirement of 4.61ha as per the POS standards)..

3.5.5 Therefore, the development to the west of Normandy Way will, when considered collectively, meet the POS standard-derived requirements for each of the typologies and, in the case of the Accessible Natural Green Space typology, provide significantly beyond that figure. As such, the residents of the application site will have direct access to significant areas of open space over a mix of typologies.

3.5.6 Therefore, the proposed approach complies with CS Policy 19 and emerging Policy PMDO5.

3.6 ACCESS AND HIGHWAYS

3.6.1 The Transport Assessment (TA) that has been submitted with the application appends the detailed design for the proposed new site access from the Triumph Motorcycles factory access road, pedestrian / cycle enhancements, and vehicular tracking plans.

3.6.2 As set out in Section 3.2, the site is well-connected to nearby services and facilities via active and sustainable modes of transport. To further enhance the availability and use of sustainable transport modes, the scheme incorporates improvements to pedestrian and cycle facilities; including a new toucan crossing across Normandy Way at the Roston Drive roundabout, an uncontrolled crossing of Normandy Way at the junction with Outlands Drive, pedestrian / cycle accesses into the application site, and foot / cycleways along the development spine road. The TA also identifies the pedestrian desire lines that are likely to exist between the application site, adjacent committed site and the existing built form that have been incorporated into the simple yet legible internal layout.

3.6.3 Site access from the north will be delivered through the extended spine road, and will connect to the proposed new site access at the south, which itself will be facilitated by modifying the Triumph Motorcycles factory access to become a priority T junction. The TA confirms that sufficient visibility splays can be achieved, and that the extended spine road through Phase 4 and the application site has been designed to accommodate bus movements, with appropriate swept paths.

3.6.4 The TA finds that there is no evidence of any road safety-related issues within the surrounding highway network, and that queues at major junctions between Normandy Way and Greenfinch Road, Roston Drive and Outlands Drive are generally modest. Trip generation analysis has also been undertaken and takes account of the committed development. It finds that the traffic impact of the proposed development would not be significant and that the new access from the south would improve the distribution of traffic from the combined development to the west of Normandy Way. The TA also demonstrates that nearby junctions would operate within capacity in 2036, and that traffic flow increases beyond the junctions are not forecast to be significant.

3.6.5 Therefore, the TA concludes that the residual impact of the development on the local highway network would not be significant, and that there are no significant transport issues that should prevent the planning application from being approved. As such, the proposals comply with the relevant national and local planning policies.

3.7 GROUND CONDITIONS

3.7.1 A combined Phase I Desk Study and Phase II Exploratory Investigation has been submitted with this application.

3.7.2 The report confirms that made ground was not encountered, that the ground conditions are such that foundations for residential units are likely to comprise traditional strip or trench fill, and that the near surface soils are suitable to support the required ground bearing pressure. The report also found that no precautions are required in relation to ground gas, radon or coal mining, and that the majority of excavations are unlikely to require trench support other than for health and safety reasons.

3.7.3 The report also confirms that the topsoil and natural strata is uncontaminated in the context of the proposed end use and that there are no specific risks posed to controlled waters. Thus, no specific remediation works will be required aside from providing topsoil in gardens and soft landscape areas.

3.7.4 Therefore, there are no insurmountable constraints in that regard.

3.8 NOISE

3.8.1 A Noise Assessment will be submitted in due course. However, the detailed design has taken account of the noise sources in the area, namely the adjacent A47.

3.9 FLOOD RISK AND DRAINAGE

3.9.1 An Addendum Flood Risk Assessment (FRA) has been submitted alongside this application. It highlights that the area at risk of flooding from the stream crossing the Normandy Fields site does not intrude on the application site, that there is no quantifiable flood risk from tidal events or main rivers, groundwater sources, artificial sources, overland flow, or existing sewerage systems, and that the site is at negligible risk of flooding from its own internal sewer systems.

3.9.2 Due to the prevailing soil types in the area, infiltration was not a suitable drainage method for the Normandy Fields development. Therefore, surface water will be discharged at controlled rates into the stream crossing the site. Given that the application site falls towards the Normandy Fields site, it is proposed that surface water will be drained into its sewers and that the two nearest attenuation basins are upsized to facilitate surface water attenuation. The development proposals can, therefore, be accommodated without increasing flood risk elsewhere and are considered to be suitable from a flood risk and drainage perspective.

3.9.3 The proposed development therefore complies with relevant national and local planning policies in relation to these matters.

3.10 ECOLOGY

3.10.1 An Ecological Assessment of the site has been submitted with this application. It concludes that there are not considered to be any significant adverse effects on any statutory or non-statutory sites of nature conservation interests. The appraisal also finds that the site comprises species-poor semi-improved grassland, two species-poor hedgerows at the site's eastern boundary, and some scattered scrub at the south-eastern and south-west of site. The assessment confirms that the creation of new areas of species-rich grassland, as well as the

planting of new native trees and shrubs will more than offset the loss of species-poor areas and diversify habitats. Indeed, a 15.15% net gain in biodiversity will be achieved as a result of the proposed development.

3.10.2 Species surveys have also been undertaken. They have confirmed that no trees in or adjacent to the site have potential to support roosting bats, and that new planting and the creation of species-rich grassland will provide new foraging opportunities. No badger setts were recorded, though evidence of badger presence was identified; meaning that precautionary construction measures are proposed. The retention of existing hedgerows and provision of new trees and landscape planting will create opportunities for birds, and precautionary measures are also proposed in that regard.

3.10.3 Likewise, precautionary measures are proposed for grass snakes, and the delivery of 'tussocky' species-rich grassland will provide opportunities for reptiles. The single pond located within 250m of the site was recorded as being absent from Great Crested Newts and it is considered to be highly unlikely that they would be present on site but, notwithstanding that, reasonable avoidance measures will be implemented.

3.10.4 As such, the assessment confirms that, subject to the implementation of the precautions and design recommendations, the proposed developments will comply with the relevant national and local planning policies in relation to ecology and biodiversity.

3.11 ARBORICULTURE

3.11.1 An Arboricultural Impact Assessment & Method Statement (AIAMS) has been submitted with this application. The AIAMS relates to the wider site, including the committed Normandy Fields site, whilst the appended Tree Retention Plan and Tree Protection Plans highlight elements of the survey that are relevant to this application and the development of Phase 4, and shows the proposals in that regard.

3.11.2 The report confirms that tree cover in the wider area is restricted to existing and past parcel boundaries, with perimeters comprising established hedgerow boundaries that offer screening value. That is relevant to the application site, whereby lengthy hedgerows run along the eastern and western boundaries, with a shorter hedgerow to the north-east. There are also a small number of trees of low quality / value within the hedgerows to the site's north (adjacent to Phase 4) and west.

3.11.3 The appended Tree Retention Plan identifies that all hedgerows (as well as the individual trees within them) will be retained and incorporated into the scheme, save for a very small area at the eastern boundary that will be lost to facilitate a pedestrian access point across Normandy Way. All works will be carried out in line with the arboricultural management principles set out in the report.

3.11.4 The proposals also incorporate new tree planting on-plot, along internal roads (as appropriate), and along the eastern and western boundaries, comprising native and ornamental species in line with the recommendations of the AIAMS. New trees will be laid out in formal and informal

arrangements as specified in the Design and Access Statement. The proposed new planting will more than offset the very minor hedgerow loss at the east of the site.

3.11.5 Therefore, the proposals are in compliance with the relevant national and local policies in that regard.

3.12 HERITAGE

3.12.1 A Written Scheme of Investigation and an accompanying cover letter has been submitted with this planning application.

3.12.2 The cover letter highlights that the part of the site that is subject to outline planning approval is covered by the condition attached to that permission, which secured mitigatory works that were undertaken in 2022, and will be subject to a report later this year. The part of the site that is not subject to that outline approval will be subject to further investigation as set out in the submitted Written Scheme of Investigation.

3.13 LANDSCAPE AND VISUAL CONSIDERATIONS

3.13.1 At the national level, the site is located at the border of National Character Areas (NCA) 72 'Mease / Sence Lowlands' (south) and 94 'Leicestershire Vales' (north), and at the local level HBBC's Landscape Sensitivity Assessment (LUC, 2017) includes the site in the defined area of UCA4: Hinckley reflecting the wider site allocation in the Local Plan. Whilst the LUC identifies the wider countryside to the west of Hinckley in LCA E: Stoke Golding Rolling Farmland, and sets out the key sensitivities and values in that regard, they are of little relevance to the site given its containment by the existing built form and the development of Normandy Fields that is ongoing between the site and the wider countryside.

3.13.2 The application site is visually very well contained by the surrounding urban form, topography and vegetation, notably to the south and east where only very localised views are available. To the north, the site's visibility is ultimately limited by the ridgeline at Wykin, but the ongoing development of Normandy Fields will further enclose views to the immediate vicinity of the site's boundary.

3.13.3 The site is currently more widely visible to the west across lower lying agricultural land towards the Ashby Canal, but there is a generally a flat perspective and the intervening vegetation provides localised screening / filtering of the views to the site, and significant urban elements are commonly also present. Moreover, the development of Normandy Fields to the north and west will again entirely screen the views of the application site in due course.

3.13.4 The treatment of the development edge will, nonetheless, be important in the views in close proximity to the site. As such, the existing boundary hedgerows will be retained where possible and supplemented with new planting, notably along the frontage to Normandy Way. The scale and layout of buildings and the choice of building materials, as set out above, have also been carefully considered to ensure that buildings appropriately blend into their surroundings.

3.13.5 Therefore, the development proposals comply with the relevant national and local policies in that regard.

3.14 CONCLUSION

3.14.1 It is evident that the site is not subject to any insurmountable technical or environmental constraints and the scheme proposals will deliver a cohesive and integrated development that fully realises the potential of the allocation site and ensures high quality place making within the new neighbourhood. It is clear, therefore, the proposals accord with all relevant extant and emerging Local Plan policies.

4 SECTION 106 DRAFT HEADS OF TERMS

4.1.1 SADM DPD Policy DM3 (and, similarly, emerging Policy INFO1) require developments to provide or contribute towards the provision of the necessary infrastructure, amenities or facilities to support development. It is expected that the following developer contributions will be included within the Section 106 agreement (or other agreement as appropriate) that will be signed upon the grant of planning permission, subject to their compliance with Community Infrastructure Levy (CIL) Regulations 2010 Regulation 122:

- Affordable housing provision of 20% in a split and mix to be agreed with HBBC;
- Provision and maintenance of on-site open space and, where required, contributions to the provision and maintenance of off-site open space for some typologies;
- An appropriate contribution to health provision as required and evidenced;
- Appropriate contributions towards the pedestrian and cycle improvements as set out in the submitted TA;
- Appropriate financial contributions to facilitate the extension of the committed bus service through the application site;
- An appropriate financial contribution towards travel plan mitigation measures, such as bus passes.

4.1.2 The details of these and any further Section 106 requirements will be negotiated and agreed in accordance with Regulation 122 of the CIL Regulations 2010 once formal responses from the statutory consultees have been received.

4.1.3 The applications will, therefore, entirely accord with the requirements of SADM DPD Policy DM3 and emerging Policy INFO1.

5 A SUSTAINABLE DEVELOPMENT

- 5.1.1 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7), which has interdependent economic, social and environmental objectives that need to be pursued in 'mutually supportive ways' (paragraph 8).
- 5.1.2 A key element of achieving sustainable development, particularly in the context of the current acute housing supply crisis across the country, is the delivery of housing. That is particularly relevant in this instance given HBBC's inability to demonstrate a five year supply of housing. Maximising the development potential of an extant allocation site with additional capacity is an entirely sensible method of beginning to remedy that local housing shortfall, given that HBBC has recognised that the site is suitable by virtue of its allocation in both the extant and emerging Local Plan. The uplift in delivery will, therefore, contribute an additional 153 dwellings towards the housing supply that will be deliverable in the forthcoming five year period.
- 5.1.3 Likewise, the development would deliver a policy compliant quantum of 31 affordable houses. That is a critical benefit in the context of the Borough's increasingly acute affordability issues in recent years. Indeed, the Government's latest affordability ratios highlight that the average house price in the Borough is now 8.38 times the average household income. That has gradually increased since 2013, when the ratio was 5.55. The enhanced affordable housing delivery will, therefore, begin to remedy that and will be delivered in a range of house sizes / typologies that will meet housing needs and will allow those on lower incomes or concealed families to remain in or return to the area.
- 5.1.4 The development of the site will also bring about direct and indirect economic benefits. The Housing Strategy for England recognises the importance of housebuilding to the economy, stating that two jobs are created for a year for each dwelling delivered. Based on the capacity of 153 dwellings, that would deliver 306 new jobs for a year. Evidence from the House Builders Federation (HBF) suggests that this would actually be up to 474 jobs.
- 5.1.5 The proposed development will also create additional economic activity through the 'multiplier effect', which demonstrates that an initial investment can have much larger economic benefits as this expenditure is diffused through the economy. Indeed, the construction sector has been recognised as an industry with a particularly high domestic benefit in the supply chain. Based on the economic output generated by housebuilding for England and Wales, as per the HBF's report, the provision of 153 dwellings would generate c. £44.2m of economic output. Clearly that is a high-level estimation, but it provides a reasonable view of the order of economic output that the development would generate, without accounting for the additional "induced" output
- 5.1.6 The delivery of an additional 153 houses will also provide support for key infrastructure, services and facilities in the area, including the bus service, retail uses and primary school that are to be delivered on the adjacent site. Evidence from the Office for National Statistics (ONS) has highlighted that the average UK household spends £585 per week which, based on the

proposed capacity, would generate around £4.65 million per annum; a significant proportion of which would be spent in the local area.

- 5.1.7 The proposed development will also facilitate improvements to the environment. As set out above, the detailed design for the application site and Phase 4 of Normandy Fields will result in the comprehensive and high-quality development of the wider allocation site, underpinned by consistent design principles that draw from attractive design elements of the surrounding area and provide additional landscape public open space. In addition, the proposals will deliver a further site access from the south that will aid permeability and facilitate a more direct bus route through the neighbourhood and provide additional active travel connections.
- 5.1.8 The development of 153 additional dwellings in a high-quality scheme that optimises the use of the allocated site would result in a number of key benefits in relation to the economic, social and environmental dimensions of sustainable development identified in paragraph 8 of the NPPF. Those benefits weigh significantly in favour of the proposed development.

6 SUMMARY AND CONCLUSIONS

- 6.1.1 Section 38(6) of the PCPA requires planning applications to be determined in accordance with the Development Plan unless materials considerations indicate otherwise.
- 6.1.2 This Planning Statement has demonstrated that the principle of the site's development is well established, with the application site included within the 'Land West of Hinckley' site that was allocated for residential-led mixed use development in the adopted SADM DPD (Policy SA2, Site Reference HINO2) and also included as a proposed allocation in the emerging Local Plan (Site Reference HINO1H). The allocation of the application site reflects both the inherent sustainability of the location to the west of Hinckley, which is the main urban area in the Borough, and the site's suitability for development.
- 6.1.3 The findings of the suite of technical and environmental assessments of the application site have further reinforced that the site is not subject to any insurmountable constraints, that it is a suitable location for growth, and that no significant or demonstrable harm would arise from the development.
- 6.1.4 The proposed scheme will realise comprehensive and fully integrated development within the allocation site development, with a greatly improved relationship to the Normandy Way frontage, whilst also facilitating the provision of an additional access to the new neighbourhood that will enable more attractive bus route through the site to be provided alongside additional active travel connections.
- 6.1.5 Moreover, the wider benefits of the proposed development are significant. The delivery of 153 new houses will begin to remedy the housing supply shortage in the Borough and deliver much-needed affordable housing. That will be achieved by maximising the development potential of the extant allocation site which, in turn, will create new jobs, stimulate the local economy and provide additional support for the existing services and facilities in the area and those now being delivered in Normandy Fields.
- 6.1.6 Thus, it is clear that the development proposals are entirely compliant with the Development Plan when read as a whole, benefits from the NPPF's presumption in favour of sustainable development (para 11) and that there are also important material considerations that further support the grant of planning permission in accordance with the framework set by Section 38(6) of the PCPA.

APPENDIX 1: SUMMARY OF EXTANT AND EMERGING PLANNING POLICY, AND SUPPLEMENTARY GUIDANCE

Sustainable Development

NPPF Paragraphs 7–9 emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development. **Paragraph 8** outlines three overarching objectives of the planning system to achieve sustainable development; economic, social and environmental. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this framework.

NPPF Paragraph 11 emphasises that the NPPF is underpinned by a presumption in favour of sustainable development that is central to both plan-making and decision taking. It requires plans to seek to meet the development needs of the area and policies should, as a minimum, provide for objectively assessed needs for housing. Furthermore, it states that approval should be given to development proposals that accord with an up-to-date development plan, where there are no relevant development plan policies or the policies are out-of-date decision makers should refer to the NPPF.

NPPF Paragraph 38 states that decision makers at every level should seek to approve applications for sustainable development where possible and that local planning authorities should approach decision on proposed development in a positive and creative way.

SADMP Policy DM1 Presumption in Favour of Sustainable Development states that planning applications that accord with the policies in the Local Plan will be approved without delay. This is echoed in **emerging Policy SS01**.

Development Strategy

CS Policy 1 Development in Hinckley supports Hinckley's role as a sub-regional centre by allocating land for the development of a minimum of 1,120 new residential dwellings, as well as improved employment opportunities and infrastructure. To ensure development contributes to Hinckley's sense of place, the council will address deficiencies in quality and accessibility of green space, deliver a green infrastructure network and high-quality cycling routes. New development will be requested to enhance the poor public realm within the town centre and be of the highest environmental standards.

Emerging Policy SS04 Strategy for Hinckley will also support Hinckley's role as a sub-regional centre through enhancing focussing on development in the urban area to establish a sustainable pattern of growth, ensure development fits in with Hinckley's character, plan for a mix of housing based on future needs, promote community function of the town and regenerate the town centre.

SA2 Land west of Hinckley, Normandy Way, Hinckley allocates land including the application site for the delivery of a predominantly residential development of 850 dwellings, a local shop / Neighbourhood Centre, primary school, pedestrian access to Normandy Way, open space and play provision, affordable housing and an appropriate strategy to reduces the impact of traffic on Wykin Lane.

Emerging Policy HO01 Provision of New Housing outlines that planning permission will be granted for residential development on the sites allocated in the Policies map and those sites listed in the policy Table 6. This includes the site HIN01H Land at junction of Normandy Way and Triumph access road, Hinckley for 100 homes, which covers the majority of the application site.

Emerging Policy SS01 Sustainable Development sets out the settlement hierarchy for the Borough, with most development focused in urban areas such as Hinckley.

Housing & Communities

NPPF Paragraph 60 states that to support the Government's objective of significantly boosting supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed and that land with permission is developed without unnecessary delay.

NPPF Paragraph 61 states that a local housing needs assessment, conducted using the standard method set out in national planning guidance should inform strategic housing policies. **NPPF Paragraph 62** adds that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.

NPPF Paragraph 68 states that local authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. Planning policies should identify a supply of deliverable sites for years one to five of a plan period.

NPPF Paragraph 72 states that local authorities should support the development of entry-level homes, suitable for first time buyers.

NPPF Paragraph 74 states that strategic policies should include a trajectory illustrating the expected rate of housing delivery to set out the anticipated rate of development for specific sites. Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.

NPPF Paragraph 78 states that planning decisions should be responsive to local circumstances and support housing developments that reflect local needs.

NPPF Paragraph 79 states that in order to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. In addition, planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services.

CS Policy 15 Affordable Housing sets out the council's target for affordable housing in the Borough. The policy states that within urban areas (including Hinckley) and for Sustainable Urban Extensions there is a target of 20% affordable dwellings on sites with 15 or more dwellings. The tenure split will be 75% social rented and 25% intermediate housing, which may be revised to reflect market and local circumstances. **Emerging Policy HO09 Affordable Housing** retains the 20% affordable housing requirement for Hinckley, albeit with a revised tenure split.

CS Policy 16 Housing Density, Mix and Design requires a mix of housing types and tenures to be provided on all sites of 10 or more dwellings. It states that all developments of 10 or more dwellings are required to meet a 'very good' rating against the Building for Life criteria. Proposals for new residential development will also be required to meet a minimum net density of at least 40 dwellings per hectares within and adjoining Hinckley. This will be echoed in **emerging Policy HO02 Housing Mix, Size and Type** and **DPR9 Policy HO04 Housing Density**, which specifies a density of at least 45 dwellings per hectare with and adjoining Hinckley.

Affordable Housing Supplementary Planning Document (2011) provides further guidance on policies 15 and 16 of the Core Strategy, seeking to optimise provision of Affordable Housing in the Borough.

Emerging Policies HO03 (Space Standards), HO05 (Accessible Housing), and HO06 (Self-Build and Custom Housing) sets out emerging standards in relation to housing delivery.

Design

NPPF Paragraph 92 highlights that the planning system has an important role in achieving healthy, inclusive and safe places that promote social interaction, are safe and accessible, and enable and support healthy lifestyles.

NPPF Paragraph 119 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses.

NPPF Paragraph 125 states that where there is an anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decision avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

NPPF Paragraph 126 states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve, and that, good design is a key aspect of sustainable development. **Paragraph 127** states that plans should set out a clear design vision, so that applicants have as much certainty as possible about what is likely to be acceptable.

NPPF Paragraph 130 states that planning policies and decisions should ensure that developments;

- i. Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- ii. Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- iii. Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- iv. Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- v. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- vi. Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

NPPF Paragraphs 132–134 emphasises the importance of design quality through the evolution and assessment of developments proposals. It states that permission should be refused for development of poor design that fails to improve the character and quality of an area and take into account any local design standards or style guides in plans or supplementary documents.

SADMP Policy DM10 Development and Design states that development will be permitted providing that a series of requirements are met. This includes the requirement for development to 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, noise, vibration and visual intrusion. It requires development to complement or enhance the character of the surrounding area with respect to architectural and materials features. This will be followed through to **emerging Policy PMD01 High Quality Design**.

CS Policy 24 Sustainable Design and Technology states all residential developments in Hinckley are required to meet the Code for Sustainable Homes at level 6 from 2016 onwards and the targets set out in Building a Greener Future. **Emerging Policy CC05 Sustainable Design and Construction Measures** also supports proposals for new developments which promote and measure sustainable design and construction through measures including ensuring sustainable development principles have been incorporated into the design, demonstrating actions taken to reduce carbon, reducing carbon emissions in line with building regulations, use of the Home Quality Mark of Passivhaus design.

The Good Design SPD provides detail on using good design in new residential development, with the vision that the starting point for any design should be a clear vision of the type of place you wish to create. The SPD expects the design to be communicated through ways including a vision statement, use of precedent, explaining how the site is unique, explaining how the design fits in with the context and demonstrating sustainability integral to the design.

Green Infrastructure (GI)

CS Policy 19 Green Space and Play Provision sets out the standards for green space and play provision in the borough. The policy states that all households should be within 5 kilometres of an open space of at least 10 hectares, 600 metres of an open space of between 1 and 10 hectares and 400 metres of an open space between 0.2–1 hectare.

CS Policy 20 Green Infrastructure emphasises the Borough's priority of implementing a Green Infrastructure Network. The policy supports strategic interventions in Hinckley Town Centre to mitigate against the urban heat island effect and incorporate flood prevention methods such as storage ponds, green roofs and swales. **Emerging Policy NATO1 Green Infrastructure** builds upon this to require development proposals to create high quality places people can enjoy and that will

positively contribute to healthy lifestyles and wellbeing, nature, climate resiliency and prosperity of neighbourhoods. It states that on-site GI should be planned and designed from the outset as multifunctional places and join to create green networks.

Emerging Policy NATO8 Enhancing Biodiversity and Habitat Connectivity states that development proposals must demonstrate how they conserve and enhance features of natural and geological value and provide a measurable 10% net gain in biodiversity onsite. This can be through opportunities to restore or enhance existing features onsite, creating additional habitats and linking habitats to create ecological networks.

Transport and Accessibility

NPPF Paragraph 104 states that transport issues should be considered at the earliest stage of plan making and development proposals to ensure the potential impacts of development on transport can be addressed. The policy also ensures that opportunities to promote walking, cycling and public transport can be identified and pursued, to mitigate and avoid adverse effects on the environment. **Paragraph 105** adds that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

SADMP Policy DM3 Infrastructure and Delivery states that where development creates a need for additional or improved infrastructure, developers will be expected to make a direct provision or fund works through the appropriate mechanism, whilst taking evidenced viability assessment into account.

SADMP Policy DM17 Highways and Transportation states that development proposals will be supported where there is not a significant impact on highway safety, the need to travel will be minimised and the use of sustainable transport modes can be maximised. **Emerging Policy HT01 Highways and Transportation** supports proposals where a Transport Assessment has been used to demonstrate the best use of existing public transport services, convenient and safe access for walking and cycling.

SADMP Policy DM18 Vehicle Parking Standards requires development proposals to provide an appropriate level of parking provisions. This is echoed by **emerging Policy HT02 Parking Standards**. Additionally, **emerging Policy HT03 Charging Infrastructure** requires proposals for new major residential development to provide i) one electric charging point for every new dwelling with parking provision within its curtilage and ii) one charging point for every 10 parking spaces for residential development with unallocated communal off-street parking, and passive charging provision to be provided for all remaining spaces.

Emerging Policy PMD02 Active Design and Travel states that major development proposals should demonstrate how they can help to support healthy lifestyles, taking into account existing access networking within and around the site. The design and layout should priorities active travel and recreation routes, integrated with green infrastructure.

Infrastructure Delivery

SADMP Policy DM3 Infrastructure and Delivery states that where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to make such provision directly or indirectly through the appropriate funding mechanism. **Emerging Policy INFO1 Infrastructure and Delivery** is the equivalent emerging policy.

Landscape

NPPF Paragraph 174 sets out the approach for planning policies and decisions to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the intrinsic character and beauty of the countryside, minimising impacts on and providing net gains for biodiversity and preventing new development from contributing to unacceptable levels of soil, air, water or noise pollution.

Emerging Policy NATO1 sets out how proposals should conserve and enhance key landscape features and where significant impacts are likely to occur, carry out a Landscape and Visual Impact Assessment.

Sports and Recreation

Emerging Policy PMD06 Indoor Sports Facilities will seek developer contributions from major development proposals to support the provision of new indoor sports facilities or improvements to existing facilities.

Cultural Heritage

NPPF Paragraph 189 & 190 emphasise the importance of conserving heritage assets of local historic value, stating that plans should set out a positive strategy for the conservation and enjoyment of the historic environment.

NPPF Paragraph 194 states that applicants should describe the significance of any heritage assets affected by the proposed development, including any contribution made by their setting. The policy requires developers to submit an appropriate desk based assessment, and where necessary, a field evaluation.

NPPF Paragraph 197 states that the determination of applications should take account of the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution that conservation of heritage assets can make to sustainable communities and the desirability of new development making positive contribution to local character and distinctiveness.

NPPF Paragraphs 199–202 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Where a development proposal will lead to a less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

SADMP Policy DM11 Protecting and Enhancing the Historic Environment emphasises the borough's intention to protect, conserve and enhance the historic environment through the careful management of development that might adversely impact both designated and non-designated heritage assets. This is echoed in **emerging Policy HE01 Conserving and Enhancing the Historic Environment**.

SADMP Policy DM12 Heritage Assets states 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. All development proposals will need to accord with Policy DM10: Development and Design. This will be superseded by **emerging Policy HE02 Heritage Assets**.

SAD MP Policy DM13: Preserving the Borough's Archaeology 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. This will be superseded by **emerging Policy Preserving the Borough's Archaeology**.

Ecology

NPPF Paragraph 179 states that development should incorporate biodiversity improvements in and around developments, especially where this can secure measurable net gains for biodiversity.

SADMP Policy DM6 Enhancement of Biodiversity and Geological Interest requires development proposals to demonstrate how they will conserve and enhance features of nature conservation and geological value. The policy states that on site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term.

Pollution and Flooding

NPPF Paragraph 183 requires that planning decisions ensure that a site is suitable for its proposed use taking account of ground conditions and any risk from contamination.

Paragraph 185 also requires decisions to ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the wider area to the impacts that could arise from the development.

SADMP Policy DM7 Preventing Pollution and Flooding ensures that the impacts from pollution and flooding will be prevented by requiring development proposals to be located away from areas of flood risk unless adequately mitigated against. **Emerging Policy CC02 Flood Risk** states that applications for development proposals that require a Flood Risk Assessment will be required to address the actual and residual risk from all forms of flooding and the impact of climate change. All developments should where possible include measures to manage surface water through appropriate Sustainable Drainage Systems (SuDS).

Emerging Policy CC03 Sustainable Drainage Systems requires development proposals to integrate well-design and naturalised SuDS or integrated water management. SuDS should provide

multiple benefits in terms of landscape enhancement, biodiversity, recreation, amenity, leisure and enhancement of historical features. These are expected to be integrated with green infrastructure and active travel networks.