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Development Management
Hinckley and Bosworth Borough Council
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Rugby Road
Hinckley
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Our ref: 1586649.1

14 September 2026

Dear Sir/Madam,

**PROPOSED RESIDENTIAL DEVELOPMENT AT LAND NORTH OF NORMANDY WAY, HINCKLEY
& LAND WEST OF ASHBY ROAD, HINCKLEY**

**REQUEST FOR A SCREENING OPINION UNDER THE TOWN AND COUNTRY PLANNING
(ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017.**

I am writing on behalf of Miller Homes who are preparing a single full planning application for residential development across two parcels of land north of Hinckley at; land north of Normandy Way (parcel B) and land west of Ashby Road (parcel B) , Hinckley (the Site).

Background

Miller Homes have an interest in the two parcels identified above (see Appendix A) and it is their intention to develop the land for residential uses, with structural landscaping/public open space and a vehicular route on the northern parcel which will provide a safe and suitable access to that parcel for residential development whilst also being capable of contributing to a wider relief route for Hinckley in conjunction with development to the west.

The parcel areas total approximately 19.6 ha. The parcel off Ashby Road lies to the north of Hinckley and Bosworth Community Hospital. The parcel at Normandy Way is immediately to the north of Normandy Way, with residential development to the South. Both parcels lie within open countryside.

The two parcels lie either side of a submitted outline planning application (reference: 24/00264/OUT) for up to 415 dwellings, including landscape, open space, drainage and associated infrastructure (access only) with a reserved matters application currently pending consideration under (25/01143/REM). A further application directly to the west has been allowed at appeal (Reference 33323113 & 22/00318/OUT) for up to 475 dwellings.

The proposed development, subject to this screening request, will be cognisant of the surrounding application context the need to contribute to local character, respond to any impact on the landscape and offer connectivity improvements where achievable.

Legislation and Guidance

Under the Regulations, the proposed development falls within Schedule 2 (10b – Urban Development Projects) where an Environmental Impact Assessment may be required if it is considered it is likely to have significant effects on the environment. The selection criteria for screening Schedule 2 development are set out at Schedule 3 of the Regulations, and comprise the characteristics, location, and types and characteristics of the potential impact of the development.

Indicative criteria and thresholds are also provided within the National Planning Practice Guidance (NPPG) (reference Paragraph: 058 Reference ID: 4-058-20150326). These state:

For Urban Development Projects, the following criteria should be applied:

Environmental Impact Assessment is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination.

Sites which have not previously been intensively developed:

- (i) area of the scheme is more than 5 hectares; or*
- (ii) it would provide a total of more than 10,000 m² of new commercial floorspace;*
- or*
- (iii) the development would have significant urbanising effects in a previously non-urbanised area (e.g. a new development of more than 1,000 dwellings).*

However, it should not be presumed that developments above the indicative thresholds should always be subject to assessment.

Request

In accordance with Section 6 of the Regulations, this letter and attachments provide the following information to support this request.

A) A plan sufficient to identify the land.

A red line boundary plan showing both parcels of land making up the single application can be found in Appendix A

B) A description of the development, including in particular—

- (i)** a description of the physical characteristics of the development and, where relevant, of demolition works;

The proposed description of the development parcels as a combined site is as follows;

“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”

There are no proposed works of demolition, and there is nothing unusual or unique with regard to the proposed development in terms of its use of resources, production of waste, pollution, or risks to human health. A presentation plan (Appendix B) is attached which shows the likely general distribution of development and uses within the site.

- (ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected

The parcels are located to the north of the settlement of Hinckley. They are not within, or in proximity to a sensitive area as defined within Section 2 of the Regulations.

The parcels are not covered by any environmental designations and are predominantly agricultural crop land bound by mature hedgerows with trees. In the wider aspect the parcels are surrounded by Hinckley and Bosworth Community Hospital, residential development and further agricultural fields some of which have designated planning permission.

There are natural environment features of interest in the wider area beyond the parcels. However, these features although important, do not make the area environmentally sensitive. Moreover, these features will not be significantly affected by the proposed development as evidenced below.

- C) A description of the aspects of the environment likely to be significantly affected by the development.

It is not envisioned that any aspects of the environment are likely to be affected by the proposed development due to its modest scale and with the addition of appropriate mitigation measures

- D) A description of any likely significant effects of the proposed development on the environment resulting from—

- (iii) the expected residues and emissions and the production of waste, where relevant; and
- (iv) the use of natural resources, in particular soil, land, water and biodiversity; and
- (v) such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

It should be noted that developers are encouraged to identify any features of their proposed development, and any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment, and to include these with the information required to inform the screening decision (Paragraph: 023 Reference ID: 4-023-20170728 of the NPPG). In considering the following aspects of the environment, consideration has therefore been given to proposed mitigation measures. Such measures will form part of the proposed development and be

incorporated within the planning application within relevant supporting documentation, such as Ecology Assessments and other technical assessments.

Landscape and Visual Effects

The application is supported by robust landscape assessment, including an LVIA, undertaken by suitably qualified and appropriate consultants, FPCR. In addition, detailed landscaping plans have also been produced for each parcel.

The parcels do not fall within or potentially effect a nationally or locally designated landscape. They contain no significant landscape features and is not considered to be a valued landscape.

The parcels lie within the context and visual envelope of the northern built edge of Hinckley, occupying the gentle west facing slopes above the lower lying River Tweed. The parcels and the local landscape are influenced, to varying degrees, by their intervisibility with the built-up area of Hinckley. Hinckley Community Hospital and housing beside the A447 (Ashby Road) border the eastern parts of the parcel, and the wider urban area of Hinckley, which includes the A47 (Normandy Way), lies to the south.

The area has a limited Public Right of Way (PRoW) network with a PRoW located on southern border of the Ashby Road parcel running parallel to the Community Hospital.

The proposed development will be appropriately planned to not be experienced incongruously or appear unexpected and out of context. The proposed development will seek to mitigate landscape and visual impact effects through design. This will include:

- providing a significant landscape buffer to the north east of the Ashby Road parcel to retain the rural edge of settlement character and maintain a degree of separation with Barwell
- Retention of existing trees and hedgerows to contribute to the landscape setting of the development and retain landscape character, where possible;
- Restriction of built development from the highest sensitivity areas;
- Retention and enhancement of the character and identity of the surrounding settlement, particularly Hinckley town.
- Sensitive building heights

Reflecting the above requirements, the proposed development will reflect principles for the restoration and enhancement of local landscape character. The proposed development will also not harm the countryside surrounding the parcels or be particularly harmful to visual amenity from the public right of way surrounding the site or neighbouring residential development. Overall, the parcels are relatively well contained from wider views which are limited to localised views for residents on the built edge of Hinckley and for highway users on adjacent roads.

There will be no likely significant landscape or visual effects subject to appropriate mitigation and suitable design. On this basis, and with the inclusion of standard landscape mitigation measures, it is deemed that the proposal would **not give rise to significant landscape or visual effects**.

Cultural Heritage

The application is supported by robust heritage impact assessment, including an archaeological desk-based assessment, undertaken by suitably qualified and appropriate consultants RPS Tetra Tech.

Normandy Way

The parcel does not include any designated heritage assets, as defined in Annex 2 of the National Planning Policy Framework (NPPF).

There are two designated heritage assets within a 1km radius of the site (Barwell House Farmhouse & Richmond Primary School), but due to their distance from the parcel, and development between the assets and the parcel, their significance will remain unaffected by the proposed development.

Ashby Road

Similarly, the Ashby Road parcel does not contain any designated heritage assets. There is a single listed building and the Barwell Conservation Area within a 1km radius of the site, as well as seven non-designated built heritage assets. The development has the potential to affect the Barwell House Farmhouse and attached Stable Wing (Grade II Listed Building) through changes to its setting. The change of setting also has the potential to affect the former Isolation Hospital (Hinckley and Bosworth community hospital), Bosworth House Farm, and Odd House Farm, all of which are non-designated built heritage assets.

Overall, it is considered that the development would cause no more than less than substantial harm to the significance of the Grade II Listed Building. While the proposed development will result in a small visual change to the setting of Bosworth House Farm, and Odd House Farm, but it would not result in any harmful impacts and makes no contribution to the respective significance.

Given the lack of effects on surrounding heritage assets, it is likely that there will be no significant effects in respect of cultural heritage as a result of the proposed development.

Ecology and Nature Conservation

The planning application is supported by an Ecological Appraisal and Biodiversity Net Gain Assessment prepared by FPCR, a suitably qualified ecological consultancy. The assessments have considered the ecological value of the parcels together with the potential effects of the proposed development and any necessary mitigation and enhancement measures.

The parcels are not subject to any statutory or non-statutory ecological designations. Whilst Ensor's Pool Special Area of Conservation (SAC), Kendal's Meadow Site of Special Scientific Interest (SSSI), Burbage Wood and Aston Firs SSSI, together with a number of Local Wildlife Sites, are located within the wider area, the ecological assessment concludes that, by virtue of the distance from the Site, the nature of the designations and the scale of the proposed development, no likely significant effects would arise.

The ecological surveys identified no protected species constraints that would preclude development. Habitats on the Site are generally of limited ecological value, and the appraisal concludes that the loss of lower value habitats can be appropriately mitigated through the retention of existing valuable habitat features, new planting and the delivery of biodiversity enhancements. In accordance with national policy, the development will deliver a minimum 10% Biodiversity Net Gain, as demonstrated within the accompanying BNG Assessment.

Having regard to the nature, scale and location of the proposals, together with the mitigation and enhancement measures incorporated within the scheme, the development is not considered likely to give rise to significant effects on ecology or nature conservation, either in isolation or cumulatively with other development. Overall, it is considered that there will be **no likely significant effects on ecology or nature conservation**.

Ground Conditions and Contamination

The land is currently in agricultural use and there are no buildings on site which will have to be demolished as part of the application process; therefore, it is unlikely high level of contamination would be encountered on site.

Desk-based assessments will be undertaken to assess likely geotechnical conditions and identify any mitigation measures to reduce impacts to acceptable levels where necessary. Intrusive ground investigations would also inform the detailed design stage in due course. Therefore, it is concluded that there will be **no significant effects due to ground conditions or contamination**

Flooding and Hydrology

The planning application is supported by a comprehensive Flood Risk Assessment (FRA) and site-specific Drainage Strategies prepared by ADC Infrastructure, a suitably qualified drainage consultancy. The assessments have been undertaken in accordance with the NPPF guidance and have considered flood risk from all relevant sources, including fluvial, surface water, sewer, groundwater, reservoir and other potential flooding mechanisms.

The assessment confirms that both development parcels are located entirely within Flood Zone 1, where the probability of fluvial flooding is lowest. Furthermore, flood risk from other sources is considered to be low or negligible. The proposed development has also been designed to ensure that all built development is located within areas of very low to low surface water flood risk, with any localised areas of overland flow managed through appropriate ground modelling and drainage design. Accordingly, the FRA concludes that the development can proceed without increasing flood risk on or off site.

Ashby Road

The proposed drainage strategy has been designed to replicate the site's existing natural drainage features. Surface water will be managed through a sustainable drainage strategy, whilst foul drainage will discharge via a gravity network to a new adoptable pumping station before connecting to the existing sewer network, subject to agreement with Severn Trent. The strategy demonstrates that both surface water and foul drainage can be accommodated without resulting in adverse flooding or drainage impacts.

Normandy Way

In terms of drainage, surface water runoff will discharge to the existing highway surface water drainage network, subject to the agreement of the relevant authorities, whilst both the foul and surface water drainage infrastructure will be offered for adoption by Severn Trent under a Section 104 Agreement. The strategy demonstrates that an appropriate and sustainable drainage solution can be delivered to serve the proposed development.

Having regard to the findings of the Flood Risk Assessment and the proposed drainage strategies for both parcels, it is considered that the development would not give rise to any likely significant effects in respect of flood risk or drainage, either individually or cumulatively with other development. On this basis, the proposed development is **not considered likely to give rise to significant effects in relation to flood risk.**

Transport

The planning application is supported by a Transport Assessment and Framework Travel Plan prepared by Pell Frischmann, a suitably qualified transport consultancy.

The parcels 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 local services, employment opportunities and community facilities. The proposals also incorporate new pedestrian and cycle connections, including upgraded crossing facilities, to encourage sustainable travel and improve connectivity with the surrounding area.

Vehicular access to the Normandy Way parcel will be provided via a new ghost island right-turn junction from the A47, whilst the Ashby Road parcel will be served by a new three-arm roundabout on the A447. Both access arrangements have been designed in accordance with the requirements of the Local Highway Authority and are supported by appropriate pedestrian and cycle infrastructure.

The transport impacts of the proposed development have been robustly assessed using the Leicestershire Pan Regional Transport Model (PRTM), with the assessment methodology agreed with the Local Highway Authority (LHA). The assessment demonstrates that the majority of junctions within the study area will continue to operate within capacity. Where capacity constraints have been identified, proportionate mitigation measures have been incorporated into the proposals, with modelling demonstrating that the residual effects of the development on the highway network would be negligible.

Having regard to the findings of the Transport Assessment and Framework Travel Plan, together with the proposed highway improvements and sustainable travel measures, it is considered that the development would not give rise to any likely significant effects on the operation of the local or wider highway network, either individually or cumulatively with other committed development. Accordingly, **the scheme is not considered likely to result in significant transport effects.**

Noise

The planning application is supported by an Acoustic Assessment prepared by MEC Consulting Group, a suitably qualified acoustic consultancy. The assessment has been undertaken in accordance with recognised national guidance and considers the potential effects of both road traffic noise and nearby commercial noise sources on the proposed development.

The assessment concludes that the parcels are suitable for residential development. Whilst some areas closest to the principal road network require standard design mitigation, these measures will be embedded within the proposed development and ensure that internal and external noise levels accord with the relevant guidance. The assessment also confirms that noise associated with the adjacent Hinckley and Bosworth Community Hospital would not result in adverse effects once the operational context and proposed mitigation measures are considered.

Accordingly, having regard to the findings of the Acoustic Assessment and the embedded mitigation measures incorporated within the scheme, it is considered that the proposed development would not give rise to any likely significant effects in respect of noise, either individually or cumulatively. The proposals therefore **are not considered likely to give rise to any significant effects from noise, either individually or cumulatively.**

Air Quality

The planning application is supported by an Air Quality Assessment prepared by MEC Consulting Group, a suitably qualified air quality consultancy. The assessment considers the potential effects of the proposed development on local air quality during both the operational and construction phases.

The assessment confirms that existing air quality within the area is good, with pollutant concentrations below the relevant national air quality objectives. Traffic associated with the proposed development would result in only negligible increases in pollutant concentrations, with all predicted concentrations remaining comfortably below the applicable air quality objectives.

As such, the development would not give rise to any significant adverse effects on local air quality. During the construction phase, standard industry best practice dust suppression and site management measures will be implemented through a Construction Environmental Management Plan to ensure that temporary effects remain appropriately controlled.

Having regard to the findings of the Air Quality Assessment and the proposed mitigation measures, it is considered that the proposed development would not give rise to any likely significant effects in respect of air quality, either individually or cumulatively with other development. Consequently, the proposed development **is not anticipated to have any significant effects on air quality.**

Conclusion

The proposed development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 by virtue of its scale and, whilst the Site exceeds the indicative 5-hectare threshold for urban development projects, this does not in itself constitute EIA development. The purpose of the screening exercise is to determine whether the proposals are **likely** to give rise to significant environmental effects, having regard to the criteria set out within Schedule 3 of the Regulations.

The accompanying technical assessments demonstrate that there is nothing unusual or exceptional about either the Site (and its subsequent parcels) or the proposed development in terms of its characteristics, use of natural resources, production of waste, pollution, risks to human health or environmental sensitivity. The Site can accommodate the proposed development without giving rise to likely significant effects in respect of landscape, heritage, ecology, flood risk and drainage, transport, noise, air quality or any other environmental topic. Where mitigation measures are identified, these comprise standard design and construction practices which are embedded within the proposals and do not indicate the presence of significant environmental effects.

The cumulative effects of the proposed development have also been considered. The western parcel of the wider Hinckley North allocation already benefits from outline planning permission for up to 475 dwellings (application reference 22/00318/OUT, subsequently allowed on appeal under reference APP/K2420/W/23/3323113), with a Reserved Matters application currently under consideration. In addition, the central parcel benefits from outline planning permission for up to 415 dwellings

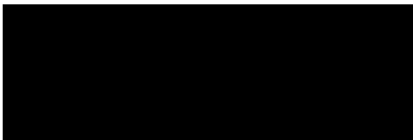
(application reference 24/00264/OUT). The technical assessments submitted in support of this application have considered the cumulative implications of these committed developments and demonstrate that the proposed development would not result in any likely significant cumulative environmental effects beyond those already assessed and accepted through the planning process.

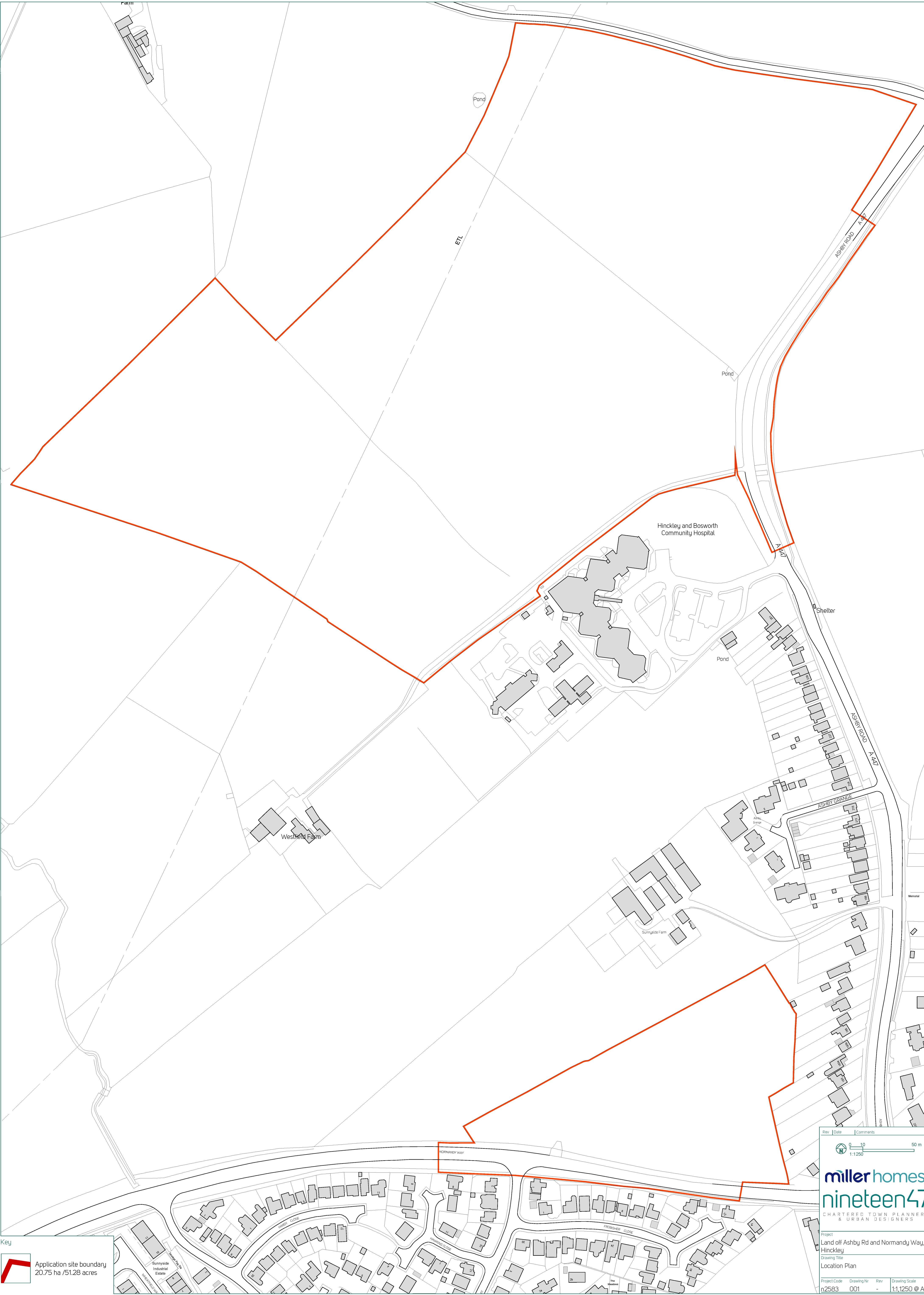
Accordingly, having regard to the characteristics of the proposed development, its location and the nature of its potential impacts, it is concluded that the proposals do not constitute EIA development and that the preparation of an Environmental Impact Assessment is not required.

I would be grateful if the Local Planning Authority could provide its Screening Opinion within the statutory three-week period prescribed by the Regulations. I look forward to receiving confirmation that this request has been registered.

Yours sincerely,

Jake Horton
Associate





Key



Application site boundary
20.75 ha / 51.28 acres

Rev	Date	Comments



0 10 50 m
1:1250

millerhomes
nineteen47
CHARTERED TOWN PLANNERS
& URBAN DESIGNERS

Project
Land off Ashby Rd and Normandy Way,
Hinckley

Drawing Title
Location Plan

Project Code	Drawing Nr	Rev	Drawing Scale
n2583	001	-	1:1,250 @ A1