

Planning Statement

Enabling Works Full Planning Application

Hinckley & District Hospital
Mount Rd
Hinckley
LE10 1AG

December 2023



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1.0 INTRODUCTION

1.1 Introduction

- 1.1.1 This planning statement has been prepared by NHS Property Services ('the Applicant'), in relation to the site known as Hinckley & District Hospital, Mount Rd, Hinckley, LE10 1AG, in support of a full planning application for enabling works including site access, parking arrangements, drainage and utilities installations for the proposed Community Diagnostic Centre and Endoscopy building (Use Class E(e)) (Planning application ref. 23/00851/OUT).
- 1.1.2 This statement describes the site and its context including reference to relevant planning history, identifies relevant national and local planning policy and other material considerations, and provides a detailed assessment on planning policy considerations for the healthcare redevelopment.

1.2 The Applicant

- 1.2.1 NHS Property Services (NHSPS) manages, maintains and improves NHS properties and facilities, working in partnership with NHS organisations to create safe, efficient, sustainable and modern healthcare environments. NHSPS has a clear mandate to provide a quality service to its tenants and minimise the cost of the NHS estate to those organisations using it. Any savings made are passed back to the NHS.

1.3 Application Content

- 1.3.1 This application is supported by the following documents:

This application should be read alongside the information provide in the Outline application (Planning application ref. 23/00851/OUT) and the prior approval application submitted on the 29th November 2023.

- Application Form and Certificates
- Appropriate Planning Fee
- Cover Letter
- Planning Statement
- Design and Access Statement prepared by Design Buro Ref. 1782-DBC-ENBL-XX-RP-A-0021 P05
- Heritage Impact Assessment prepared by Cotswold Archaeology
- Phase 1 Ground Investigation Desktop Study prepared by Waterman Infrastructure & Environment
- Flood Risk Assessment and Drainage Strategy prepared by Waterman Infrastructure & Environment

- Transport Statement prepared by Markides Associates Ltd
- Travel Plan prepared by Markides Associates Ltd
- Transport Note prepared by Markides Associates Ltd
- General Arrangement Plan prepared by Markides Associates
- Road Safety Audit Report prepared by RKS Associates
- External Lighting Strategy prepared by Hoare Lea
- Utilities Statement prepared by Hoare Lea
- Great Crested Newt (GCN) eDNA survey prepared by Geosphere Environmental Limited
- Preliminary Ecological Appraisal prepared by Geosphere Environmental Limited
- Updated Bat Preliminary Roost Assessment and associated nocturnal surveys prepared by CGO Ecology.
- Biodiversity Net Gain Assessment prepared by Geosphere Environmental Limited
- Tree survey and Preliminary Arboricultural Impact Assessment prepared by Geosphere Environmental Limited
- The following Drainage Plans prepared by Waterman Structures Ltd:
 - Site Drainage Ref. 18242-WSL-XX-ZZ-DR-S-920001 P02
 - Siteground Floor Modular Contractor Ref. 18242-WSL-XX-ZZ-DR-S-920002 P02
 - Ground Floor Enabling Works Ref. 18242-WSL-XX-ZZ-DR-S-920003 P02
- The following Drawings prepared by Design Buro:
 - Site Location Plan Ref. 1782-DBC-ENBL-00-DR-A-0010 P02
 - Existing Site Plan Ref. 1782-DBC-ENBL-00-DR-A-0001 P01
 - Proposed Site Plan Ref. 1782-DBC-ENBL-00-DR-A-0100 P05
 - Proposed Site Section ref. 1782-DBC-ENBL-XX-DR-A-0632 P02
 - Proposed Bin Store ref.1782-DBC-ENBL-00-DR-A-0657 P01
 - Proposed External Structures ref.1782-DBC-ENBL-00-DR-A-0656 P01

This Planning Statement also draws upon the findings of the above technical reports.

1.4 Structure of this Statement

1.4.1 This statement is structured as follows:

Section 2: provides details of the site context, planning history and proposed development.

Section 3: identifies the relevant national and local planning policy context.

Section 4: assesses the material planning considerations of the proposal.

Section 5: draws together the conclusion of the report.

2.0 SITE CONTEXT, PLANNING HISTORY AND PROPOSED DEVELOPMENT

2.1 The Site and Surroundings

- 2.1.1 The site is located within the ward of Hinckley Castle in the administrative area of Hinckley & Bosworth Borough Council. The site falls within the Hinckley Town Centre boundary and is circa 230m of the designated Primary Shopping Area at Castle Street.
- 2.1.2 According to the Environment Agency's Planning Flood Map, the site is located within Flood Zone 1, which means that the land is assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%).
- 2.1.3 The site does not contain any statutory listed buildings and does not fall within a conservation area (although Hinckley Town Centre Conservation Area falls immediately to the west).
- 2.1.4 To the east of the site is an irregular-shaped structure comprising the original Cottage Hospital, which has been subject to various later extensions and alterations since it was built in circa 1900.
- 2.1.5 There are no tree preservation orders on site. There are trees present along the site's southern boundary and fronting Mount Road, and a grassed area separates the two buildings.
- 2.1.6 A small area of hardstanding is located to the immediate south of the Cottage Hospital structure and accessible off Mount Road. This provides a small area for parking and / or drop offs. Access to the site can also be achieved via Argents Mead (to the west), which leads into a staff car parking primarily used by employees of the Cottage Hospital, and via Hill Street (to the east), which leads into an ambulance turning area and car park. To the south of the site is Mount Road Car Park, which is designated for NHS services and is within NHSPS ownership.
- 2.1.7 The area to the south of Mount Road is largely suburban residential in nature, with large single plots associated with large detached or semi-detached dwellings. The land surrounding comprises a mix of uses, including healthcare uses to the east (Castle Mead Medical Centre) and north (Orchard Resource Centre), and a large leisure centre complex and surface-grade public car park to the west.
- 2.1.8 Hinckley National Rail station is located approximately 0.6 kilometres to the south of the sites, and there are regular bus services operating from Station Road which is approximately 0.3 kilometres to the west of the sites.

2.2 Relevant Planning History

2.2.1 Planning records for the site, made available online by Hinckley & Bosworth Borough Council identify the following:

Planning Application Ref.	Planning proposal	Planning decision
23/00851/OUT	Outline planning permission for the redevelopment of a Community Diagnostics Centre (CDC) and Endoscopy building (Use Class E(e)) (some matters reserved except for access, scale and layout)	Pending.
Pending Validation	Application for a Determination as to Whether Prior Approval is Required for the Partial Demolition of the Building (Building 1 and Adkins ward) at Hinckley & District Hospital, Mount Rd Hinckley, LE10 1AG	Pending.

2.3 Proposed Development

2.3.1 The application is seeking full planning permission to facilitate other enabling works at the site including the site access, parking arrangements, drainage and utilities installations for the proposed Community Diagnostic Centre (CDC) and Endoscopy Facility (Use Class E(e)) (Planning application ref. 23/00851/OUT).

2.3.2 The formal description of the proposed development, which is subject to the application for outline planning permission (some matters reserved) is:

“Full planning application for enabling works including site access, parking arrangements, drainage and utilities installations for the proposed Community Diagnostic Centre and Endoscopy building (Use Class E(e)) (Planning application ref. 23/00851/OUT).”

2.3.3 The proposed enabling works at the site include the following

- Civils works to create site levels / retaining walls for new car park
- Below ground sustainable drainage to support proposed car park
- Service ducting for power to support car park lighting and EV charging
- Creation of base layer car park
- Alterations to existing access road
- Creation of new compounds for waste and power generation
- Hard and soft landscaping

- 2.3.4 The above works will need to be undertaken early in 2024 to complete the CDC by the end of March 2025.
- 2.4.5. Access to the site will be via Argents Mead, as per the existing access to Hinckley & District Hospital's Car Park that is currently used by staff and for deliveries. A general arrangement drawing of the site access proposals supports this application.
- 2.4.6. The proposed development will provide 29 car parking spaces total of which 4 are disabled parking. A total of 3 spaces have been designated as EV parking including 1 disabled parking space. 9 new cycle parking spaces (6 long-stay, 3 short-stay) do not form part of this application, however, are included within the Outline application (ref. 23/00851/OUT).
- 2.4.7. NHSPS has separately submit a prior approval application for the partial demolition of the 1920s/1930s extensions of the existing Hospital building. NHSPS will need to proceed with the works to undertake the partial demolition towards the end of this year to enable the development of the CDC by the end of March 2025.

2.4 Pre-application Discussions

- 2.4.1 The proposed scheme has been guided by pre-application advice gained through a pre-application discussion in June 2023 with Hinckley and Bosworth Council.
- 2.4.2 The Council were in general agreement with the conclusions of the submitted Heritage Assessment supporting the pre-application that the 1920s/30s extensions of the Cottage Hospital are of limited heritage value, and their loss to facilitate the proposal would have no more than a negligible effect upon the significance of the non-designated heritage asset as a whole. The Council confirmed that they are happy to consider the demolition of the 1920s/30s extensions of the Cottage Hospital separately via a prior-approval application.

3.0 PLANNING POLICY CONTEXT

- 3.0.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 3.0.2. This section identifies national and local policy and guidance relevant to the assessing the healthcare redevelopment.

3.1 The Development Plan

- 3.1.1 The statutory development plan for Hinckley and Bosworth Council comprises:
- Core Strategy 2009;

- Hinckley Town Centre Area Action Plan (HTCAAP) (2011); and
- Site Allocations and Development Management Policies (SADMP) DPD (2016).

In addition, relevant National Planning Policy Guidance include:

- The National Planning Policy Framework (2021)
- Planning Practice Guidance

3.1.2 Core Strategy (2009)

- Policy 1 (Development in Hinckley)
- Hinckley Town Centre Area Action Plan (2011)
- Policy 5 (Land North of Mount Road)
- Site Allocations and Development Management Policies (SADMP) DPD (2016)
- Policy DM1 (Presumption in Favour of Sustainable Development)
- Policy DM3 (Infrastructure and Delivery)
- Policy DM6 (Enhancement of Biodiversity and Geological Interest)
- Policy DM7 (Preventing Pollution and Flooding)
- Policy DM11 (Protecting and Enhancing the Historic Environment)
- Policy DM12 (Heritage Assets)
- Policy DM17 (Highways and Transportation)
- Policy DM18 (Vehicle Parking Standards)
- Policy DM 21 (Locating Sustainable Town Centre Uses)
- Policy DM 25 (Community Facilities)

3.2 Other Material Considerations

3.2.1 The Emerging Local Plan

The Emerging Local Plan for 2020-39 has previously been out for public consultation on the submission Draft Plan (Regulation 19) (February to March 2022). The latest Local Development Scheme (LDS) was approved at Full Council on 13th December 2022 and published on the 22nd December 2022. The updated LDS provides information about the Hinckley & Bosworth Local Plan 2020-2041, revises the timetable for production of the Local Plan and sets out key milestones for public consultations, which includes a second public consultation on the submission Draft Plan (Regulation 19) target date May-June 2024 with a programmed date for adoption August 2025. The Replacement Local Plan Development Plan Document is therefore delayed.

3.2.2 National Planning Policy Framework (2021) (NPPF)

The National Planning Policy Framework (NPPF) was updated in 2021 and sets out the Government's overarching economic, environmental and social planning policies for England and how these are expected to be applied. The NPPF does not change the statutory status of

the Development Plan as the starting point for decision making; however, it is a material consideration for Local Planning Authorities (LPA) in the determination of planning applications.

Paragraph 2 of the NPPF states that the NPPF is a material consideration in planning decisions.

Paragraph 7 of the NPPF states that *“the purpose of the planning system is to contribute to the achievement of sustainable development.”*

Paragraph 8 of the NPPF states that *“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

- a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*
- c) **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

Paragraph 11 of the NPPF states that *“Plans and decisions should apply a presumption in favour of sustainable development.*

*For **decision-taking** this means:*

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

Paragraph 20 of the NPPF states that strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for community facilities (such as health, education and cultural infrastructure).

Paragraph 93 of the NPPF states that to provide the social, recreational and cultural facilities and services the community needs, planning policies decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Paragraph 96 of the NPPF states that to ensure faster delivery of other public service infrastructure such as hospitals, local planning authorities should work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

Paragraph 105 of the NPPF states 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. This can help to reduce congestion and emissions, and improve air quality and public health.”*

Paragraph 110 of the NPPF requires that in assessing specific forms of development: appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type and location; safe and sustainable access to the site can be achieved for all users and any significant impacts from the development on the transport can be acceptable mitigated.

Paragraph 111 of the NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*

Paragraph 120 of the NPPF states that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.

Paragraph 112 of the NPPF states *“Planning policies and decisions should ensure that developments:*

a) 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;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- c) 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);*
- d) 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;*
- e) 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*
- f) 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.”*

Paragraph 194 of the NPPF states that *“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.*

Paragraph 195 of the NPPF states that *“Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal.*

Paragraph 197 of the NPPF states that *“In determining applications, local planning authorities should take account of:*

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness.”*

Paragraph 202 of the NPPF states *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”*

Paragraph 203 of the NPPF states *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*

4.0 PLANNING POLICY ASSESSMENT

4.0.1. The development proposal seeks to deliver enabling works including site access, parking arrangements, drainage and utilities installations for the proposed Community Diagnostic Centre and Endoscopy building (Use Class E(e)) (Planning application ref. 23/00851/OUT).

4.0.2. The key planning considerations of relevance to this outline application comprise:

- Principle of Development
- Heritage
- Access/Highway Safety
- Biodiversity and Trees
- Pollution
- Drainage/ Flood Risk
- Sustainability

Each is considered in turn below.

4.1 Principle of Development

4.1.1 Policy DM1 (*Presumption in Favour of Sustainable Development*) of the SADMP sets out a presumption in favour of sustainable development and states that planning applications that accord with the development plan will be approved unless other material considerations indicate otherwise.

4.1.2 The site is located within the settlement boundary of Hinckley and in the Hinckley Town Centre boundary as defined by the HTCAPP, in a highly sustainable location. The site forms part of a designated Community Facility (HIN184) in the SADMP. The site is within a low flood risk zone (Flood Zone 1) and is previously developed land.

- 4.1.3 Policy DM 25 (*Community Facilities*) of the SADMP states *“The Borough Council will seek to support the formation of new community facilities across the borough. To reduce reliance on the private car, where new facilities are to be established it should be demonstrated that they are accessible to the community which they intend to serve by a range of sustainable transport modes.”*
- 4.1.4 The proposed development will occupy a sustainable location in the town centre, with excellent access to a full range of public transport opportunities. Hinckley National Rail station is located approximately 0.6 kilometres to the south of the sites, and there are regular bus services operating from Station Road which is approximately 0.3 kilometres to the west of the sites.
- 4.1.5 Policy DM 25 (*Community Facilities*) of the SADMP further states that the Council will resist the loss of community facilities including ancillary areas. The redevelopment or loss of community facilities will only be appropriate where it can be demonstrated that:
- “a) An equivalent range of replacement facilities will be provided in an appropriate location within a reasonable distance of the local community; or*
b) There is a surplus of the facility type within the immediate locality exceeding the needs of the community; or
c) The loss of a small portion of the site would result in wider community benefits on the remainder of the site.”
- 4.1.6 A separate prior approval application has been submitted for the demolition of the later extensions of the existing Hospital to enable the development of the new CDC/Endoscopy building. The existing Community Hospital building has been developed in a piecemeal basis after the development of the original front portion fronting Mount Road in the late 19th/early 20th centuries. The building is well past its useful economic life and is no longer suitable for the provision of modern healthcare. The existing Hospital buildings are occupied by endoscopy, xray and day case surgery services.

4.2 Heritage

- 4.3.1. Paragraph 203 of the NPPF states *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*
- 4.3.2. Paragraph 020 Reference ID: 18a-020-20190723 of the Planning Practice Guide (Historic Environment Guidance) states that *“Public benefits may follow from many developments and*

could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework.”

- 4.3.3. Policies DM11(*Protecting and Enhancing the Historic Environment*) and DM12 (*Heritage Assets*) of the SADMP seek to protect and enhance the historic environment and heritage assets.
- 4.3.4. The site does not contain any statutory listed buildings and does not fall within a conservation area (although Hinckley Town Centre Conservation Area falls immediately to the west).
- 4.3.5. A detailed Heritage Impact Assessment (HIA) supports this full planning application for the proposed development, in compliance with Paragraph 194 of the NPPF and Policy DM11 of the SADMP in terms of understanding the significance of affected heritage assets. The HIA concludes that the proposed development will not affect the significance of the nearby Scheduled Monument or Listed war memorials and it will not alter the character and appearance of the setting of this part of the Conservation Area in which would negatively affect its special architectural and historic interest.
- 4.3.6. A prior approval application for the demolition of the 1920s/30s extensions of the Cottage Hospital has been submitted separately to this full application to ensure that preparation works can be taken place in the short term and meet NHS deadlines. The pre-application feedback was in general agreement with the conclusions of the submitted Heritage Assessment supporting the pre-application in that the 1920s/30s extensions of the Cottage Hospital are of limited heritage value, and their loss to facilitate the proposed development would have no more than a negligible effect upon the significance of the non-designated heritage asset as a whole. The Council thus confirmed that they are happy to consider the demolition of the 1920s/30s extensions of the Cottage Hospital separately via a prior-approval application.

4.3 Access/Highway Safety

- 4.3.1 Paragraph 105 of the NPPF states 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. This can help to reduce congestion and emissions, and improve air quality and public health.”*
- 4.3.2 In promoting sustainable modes of transport, Paragraph 110 of the NPPF requires that in assessing specific forms of development: appropriate opportunities to promote sustainable transport modes can be or have been taken up, given the type and location; safe and sustainable access to the site can be achieved for all users and any significant impacts from the development on the transport can be acceptable mitigated. Paragraph 111 of the NPPF states that *“Development should only be prevented or refused on highways grounds if there*

would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

- 4.3.3 Policy DM17 (*Highways and Transportation*) of the SADMP supports development proposals that would seek to make the best use of existing public transport services and are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Policy DM18 (*Vehicle Parking Standards*) of the SADMP states that “*new development will be expected to provide an appropriate level of parking provision, justified by an assessment of location, type of housing, other modes of transport available and appropriate design. Any development will be expected to provide disabled parking provision. Developments within Hinckley Town Centre should demonstrate that they would not exacerbate existing problems in the vicinity with increased on-street parking.*”
- 4.3.4 The Council states that the Leicestershire County Council’s ‘The 6Cs Design Guide’ provides maximum parking standards. The design guide states that the standards are as follows: Surgeries and Clinics – 1 space per member of staff employed plus two car parking space per consulting room / surgery. The proposed development seeks to provide 29 car parking spaces total of which 4 are disabled parking. A total of 3 spaces have been designated as EV parking including 1 disabled parking space. In addition to this Town Centre Location, it is considered that the car parking proposed is adequate in this sustainable location. 9 new cycle parking spaces (6 long-stay, 3 short-stay) do not form part of this application, however, are included within the Outline application (ref. 23/00851/OUT).
- 4.3.5 Access will be via Argents Mead, as per the existing access to Hinckley & District Hospital’s Car Park that is currently used by staff and for deliveries. Widening will also be undertaken within a section of the private access road to improve the access. The proposed access is accompanied by an independent Stage 1 Road Safety Audit and a general arrangement drawing.
- 4.3.6 A Transport Statement and Transport Note supports the planning application for the proposed development. This compares the current level of traffic, which is generated by the site and compares it to the level of traffic which could be generated by the proposal. Demonstrations of the level of trips that could be generated by the proposal has been undertaken by using a first principals approach and based on site-specific surveys, including parking demand data. The proposal generates an increase in traffic in comparison to the current level of traffic, of less than 20 additional two-way trips in any given hour. The proposals therefore fall below the threshold for additional junction capacity assessment. The parking demand and ratio assessment demonstrates that the level of parking proposed is well below the maximum that would be generated if provided at the existing site parking ratio but is expected to be sufficient to contain all of the genuine parking demand generated by the proposals on site.

4.4 Biodiversity and Trees

- 4.4.1 Policy DM6 (*Enhancement of Biodiversity and Geological Interest*) of the SADMP states that “*Development proposals must demonstrate how they conserve and enhance features of mature conservation and geological value including proposals for their long-term future management. Major development proposals must include measures to deliver biodiversity gains through opportunities to restore, enhance and create valuable habitats, ecological networks and ecosystem services. Proposals where the primary objective is to conserve or enhance biodiversity or geological interest will be permitted where they comply with other relevant policies in the plan. Onsite features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term. The removal or damage of such features shall only be acceptable where it can be demonstrated the proposal will result in no net loss of biodiversity and where the integrity of local ecological networks can be secured. If the harm cannot be prevented, adequately mitigated against or appropriate compensation measures provided, planning permission will be refused.*”
- 4.4.2 A Preliminary Ecological Assessment has been prepared by Geosphere Environmental Limited, which concludes that the proposed development will not adversely affect statutory or non-statutory designated nature conservation sites and that none of the habitats within the survey area were considered to have high ecological importance on an international, national regional or county scale.
- 4.4.3 An Updated Bat Preliminary Roost Assessment and associated nocturnal surveys prepared by CGO Ecology supports this application, which states “*that works to the building, save for demolition, are unlikely to significantly impact bats, with the exception of a single bat occupying a likely day roost on the north elevation.*”
- 4.4.4 A Biodiversity Net Gain assessment and Great Crested Newt Presence/Absence EDNA Survey supports this planning application. The Biodiversity Net Gain assessment states that the proposed development will deliver +11.71% net gain.
- 4.4.5 A Preliminary Arboricultural Impact Assessment has been prepared by Geosphere Environmental Limited, which states that no trees are due to be removed within proposed the development, only groups of shrubs and if these changes and trees are due to be removed then appropriate replacement trees will need to be planted to mitigate the loss.

4.5 Pollution

- 4.5.1 An external lighting strategy supports the planning application for the proposed development. The scheme will comply with the Institution of Lighting Professionals guidance notes for the reduction of obtrusive light.

- 4.5.2 A Phase 1 Ground Conditions study has been undertaken to inform the proposed development, which concludes that the development site is considered to pose a low risk to human health and considers the site to present a Low risk with respect to controlled waters.

4.6 Drainage/Flood Risk

- 4.6.1 Policy DM7 (*Preventing Pollution and Flooding*) of the SADMP outlines that adverse impacts from flooding will be prevented. Policy DM10 (*Development and Design*) of the SADMP outlines the requirement for an appropriate Sustainable Drainage Scheme.
- 4.6.2 Site Drainage Plans Ref. 18242-WSL-XX-ZZ-DR-S-920001 P02, 18242-WSL-XX-ZZ-DR-S-920002 P02 and 18242-WSL-XX-ZZ-DR-S-920003 P02 support this planning application.
- 4.6.3 The site is within a low flood risk zone (Flood Zone 1), which means that the land is assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). A Flood Risk Assessment and Drainage Strategy accompanies the outline application for the proposed development.

5.0 CONCLUSION

- 5.0.1 The full planning application is for the enabling works including site access, parking arrangements, drainage and utilities installations for the proposed Community Diagnostic Centre and Endoscopy building (Use Class E(e)) (Planning application ref. 23/00851/OUT).
- 5.0.2 This approach is essential to ensure we can spend the CDC funding in adherence to the timeline provided. By commencing early-stage construction activities, we aim to optimise efficiency and streamline the subsequent delivery phases of the project.
- 5.0.3 When assessed against relevant planning policy provision at all levels, it will be clear that the application proposals are acceptable. In summary:
- The proposal provides an opportunity to optimise the use of this previously developed land as well as making a clear contribution to the healthcare sector and tend to patients at the Hinckley & District Hospital site.
 - The proposal is acceptable in land use planning terms. The site is located within the settlement boundary of Hinckley and in the Hinckley Town Centre Boundary as defined by the HTCAPP, in a highly sustainable location and is designated as HIN184 (Community Facility) in the SADMP. The site is within a low flood risk zone (Flood Zone 1) and is previously developed land.
 - The application will not give rise to any adverse ecological or flooding impacts.

- 5.0.4 It is considered that the proposed development constitutes an appropriate development of the site for the Leicester, Leicestershire and Rutland Integrated Care Board and University Hospital of Leicester NHS Trust healthcare provision requirements to meet the needs of Hinckley and the surrounding area.
- 5.0.5 In light of the above, we trust that the local planning authority will be readily able to grant full permission for this policy compliant proposal.