

D & T Developers

Outline application for the erection of up to 28 dwellings, with all matters reserved, except Access and Layout

At land at Shilton Road, Barwell

PLANNING STATEMENT



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1. INTRODUCTION

- 1.1 This Planning Statement (“The Statement”) has been commissioned by D & T Developers (“the Applicant”), to accompany an outline planning application at Shilton Road, Barwell (“the Site”), for the erection of up to 28 dwellings, with all matters reserved except access and layout.
- 1.2 The following drawings, prepared by Hayward Architects, have been submitted electronically via the Planning Portal as part of this application, and should be read in conjunction with this Statement:
 - 23-115-PL03 Proposed site layout
 - Site location plan
- 1.3 The following reports have been submitted electronically via the Planning Portal as part of this application, and should be read in conjunction with this Statement:
 - Design and Access Statement, prepared by Hayward Architects
 - 24-21177 0-010P2 Surface Water Calculations
 - 24-21177 0-040P2 FRA
 - 24-21177 0-500P2 Drainage Layout – Main site
 - 2025-02-19 Leicester Road Barwell Transport Assessment
 - 24112-24-01-Topographical A1 Plan
 - Appendix 4 Bat Survey Records
 - Appendix 2 Biological Records Shilton Road Barwell (Public)
 - Appendix 3 Statutory Biodiversity Calculation Shilton Road Barwell March 2025
 - BS5837 Tree Survey Shilton Road Barwell V1
 - Ecological Appraisal and Biodiversity Assessment Shilton Road Barwell March 2025
 - RDS Classification Sheet
- 1.4 A BACS payment for the sum of £8,255.00, has been sent to the Planning Portal today, alongside the £85.00 administration fee.

2. SITE CHARACTERISTICS & CONTEXT

- 2.1 Located on the corner of Shilton Road and Leicester Road, the majority of the Site lies within the established settlement boundary of Barwell and Earl Shilton. The southernmost area lies within the open countryside, within the designated Hinckley and Bosworth Green Wedge.
- 2.2 The Site comprises of a two-storey detached residential dwelling (158 Shilton Road) and associated large garden area. The Site's boundary with Leicester Road is characterised by mature trees and vegetation.
- 2.3 The site is currently accessed by way of two driveways to existing residential properties located on the site and an existing farm track that connects into the west side of Leicester Road approximately 50m south of Elmesthorpe Lane. Access to the Site is achieved via an established access located on Leicester Road, a classified C road.
- 2.4 The surrounding dwellings located on Shilton Road and Leicester Road contain a mix of large detached and semi-detached housing types.
- 2.5 The proposed area for development is entirely located in Flood Zone 1, proposing little to no flood risk.
- 2.6 At the southern boundary of the Site lies a Public Right of Way, shown below:

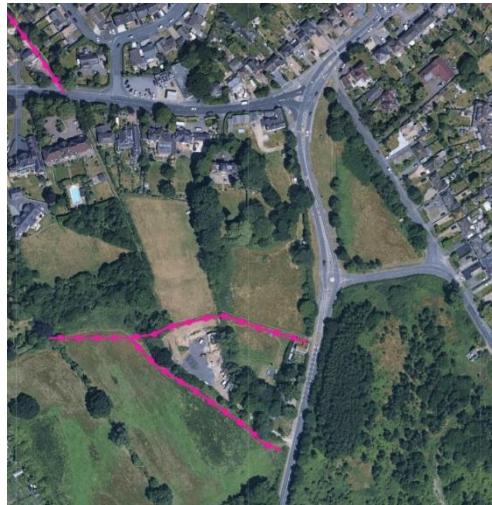


Figure 1 – PROW near the Site

2.7 The Site is not located within a Conservation Area. There are also no Listed Buildings located within or surrounding the Site.

2.8 The application site is located within walking distance of sustainable transport providing links to Coventry and Leicester. The Site is also located within walking distance of both Earl Shilton and Barwell's village centres.

i. Planning History

2.9 The Council's Planning Public Access Page provides the sites planning history. The planning history of the site, as available on the Council's public access page, is summarised in Table 1 below:

Planning Application No.	Description	Date of Decision	Decision
76/00711/4	ERECTION OF ONE DWELLING	29 June 1976	Refused
76/00712/4	ERECTION OF A DWELLING	29 June 1976	Refused
81/01115/4	EXTENSIONS AND ALTERATIONS TO PROPERTY	13 January 1982	Permitted

93/00637/4	EXTENSION TO DWELLING	16 August 1993	Permitted
00/00575/FUL	ALTERATIONS AND EXTENSIONS TO CONSERVATORY	12 July 2000	Permitted
06/01102/FUL	ERECTION OF DETACHED BUNGALOW AND GARAGE	25 Nov 2006	Withdrawn
19/00490/FUL	CHANGE OF USE FROM RESIDENTIAL TO A MIXED USE OF RESIDENTIAL AND SUI GENERIS TO ALLOW THE USE OF THE GROUND FLOOR KITCHEN 3 (APPROXIMATELY 22 SQUARE METRES) FOR COMMERCIAL COOKING AND DELIVERY OF HOT FOOD	28 June 2019	Permitted

Table 1 – Up to date planning history of the application site, as available on the Council's public access page.

3. THE PROPOSED DEVELOPMENT

- 3.1 The application proposes the erection of up to 28 dwellings, on existing residential garden land. The site currently comprises one large, detached dwelling, which is to be demolished.
- 3.2 For clarity the proposal will provide:
 - 28 dwellings (2 x maisonette, 9 x 2 bed, 12 x 3 bed and 5 x 4 bed)
 - 56 x Off Street Parking Spaces
 - New POS area containing Balancing Pond and LEAP
- 3.3 The application is applied for in outline with all matters except access and layout reserved.
- 3.4 At the southern part of the site an area of SUDs will be included. The landscape proposals, which will be dealt with at reserved matters, will be driven by the requirements of ecology and biodiversity net gain.
- 3.5 Further details of the proposal and the design, will be secured via a subsequent reserved matters application.

4. PLANNING POLICY CONTEXT

4.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, an application for planning permission should be determined in accordance with the Development Plan unless other material considerations indicate otherwise.

Development Plan

4.2 The Development Plan consists of the adopted Hinckley and Bosworth Local Plan 2006-2026 comprising the Core Strategy DPD (December 2009) and the Site Allocation and Development Management Policies DPD (July 2016). The Hinckley and Bosworth Local Plan is currently under consultation and can be given only very limited weight.

i. Core Strategy DPD (December 2009)

- Policy 3 – Development in Barwell
- Policy 6 – Hinckley/Barwell/Earl Shilton/Burbage Green Wedge
- Policy 15 – Affordable Housing
- Policy 16 – Housing Density, Mix and Design
- Policy 24 – Sustainable Design and Technology

ii. Site Allocations and Development Management Policies DPD

- Policy DM1 – Presumption in Favour of Sustainable Development
- Policy DM4- Safeguarding the Countryside and Settlement Separation
- Policy DM6 – Enhancement of Biodiversity and Geological Interest
- Policy DM9 – Safeguarding Natural and Semi-Natural Open Spaces
- Policy DM10 – Development and Design
- Policy DM17 – Highways and Transportation
- Policy DM18 – Vehicle Parking Standards

iii. Hinckley and Bosworth Local Plan 2020 – 2039 (Draft 2021)

- Policy SS01 – Sustainable Development
- Policy PMD01 – High Quality Design
- Policy PMD02 – Active Design and Travel
- Policy HO01 – Provision of New Housing
- Policy HM01 – Housing Mix, Size and Type
- Policy HM04 – Housing Density
- Policy HM09 – Affordable Housing
- Policy NAT01 - Green Infrastructure
- Policy NAT02 - Green Wedges
- Policy NAT07 Protecting Biodiversity
- Policy NAT09 - Development in the Countryside and Settlement Separation
- Policy HT01- Highways and Transportation

iv. Supplementary Planning Guidance (SPG) / Document (SPD)

4.3 The following SPGs and/or SPDs are relevant to the determination of this application:

- The Good Design Guide 2019

4.4 Along with the aforementioned policies of the Development Plan, the National Planning Policy Framework (December 2024) is a significant material consideration. The following sections and paragraphs are of relevance to the proposals set out at top of this statement:

- Section 2 - Achieving Sustainable Development
- Section 5 - Delivering a Sufficient Supply of Homes
- Section 9 - Promoting Sustainable Transport
- Section 12 - Achieving Well Designed Places
- Section 15 - Conserving and Enhancing the Natural Environment

5. PLANNING ASSESSMENT

i. Principle of Development

5.1 The most relevant and up-to-date advice on how the planning system should respond to development proposals is to be found within the recently updated NPPF (December 2024). The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It makes clear at Paragraph 10 that “... *at the heart of the Framework is a presumption in favour of sustainable development*”.

5.2 The NPPF reiterates that planning applications should be determined in accordance with the relevant policies of the adopted Development Plan unless there are material considerations which indicate otherwise.

5.3 Paragraph 8 outlines the three over-arching objectives supported by the planning system:

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 a well-designed and safe built environment, 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 contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

- 5.4 The NPPF states that local planning authorities should approach decision-making “*in a positive and creative way*” and work with applicants “*to secure developments that will improve the economic, social and environmental conditions of the area*” (Paragraph 39).
- 5.5 Chapter 5 of the NPPF (“Delivering a sufficient supply of homes”) seeks to support the Government’s objective of significantly boosting the supply of homes and stresses that it is important that a sufficient amount and variety of land can come forward where it is needed (Paragraph 61).
- 5.6 Within the context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies; and this includes people who require affordable housing and people wishing to commission or build their own homes (Paragraph 63).
- 5.7 Paragraph 71 advocates for “*mixed tenure sites*” and recognises that they “*can provide a range of benefits, including creating diverse communities and supporting timely build out rates*”. The paragraph advises that “*mixed tenure sites can include a mixture of ownership and rental tenures, including Social Rent, as well as housing designed for specific groups such asplots sold for custom or self-build*”.
- 5.8 Paragraph 73 highlights that “*small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built out relatively quickly*”.
- 5.9 The Planning and Compulsory Purchase Act 2004 (Section 38(6)) requires that applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Development Plan for Hinckley and Bosworth comprises the Hinckley and Bosworth Core Strategy, (2009) together with the Site Allocations and Development Management Policies DPD (2016).
- 5.10 The Core Strategy adoption pre-dates the original NPPF and its latest revisions, whilst the adoption of the Site Allocations and Policies DPD pre-dates the latest revisions. In accordance with Annex 1, paragraph 213 of the NPPF, due weight will be given to the policies contained within the Development Plan according to their degree of

consistency with the NPPF, (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given). The most relevant policies to the decision relate to the supply of housing and design. Whilst elements of these policies are in step with the NPPF there is a need to consider the weight given to them in this decision given their age and the shortfall that exists in housing land supply.

- 5.11 Accordingly, the weight to be given to the defined limits to development, must be minimal as they will almost certainly need to be redefined to provide for further growth in the emerging Local Plan. Given the sustainability of Barwell and Earl Shilton as 'urban areas supporting Hinckley as the sub regional centre' it is reasonable to assume that these settlements will continue to be a focus for growth. Indeed, the emerging Local Plan is consistent in its judgement of Earl Shilton and Barwell as Urban Areas and states these two settlements are "the focus of key transport, retail, employment and leisure facilities in the borough. Provides the services to meet the day to day needs of residents and is generally accessible to the surrounding area by public transport". The emerging Local Plan places particular focus upon Earl Shilton and Barwell as key areas for housing growth.
- 5.12 In addition, and of significance to the determination of this application, Hinckley and Bosworth is currently unable to demonstrate a five-year supply of deliverable land for housing. Whilst the Council's latest published five-year housing land supply figure indicates a supply of 5.14 years (1st April 2022), it has now been confirmed and accepted via recent Appeal decisions, that the Council can no longer demonstrate 5 years of available land for housing.
- 5.13 The first evidence of this is cited within Appeal reference APP/K2420/W/23/3322413 (84 Leicester Road, Hinckley, LE10 1LT) whereby a verified figure of 4.89 years was confirmed by the Inspector (December 2023)¹.
- 5.14 A subsequent Appeal, reference APP/K2420/W/24/3348387 (Land East of the Common, Barwell, LE9 8BR) outlined that the Council have themselves confirmed a 3.55 5-year supply. Within the Appeal, the Appellant calculated that the supply was

¹ Appeal Decision Ref: APP/K2420/W/23/3322413

3.23 years. Both parties used the same methodology, using the 5% buffer. Whilst the Inspector did not verify either the Councils or the Appellants calculations, it was confirmed within the Appeal that there was evidently a material shortage of deliverable housing sites locally (February 2025)².

- 5.15 Of further significance, and with reference to the aforementioned Appeal at Land East of the Common, Barwell, the site which forms part of this application is within close proximity to the Appeal site and shares many characteristics. The assessment of the Appeal, and the conclusions drawn by the Inspector, are therefore significant in the determination of this application.
- 5.16 In determining the Appeal, the Inspector considered the principle of development, the effect on the character of the area, and the quantum of development. In addressing the planning balance, the Inspector concluded that the SAMD policy DM4 only carried limited weight due to the Council's 5-year housing land supply. The Inspector continued that the proposal would cause some moderate harm to the rural landscape character of the area and to a limited geographical area, but it would not result in a significant adverse effect which is the test set out in criteria (i) of Policy DM4 and criteria (a) of Policy DM10.
- 5.17 Continuing, the Inspector concluded that in applying the test set out in paragraph 11(d) of the Framework, the adverse effects that the proposed development would cause, including the loss of the appeal site land to the function of the Green Wedge, were greatly outweighed by the benefits of development in the sustainable location. Furthermore, the limited conflict with the development plan would be outweighed by other considerations, including the general accord with the Framework when read as a whole.
- 5.18 As such, and with regard to the assessment of this outline planning application, the provision of new homes in a sustainable non-isolated location, between two urban centres, at a time of when the Council cannot demonstrate a 5 year housing land

² Appeal Decision Ref: APP/K2420/W/24/3348387

supply, is subsequently a significant benefit of the proposal, and should weigh in favour of the tilted balance, as outlined in paragraph 11d of the NPPF.

ii. Housing Mix

5.19 The most recent Borough wide assessment (HEDNA 2017) outlines a preferred housing mix of primarily 3 bed (45%-55%) dwellings, with an additional focus towards the delivery of 2 bed dwellings (35%-45%). With regards to affordable housing the HEDNA document outlines a need to deliver 25% affordable housing. At outline stage we intend to accord with the HEDNA assessment and Policy HO02 of the emerging Local Plan.

5.20 The tables below outline the proposed housing mix, factoring in both private ownership and affordable units:

Market	
No. Beds	Quantum
2 Bed	7
3 Bed	10
4 Bed	5
Total	22

Table 2: Proposed Housing Mix of Market Dwellings

Affordable	
No. Beds	Quantum
Maisonette	2
2 Bed	2
3 Bed	2
Total	6

Table 3: Proposed Housing Mix of Affordable Dwellings

5.21 Two bed units occupy 32% of the total quantum, whilst three bed units comprise the majority at 43%. An allocation of 21.43% has been given to the delivery of affordable housing. Overall, the proposal is generally in accordance with the conclusions of the

2017 HEDNA document and the development will contribute a suitable mix of housing at a time of great need in the Borough.

iii. Green Wedge

5.22 The site falls within an area of Green Wedge, defined as 'Area C: east of the Common and South of Shilton Road' in the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge Review.

5.23 The characterisation of this area within the Green Wedge Review has been included below:

"This area consists of a range of land uses. This includes allotments, agriculture, farm buildings, paddocks and grazing land. The allotments appear to be well used and are accessed via Dawsons Lane. There is a track that runs a short distance from Dawsons Lane which leads to a small, narrow, enclosed walkway which is well tracked but of poor-quality surface. The small track does open up towards Earl Shilton and the right of way is well kept with a grassed walkway.

The topography slopes upwards towards Barwell and views to Burbage, Elmesthorpe, and the church spire in Stoney Stanton are evident.

This area is characterised by mature trees and hedgerows with a number of paddocks and provides multi-functional uses as outlined above enabling the green wedge to be well-utilised. The narrow track which forms part of the public right of way is well used although there is limited signage which does not aid navigation within this section of the Green Wedge. Improvements to this track would improve connectivity between Earl Shilton and Barwell.

Any significant built development would have an impact on the coalescence of Barwell and Earl Shilton with particular reference to the area close to Carrs Hill. It would also have a significant impact on the visual amenity of the wider green wedge area as there are open views towards Earl Shilton and into the neighbouring District of Blaby."

5.24 Built development will be located entirely within the established building line along Shilton Road, which extends to the south up until Dawson's Lane, to the west of the application site. Evidence of built development becomes sparser south of Dawson's Lane to the west of the site and the roundabout connecting Leicester Road and Elmesthorpe Lane to the east of the site. The proposed development has been designed to match this pattern, with residential development falling away to green space and a balancing pond south of the roundabout. Tree planting and landscaping has been incorporated in this area of the site to aid the screening of the development from views looking north, whilst also easing the transition of the built development to the Green Wedge.

5.25 Overall, the development provides 28 dwellings of a suitable mix at a time when there is a specific need for a range of house types (identified in the HEDNA) and a general need for housing across the Borough. There is no conflict with up-to-date Development Plan policy and therefore this is a significant benefit of the scheme.

iv. Design, Visual Impression and Landscaping

5.26 The NPPF sets out that *“the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”* (Paragraph 131). The paragraph further states that *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*.

5.27 Paragraph 135 of the NPPF states that planning policies and decisions should ensure that developments will, *inter alia*, *“function well, not just for the short term but over the lifetime of the development; are visually attractive; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development; and create places that are safe, with a high standard of amenity for existing and future users”*.

5.28 Paragraph 139 states that significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

5.29 Policy DM10 of the Site Allocations and Development Management SPD sets out the design requirements for development within the borough. The policy highlights the need for developments to complement the existing development character of the surrounding area as well as not impacting negatively on the amenity of surrounding occupiers.

5.30 Matters relating to scale and appearance are to be considered at Reserved Matters stage. The accompanying Design and Access Statement sets out the approach for the site, which is fully reflective of national and local design policies and guidance.

5.31 The documents have shown that due care has been taken to review the opportunities and constraints associated with the Site. The identification of these features has been fundamental to the proposed design principles employed throughout the preparation of this outline application.

5.32 The iterative design of the scheme is landscape-led, given its location within the green wedge, and has considered opportunities within the green infrastructure network for planting that, once established, has the potential to minimise the visibility of built elements from the surrounding area.

5.33 It is recognised that detailed design will be secured at reserved matters stage and the Applicant, along with the design team, will seek to ensure the highest standards of design and build during that process and throughout construction, taking on board the

principles and objectives of Hinckley and Bosworth's Development Plan and subsequent Design SPDs.

5.34 The proposals therefore accord with national and local policies on design.

v. Highways, Access and Parking

5.35 Chapter 9 of the Framework seeks to promote sustainable transport. Paragraph 109 states that transport issues should be considered from the earliest stages of development proposals, so that the potential impacts of development on transport networks can be addressed; while opportunities to promote walking, cycling and public transport use are identified and pursued; and the environmental impacts of traffic can be identified, assessed and taken into account.

5.36 Paragraph 116 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.

5.37 Within this context, Paragraph 117 outlines what is required from development proposals:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport;
- b) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- c) allow for the efficient delivery of goods, and access by service and emergency vehicles; *and*
- d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

5.38 Policy DM17 of the Site Allocations and Development Management DPD states new development will be supported where safe cycling and walking access to services and facilities can be achieved. As demonstrated in the Transport Statement, prepared JRC Transport Consulting, the application site is located in close proximity to both Barwell and Earl Shilton with safe pedestrian access provided by public footpath or by way of a short cycle along Shilton Road and Hinckley Road.

5.39 There will be two access points serving the development; the main access will be from Leicester Road and a secondary access from Shilton Road serving the three dwellings lining the north of the site.

5.40 Each dwelling will be served by at least two off street parking spaces. The site's proximity to two established urban areas with high quality, regular transport links to Leicester and Hinckley will reduce the need for a private vehicle, however the proposed off street parking provision will allow residents to park safely without congesting the highway.

5.41 Both Policy DM17 and the NPPF state that development should only be prevented on highways grounds if the proposed development would cause a severe impact on the highway. It is clear that the proposed access would not result in a severe impact to the highway, nor will the proposed parking arrangement lead to unsafe on street parking within and around the application site. The proposal is therefore in full accordance with local and national policy.

5.42 This is supported by the conclusions of the Transport Assessment, which assesses the sites access to public transport, the proposed new access points, the proposed parking. The report also references the traffic surveys that were undertaken in advance of this submission and confirms that the existing network has capacity to accommodate the additional trip generation as a result of the development, and the impact of the development will be negligible.

vi. Ecology, Biodiversity and Trees

5.43 The NPPF recognises the role of the planning system in protecting and enhancing natural ecosystems. Paragraph 187 sets out that decisions should protect sites of

biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan) and minimise impacts on and provide net gains for biodiversity.

5.44 Paragraph 192 underlines that opportunities for securing measurable net gains for biodiversity should be identified and pursued.

5.45 Paragraph 136 highlights that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Opportunities should be taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.

5.46 DPD Policies 4 and 6, state that development should not have a significant adverse impact upon the countryside and that it should seek to conserve and enhance features of nature conservation. On site features should be retained, buffered and managed favourably to maintain their ecological value, connectivity and functionality in the long-term.

5.47 An Ecological Appraisal and Biodiversity Assessment has been submitted in support of this application. The recommendations within the report outline that the following biodiversity enhancements are incorporated:

- At least four integral bat roost tubes should be incorporated into the new development in suitable positions identified by an ecologist.
- At least eight nest bricks/ tubes should be incorporated into the new developments in suitable positions identified by an ecologist.
- Hedgehog and reptile refugia should be constructed in suitable locations close to the boundaries of the development area and gardens should have hedgehog access points installed into the boundary fencing.
- A habitat creation scheme should be prepared to enhance the biodiversity and wildlife potential of the grassland and balancing pond area.

vii. Flood Risk and Drainage

5.48 The site is within Flood Zone 1 which means it is at low risk of flooding. Accordingly, it is acceptable in principle unless it gives rise to flood risk elsewhere.

5.49 Paragraph 10.7.3 of the Local Plan provides supporting text to Local Plan Policy CC4 (Sustainable drainage) states that *“minor development of more than one dwelling should address the opportunity for SuDS in the Design and Access Statement”* and goes on to state, *“SuDS can be adapted for minor development of 9 or fewer dwellings as well as major developments by choosing from a range of measures that suit the site”*. Those measures include permeable surfaces, tree planting, and ponds.

5.50 NP Policy H14 (Water Management) states that new development should take full account of flood risk and its impact on the water environment. Development sites should be built to manage surface water sustainably and utilise resources sustainably during use.

5.51 A Surface Water Drainage Strategy and Flood Risk Assessment has been carried out by Diamond Wood and Shaw, which accompanies this application. Proposed Drainage Layout for the main site and outfall have also been submitted.

5.52 The Flood Risk Assessment concludes that the site passed the sequential test and has very low risk of surface water flooding. As such, the site has very low risk of flooding from any sources. The report also advised that the surface water drainage system should be designed to control and store up to the 1 an d100 year plus 40% climate change event (1% AEP).

5.53 As such, the proposed development would be in compliance with the relevant provisions of policy DM7 of the Local Plan and the relevant provisions of the National Planning Policy Framework.

6. CONCLUSION

- 6.1 This Planning Statement has been prepared in support of a planning application on behalf of D & T Developers and accompanies an outline planning application for up to 28 dwellings including access and layout, with all other matters reserved.
- 6.2 The details submitted represent a high-quality residential development, which responds positively to the local area, landscape characteristics and local character.
- 6.3 There are no technical constraints that would prejudice the safe or efficient use of the public highway. Furthermore, the scheme would not adversely impact upon the amenity of neighbouring residents and would deliver mandatory biodiversity net gain.
- 6.4 Although the site is located within the open countryside and partly within the Green Wedge, it is directly attached to the settlement of Barwell and is serviced well by sustainable links to ensure the amenity of occupiers is not prejudiced.
- 6.5 Regarding policy accordance and principle, and on the basis that the Council cannot demonstrate 5 years of available land for the delivery of housing, the planning balance is strongly tipped in favour of the development. The proposal complies with the aims and criteria of the relevant policies highlighted within the Development Plan and would constitute sustainable development in line with the Framework.
- 6.6 Accordingly, the proposal is in full accordance with both the Development Plan and NPPF, and outline planning permission should be granted.