

Earl Shilton SUE

Planning Statement - Planning Application A



BARWOOD
LAND

Report for

Barwood Strategic Land LLP

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1. Introduction

1.1 Scope of Outline Planning Application A

Wood has been commissioned by Bloor Homes Ltd, Jelson Limited and Barwood Strategic Land II LLP (the Applicants) to submit two separate but complementary outline planning applications for a comprehensive residential led mixed-use development on land at Weavers Fields, Earl Shilton. The whole land is the majority part of an allocated Sustainable Urban Extension (SUE) in Hinckley and Bosworth Borough Council's 2009 adopted Core Strategy.

Two separate, but aligned, outline planning applications are submitted and referred to as application A and B. **This Planning Statement has been prepared in support of Application A for Barwood Strategic Land LLP.**

Both applications have been prepared to work in combination to deliver the overall site allocation requirements of the SUE of a minimum 1,600 new dwellings, up to 5.3 hectares of employment land, a new community hub that will comprise a two-form entry primary school and local retail facilities as well as improved sports provision, new play areas, and strategic infrastructure including public open space, landscaping, access and drainage.

1.2 The Applicants and Application Format

As stated above, two separate outline planning applications have been prepared for development within land at the Earl Shilton SUE with further details provided below.

Application A

This outline planning application is submitted on behalf of Barwood Strategic Land LLP, which is land shown in green on **Figure 1.1** below. This application proposes up to 500 dwellings, part of the primary school site, open space, and a local centre/community hub. The application is split across two land parcels located north of Mill Lane and to the south and east of Astley Road.

Application B

This outline planning application is submitted on behalf of Bloor Homes and Jelson with regard to land shown in orange on **Figure 1.1** below. This application proposes up to 1,000 dwellings, up to 5.3 hectares for employment uses, part of the primary school site, open space and a local centre/community hub. The application is referred to where necessary in this submission to help explain the overall approach.

Application A and B

Both applications are submitted in outline with all matters other than strategic access reserved for future determination. The applicants have worked together as a Consortium to develop a comprehensive masterplan for the SUE.

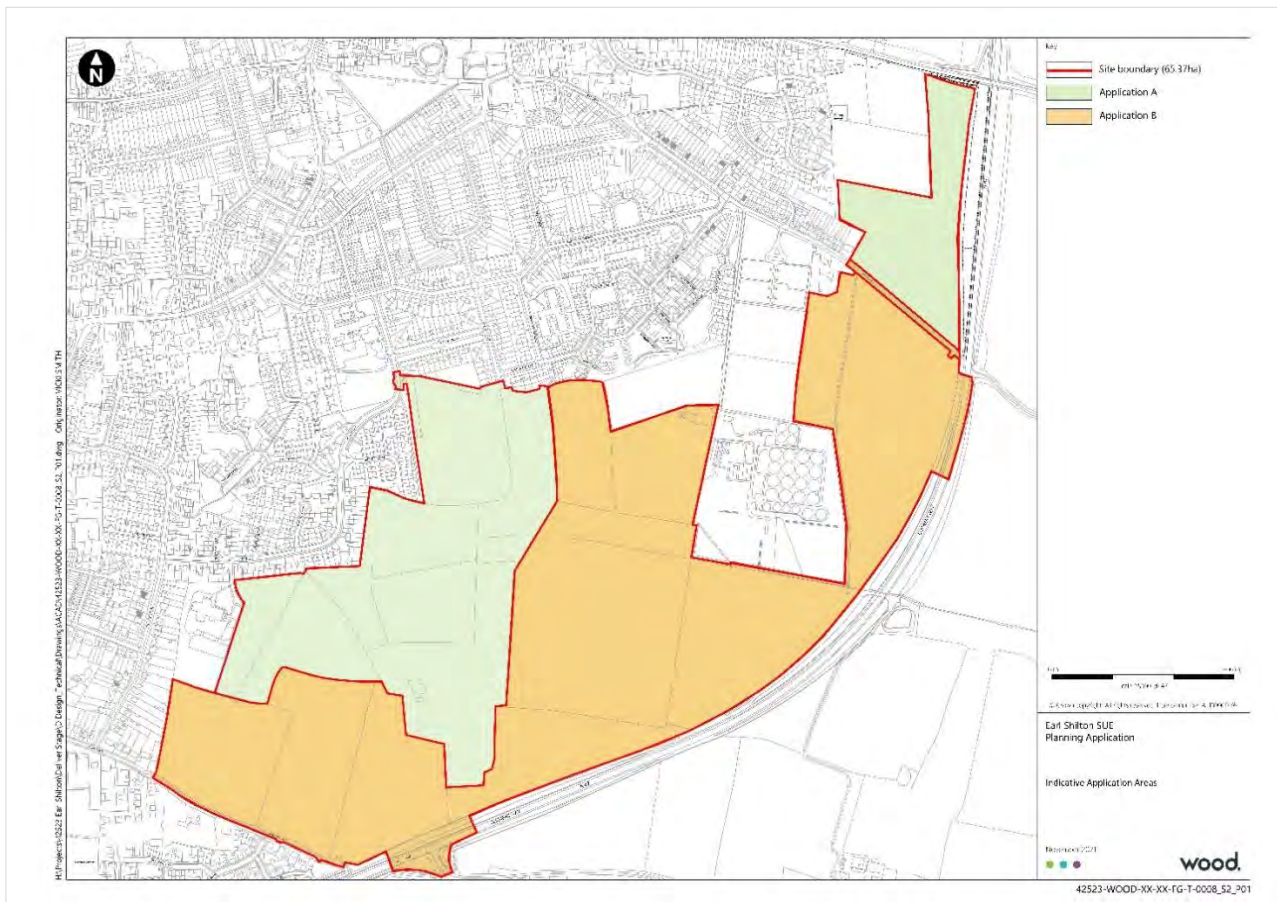
The land subject to these applications, along with land controlled by Persimmon (immediately south of Thurlaston Lane) form the full extent of the allocated Earl Shilton Sustainable Urban Extension. The Persimmon site is subject to a separate live full application for 108 homes and is not in control of the applicants

This planning statement focuses on Application A, a full description of development for this is provided in section 1.3 below.

The majority of supporting technical documents including (but not exclusively) the Environmental Statement, Masterplan and parameter plans, Design and Access Statement (DAS), and Transport Assessment are 'common' to both applications. This ensures a comprehensive and fully coordinated approach. Regarding the Mill Lane strategic accesses and onward connection into Earl Shilton, the two applications overlap with regard to the extent of the public highway and have a common access design. This is to enable implementation of the Mill Lane accesses under both Application A or Application B, irrespective of which commences first.

The delivery of the SUE site and other supporting infrastructure is considered in the following sections of this statement where relevant. Nevertheless, it will be necessary to work closely with the Council and consultees to draft complimentary sets of planning conditions and planning obligations to guide reserved matters submissions and scheme implementation within this overall masterplan framework. The process is expected to be very similar to a situation where there is a single outline, as any permission would need to consider phased implementation through reserved matters in any event. The key difference in this case will be an element of duplication to coordinate and align delivery mechanisms and triggers associated with the permissions and by the applications potentially being determined concurrently.

Figure 1.1 Indicative Planning Application Boundaries for Application A & B



1.3 Application A - Description of Development

The application Site (and that of Application B) is situated within Hinckley and Bosworth's administrative boundary, who have a statutory role as local planning authority in determination of this application.

The description of proposed development for Barwood Strategic Land (Application A) is as follows:

Outline application to include up to 500 dwellings (C3), a primary school/education uses (F1), retail floor space (E) as part of a mixed-use local centre/community hub (E/F1/F2/C3), hot food takeaway (sui generis), one vehicular access from Mill Lane, one vehicular access from Astley Road, and strategic infrastructure including; public open space, SUDs, landscaping, the provision of associated infrastructure and ancillary works. Detailed approval is sought for the two means of strategic access, with all other matters reserved for future determination.

1.4 Purpose of this Statement

The purpose of this statement is to demonstrate how the proposed development aligns with National policy and accords with the adopted development plan. It also deals with other material considerations relevant to determination of this outline planning application, including a comprehensive masterplanning approach, and sets out the benefits that the scheme will deliver. It therefore demonstrates that planning permission should be granted without delay (NPPF11c).

1.5 Submission Documents

The application is accompanied by a suite of supporting documentation specified through the Planning Performance Agreement (PPA) dated 23rd April 2021 agreed between the Consortium and the Council, discussions with the Council and through reference to the Council's 'local list' for the validation of outline planning applications.

Table 1.1 Documents for Submission

Requirement	Checklist	Reference
National		
Standard Application Form	✓	Refer to Application Form
Design and Access Statement	✓	Refer to Design and Access Statement
Site Location Plan	✓	Refer to Red Line Boundary Plan (Appendix A)
Site Plan	✓	Refer to Site Plan (Appendix A)
Ownership Certificate & Notices	✓	Included within application form
Application Fee	✓	Submitted by the applicants directly to the Council.
Local		
Existing and Proposed Floor Plans	N/A	Not applicable for this application as approval is not sought at this stage

Requirement	Checklist	Reference
		and the site is not located in a conservation area.
Existing and Proposed Elevations	N/A	Not applicable for this application as approval is not sought at this stage and the site is not located in a conservation area.
Existing and Proposed Site Sections	N/A	Not applicable for this application as approval is not sought at this stage and the site is not located in a conservation area.
Existing and Proposed Roof Plans	N/A	Not applicable for this application as approval is not sought at this stage and the site is not located in a conservation area.
Finished Floor and Site Levels	N/A	Not applicable for this application as approval is not sought at this stage and the site is not located in a conservation area.
Parking Plans	N/A	Not applicable for this application as approval is not sought at this stage and the site is not located in a conservation area.
Floor space/accommodation schedule	N/A	Not applicable for this application as approval is not sought at this stage and the site is not located in a conservation area.
Location of bin stores/recycling facilities on site	N/A	Not applicable for this application as approval is not sought at this stage and the site is not located in a conservation area.
Hardstanding/Permeable Materials Plan	N/A	Not applicable for this application as approval is not sought at this stage and the site is not located in a conservation area.
Affordable Housing Statement	✓	Included in this Planning Statement
Street Scene Plans/Drawings	✓	Illustrative material included in DAS.
Character Analysis and appraisal	✓	Included in the DAS
Samples of Materials	N/A	Not applicable for this application as approval is not sought at this stage and the site is not located in a conservation area.
Air Quality Assessment	✓	Included in Environmental Statement (Chapter 6)
Biodiversity Survey and Report (Ecological Survey) / Protected Species Survey and Report	✓	Included in Environmental Statement (Chapter 7)

Requirement	Checklist	Reference
Environmental Impact Assessment	✓	Refer to Environmental Statement Main Report
Town Centre Uses – Evidence to accompany applications	N/A	Not applicable for this application as area of floorspace sought is lower than threshold for retail impact assessment.
Flood Risk Assessment	✓	Included in Appendix 15A of the Environmental Statement
Sustainable Urban Drainage (SUDS)	✓	Included in Appendix 15A of the Environmental Statement
Heritage Statement (including Historical, archaeological features and Scheduled Ancient Monuments)	✓	Included in Appendix 9 of the Environmental Statement (Chapter 9)
Contamination Land Assessment	N/A	Details provided within the Environmental Statement (Chapter 16).
Landfill Statement	N/A	Not applicable for this application
Lighting Assessment	N/A	Not applicable for this application
Noise Impact Assessment	✓	Included in Environmental Statement (Chapter 11)
Open Space Assessment	✓	Included in Section 4.8 of this Planning Statement
Planning Obligations – Heads of Terms for S106	✓	Included in this Planning Statement
Planning Statement	✓	Refer to Planning Statement
Statement of Community Involvement	✓	Refer to Statement of Community Involvement
Transport Assessment	✓	Refer to Transport Assessment
Travel Plan	✓	Refer to Travel Plan
Arboricultural Survey	✓	Refer to Tree Survey
Site waste management plan		Not applicable for this application as detailed approval is not sought at this stage.
Structural Survey	N/A	Not applicable for this application.
Telecommunications Development – supplementary information	N/A	Not applicable for this application
Ventilation/Extraction Details	N/A	Not applicable for this application
Special Area of Conservation Report	N/A	Not applicable for this application
Aviation Impact Assessment	N/A	Not applicable for this application
Coal Mining Risk Assessment	N/A	Not applicable for this application

Requirement	Checklist	Reference
Additional Supporting Documents (not validation requirement)		
Utilities Statement	✓	Refer to Utilities Statement
Topographical Survey	✓	Refer to Topographical Survey
Sustainability Statement	✓	Refer to Planning Statement
Site Suitability Assessment – Noise & Vibration	✓	Refer to Site Suitability Assessment
Written Scheme of Investigation for Archaeological Trial Trenching	✓	Refer to Archaeological Trial Trenching WSI.

1.6 Application Plans

Application A red-line boundary

Appendix A provides the definitive **Application A** red-line boundary plan (Reference: 42523-WOOD-XX-XX-FG-T-0009_S2_P01) and a Site Location Plan (Reference: 42523-WOOD-XX-XX-FG-T-0011_S2_P01). Boundaries on all other plans within the application submission pack are indicative.

It should be noted that application A and B overlap in the vicinity of Mill Lane between the eastern edge of the Town and the A47. This is to enable independent implementation of the Mill Lane access and improvement works under either application. It is suggested that a planning condition be imposed on both permissions to ensure that whichever scheme proceeds first that it is demonstrated that works for that application facilitate or at least do not compromise access to the other at reserved matters stage. Given the nature of Mill Lane and extent of ownership such an approach is considered relatively straightforward.

Plans submitted for approval as far as they relate to Application A:

Parameter Plans:

The following parameter plans are included in the planning application pack for approval:

- Land Use Parameter Plan (LUPP) (Reference 42523-WOOD-XX-XX-FG-A-0003_S2_P01);
- Building Heights and Density Parameter Plan (BHDPP) (Reference 42523-WOOD-XX-XX-FG-A-0004_S2_P01); and
- Primary and Secondary Street Hierarchy Parameter Plan (Reference 42523-WOOD-XX-XX-FG-A-0002_S2_P01).

Proposed Access Arrangements:

The applicant is seeking detailed approval for the accesses to the existing adopted highway at two locations, one via Mill Lane and one via Astley Road. Further details are set out in Section 4 below. The submitted plans are:

- Mill Lane Access (Reference 42523-WOOD-XX-XX-FG-OT-0031_S2_P01).
- Astley Road Access (Reference 42523-WOOD-XX-XX-FG-OT-0032_S2_P01).

All other plans are submitted for illustrative purposes only.

Illustrative masterplan

This application is accompanied by an illustrative masterplan (Ref 42523-WOOD-XX-XX-DR-A-0005_S1_P01.2) to show how the scheme might come forward within the identified design parameters and in response to the comprehensive design vision and rationale presented in the accompanying DAS.

This masterplan is illustrative and is not submitted for approval.

1.7 Environmental Impact Assessment

The development falls within the scope of Schedule 2 of the 2017 Environmental Impact Assessment (EIA) Regulations and as such, the application is presented together with a comprehensive Environmental Statement (ES) which sets out the likely environmental effects of the scheme. The scope of the ES was agreed through the submission of a Scoping Report in August 2020 and the receipt of subsequent comments from the Council and other stakeholders through the Scoping Opinion issued by HBBC in November 2020.

The assessed scheme and a series of plans that set the parameters for the forthcoming reserved matters applications are set out in the Design and Access Statement (DAS).

1.8 Structure of Planning Statement

The remainder of this Planning Statement is structured as follows.

- **Section 2** set out the background to the proposals.
- **Section 3** describes the Site, its surroundings, and relevant planning history for the Site.
- **Section 4** sets out the application proposals.
- **Section 5** set outs the stakeholder engagement undertaken during the planning application process.
- **Section 6** sets out how the proposals align with national planning policy and the Development Plan.
- **Section 7** explains the community benefits and draft heads of terms for a Section 106 Agreement.
- **Section 8** provides overall conclusions on the planning balance.
- **Appendix A** provides a copy of the definitive red line boundary plan and site location plan referred to in this report.
- **Appendix B** provides a copy of the illustrative masterplan and the application areas.
- **Appendix C** provides the Sustainability Statement.

2. Background to the Proposals

2.1 The Applicants

The applicant Barwood Strategic Land LLP are an experienced and successful land promoter who control the majority of the Application A site. The application boundary also includes some adopted highway land which is required to deliver the detailed access measures to the existing highway network and land including playing fields owned by Earl Shilton Town Council (ESTC).

2.2 History to the Planning Application

Background

The applicants, along with Bloor Homes Limited, Jelson Limited and Persimmon prepared a draft application for the scheme in 2014, but for various reasons, this was not submitted at the time. Further work has been required to update the approach to the SUE.

Policy Context

The site was originally allocated for development as a Sustainable Urban Extension (SUE) in the Hinckley and Bosworth Core Strategy 2009 and the Earl Shilton and Barwell Area Action Plan (AAP) as adopted in 2014. A brief chronology is given in **Table 2.1**. The application is submitted in a favourable context that has emerged over several years with extensive dialogue with both Hinckley and Bosworth Borough Council (HBBC) and Earl Shilton Town Council (ESTC).

Table 2.1 Policy Context Table

	2006	2007	2008	2009	2010-2014	2015 – Present
Growth Point	Growth Point status was granted to the Three Cities and Three Counties area that includes the Borough		Submitted to central government, a Refreshed Programme of Development made specific reference to Earl Shilton as a key growth area			
Core Strategy (part of the Adopted Development Plan)	The Council identified through consultation on preparatory work to the Core Strategy that respondents were supportive of a spatial development option that concentrated the majority of new development in and around Hinckley.			Publication version consulted upon and submitted for Examination in May. Inspector approved Core Strategy which was adopted in December. Policy 2 allocates land at Earl Shilton as a SUE with detailed proposals to be set out in an Area Action Plan		
Earl Shilton & Barwell Area Action Plan (part of the Adopted Development Plan)				Core Strategy states that detailed proposals to be set out in an Area Action Plan	Draft AAP for both SUEs published in November 2010. AAP submitted in late 2013 and examined in April 2014. Formally adopted in September 2014.	
Site Allocations & Development Management Policies (part of the Adopted Development Plan)		Issues and Options consultation took place between August 2007 and October 2007.		Consultation on the Preferred Options took place between February 2009 and April 2009.	Pre-submission consultation ran from February 2014 to March 2014.	Proposed Modifications Consultation ran from Dec 2014 to Jan 2015. Formally adopted in July 2016.

The Vision of the Allocation in support of the Town

During the production of the Core Strategy (2009), the Borough Council assessed a number of broad options for housing growth in the Borough. Of the eight directions for growth that were considered, Weaver's Meadow lying to the southeast of Earl Shilton offered a relatively unconstrained site with excellent potential to provide a catalyst for the regeneration of the town. The AAP for the two towns puts this succinctly stating that they *"contain pockets of significant deprivation, particularly relating to income, education skills and training, employment and health, and both centres are in need of regeneration. The most deprived parts of the two settlements are among the most deprived neighbourhoods in Leicestershire."*

The AAP's overall vision for Earl Shilton and Barwell is *"to see the development of sustainable communities with distinct identities and character, providing attractive and accessible living and working environments and thriving urban centres. The settlements will be well connected to Hinckley and the surrounding countryside and supported by infrastructure that encourages green living."*

As the SUE also forms a crucial element of the Council's housing trajectory, the scheme's residential led emphasis has been a key driver for the proposals. Hence, the SUE at Weavers Meadow will create a new identity for the southern and eastern edges of Earl Shilton providing up to 1,600 new market and affordable homes, new community facilities and up to 5.3 hectares of new employment space. It will provide significant off-site benefits for existing facilities and businesses through a greater population providing increased population, footfall and spending power.

In summary, the application site has been formally identified by HBBC for the development of a Sustainable Urban Extension. Policy 2 of the Core Strategy states that this will comprise a mix of residential, employment, community and other uses. This planning application responds to both the requirements of this policy and others in the Core Strategy as well as to the requirements of the AAP.

Other Consultation to Date

In addition to the consultations that informed this adopted policy, over a number of years, the applicants have also undertaken further consultations and discussions with a number of groups and the general public prior to application submission. The purpose of these consultations was to ensure that the legitimate concerns of all parties can be addressed through the design and delivery of the allocation as far as is reasonably practicable.

The bodies consulted are set out below. Full details of these consultations can be found in the accompanying Statement of Community Involvement.

Table 2.2 Pre-Application Technical Consultees

Consultees	
Hinckley & Bosworth BC – Planning Policy & Development Management	Hinckley & Bosworth Officer Meetings
Leicestershire County Council – Highway Authority	Earl Shilton Town Team
Leicestershire County Council – Education Authority	Earl Shilton Town Council
Leicestershire Primary Care NHS Trust	Barwell & Earl Shilton Forward Group
Environment Agency	Hinckley & Bosworth Executive
Severn Trent Water	Hinckley & Bosworth Scrutiny Group

Hinckley & Bosworth BC – Property	Community Consultation Event
Hinckley & Bosworth Developer Forum	

More recently, in addition to consultation with Key Stakeholders, Council Officers and Members, a project information website has been established with links provided from the March 2021 Borough Bulletin.

2.3 Summary

The application is submitted in the context of its identification as a SUE through the statutory Development Plan process. As such, the principle of development at Earl Shilton has been subject to, and established through, significant consultation for over a decade. It is allocated in the development plan and therefore in accordance with the NPPF. Development proposals that accord with an up-to-date development plan should be approved without delay (NPPF11.c).

The applicants' proposals for Weavers Meadow respond positively to the Council's vision and will create a new neighbourhood on the southern and eastern edges of Earl Shilton. It will deliver the level of housing and employment land sought by the AAP and provide a connected network of green infrastructure that links the town to the surrounding countryside as well as providing significant off-site benefits for existing facilities and businesses in the town centre through a greater population providing increased population, footfall and spending power.

Whilst the application proposes some changes to the Development Framework in the AAP, these are all considered to be improvements. They are informed by further technical and environmental work that was not available at the time that the AAP Development Framework was prepared and are necessary to ensure that the scheme is deliverable. The masterplan is still considered to accord with and deliver the main aims of the AAP overall and in doing so will result in a better more deliverable scheme. Policy 6 of the AAP acknowledges that deviations from the Development Framework will be permitted where proposals would not prejudice the achievement of the overall requirements of the policies of the Area Action Plan and Local Plan when taken as a whole.

3. Site Description - Application A

This section provides a summary description of the site. The ES should be referred to for all technical information associated with the application. The DAS accompanying this application explains how the scheme has been designed in response to the constraints and opportunities presented by the site.

3.1 Site Location

The Application A area is 23.3 hectares in size. It therefore accounts for approximately one third of the total SUE (about 65ha). The location and site 'red line' plan are shown in Appendix A. The application plans fall within the area defined by the Earl Shilton and Barwell Area Action Plan (AAP).

The SUE is well related to a number of other significant settlements, as Earl Shilton adjoins Barwell to the west and is approximately 5 km to the north-east of Hinckley. Further afield, Nuneaton is located 10 km to the southwest and Leicester is 12 km to the north east. Earl Shilton is well connected via the A47 Clickers Way, which forms the south-eastern boundary of the site, to the strategic highway network of the A5 and M69 at Hinckley and the M1 near Leicester. The town also benefits from good, frequent and direct public transport connections to Hinckley and Leicester.

Earl Shilton Town Centre is located only 800m from the SUE site boundary and is most directly accessible via Astley Road and, thereafter, either Alexander Avenue or Equity Road East. Access is also available from the north-eastern area of the site via Mill Lane and Alexander Avenue. The town offers a range of local and higher-level services including shops, a supermarket, community uses (including places of worship and assembly and a library), primary and secondary schools, recreation uses, a large medical practice and a range of industrial and commercial employers.

3.2 The Site and its Surroundings

Urban Extension Land Uses

The SUE is currently greenfield land, which is presently under a mix of recreation, agriculture and grazing uses as well as areas of semi-natural grassland. The recreation uses comprise the playing pitches and play facilities at Weavers Springs are under the control of Earl Shilton Town Council.

Access and Rights of Way

The only existing vehicular access (other than agricultural/recreation access points) into the SUE is from Mill Lane in the north-east and Breach Lane to the southwest. Both these routes are narrow rural lanes where they enter the application sites and are vehicular cul-de-sacs having been severed and closed at their eastern ends by the construction of the A47 Clickers Way by-pass.

An extensive network of PRowWs are located in the surrounding area and throughout the Site. Five local PRowW run through the Site or adjacent to its boundary. These rights of way are listed below:

- Bridleway U16, which follows a route south of Mill Lane in the north to converge with Bridleway 105 and Footpath U17 close to the south-eastern corner of the WwTw;
- Footpath U17, which runs from Footpath U19 south of Parry Close, Earl Shilton to Bridleway U16 east and south of the WwTw;
- Footpath T89 which bisects the Site running north to south;

- Footpath T90, which crosses the Site in the west between Meadow Court Road and Breach Lane; and
- Bridleway U105 which follows the eastern boundary of the Site, parallel with the A47.

In addition, there are numerous informal footpaths which traverse the Site that are well used by local residents due to their proximity and access to land immediately within the Site. Although some diversions to rights of way are required to deliver the scheme, the functionality of the network will be retained and significantly enhanced by a new connected network of footpath and cycle links under the proposals.

Boundaries to the Urban Extension

This Application A site, and Application B, are of irregular form and together 'wrap around' the existing urban edge the town, which is generally located to the north, west and, to a lesser extent in the south. Specifically:

- To the south west, the site is bounded by, and accessible to, Breach Lane and the recently completed residential properties on and around Masefield Drive;
- To the west, the boundary is formed by the residential properties to Equity Road East, Meadow Court Road, Astley Road and Leecrofts. Also, in this area is Townlands Primary School and its associated playing fields;
- To the north, the boundary is formed by the residential properties to Weaver Road, Avenue South, Montgomery Road and Montgomery Gardens; and
- To the north east, the site wraps around the WwTW, extends across Mill Lane and up to Thurlaston Lane in the north east.

The close relationship between the site and the town is emphasised by its full enclosure within the curve of the A47 which forms a strong outer eastern boundary to the SUE.

3.3 General Site Characteristics

The SUE comprises playing fields, arable, semi-improved grassland and improved grassland fields defined by hedgerows with occasional trees and hedgerows. There are also two small ponds on the site.

A major sewer serving the WwTW runs west to east across Weavers Springs playing fields and agricultural land to the treatment works. In addition, an 11Kv overhead power line runs from Meadow Court Road across the south western area of the site before leaving the boundary close to the junction of the A47 with Breach Lane. Both of these are denoted on the Opportunities and Constraints Plan within the accompanying DAS and Utilities Statement.

The topography largely comprises gentle north and south facing slopes due to the shallow valley associated with Earl Shilton Brook which runs west to east from the playing fields past the WwTW to a culvert beneath the A47. The brook forms part of the catchment of the River Soar and the Trent beyond. The highest part of the site is in the south-west where it plateaus to the north of Breach Lane at around 106m AOD.

Much of the site is of limited ecological value with the most interest being associated with the established network of hedges, trees, the brook and grassland within the central part of the site adjacent to the playing fields.

3.4 Site Use and Planning History

Reference to maps and aerial photographs demonstrates that the site has been predominantly under agricultural use since the first edition of the Ordnance Survey in 1801. Further details are provided in Chapter 9 of the Environmental Statement.

A search of the historical planning casework addressed by Leicestershire CC and HBBC reveals a planning consent from October 2012 to replace and extend the Town Council owned leisure and changing facilities. Even though permission was granted, the facilities were never implemented, and the permission is understood to have lapsed.

4. The Proposed Development - Application A

4.1 Description of Development

The description of development for Application A is as follows:

Outline application to include up to 500 dwellings (C3), a primary school/education uses (F1), retail floor space (E) as part of a mixed-use local centre/community hub (E/F1/F2/C3), hot food takeaway (sui generis), one vehicular access from Mill Lane, one vehicular access from Astley Road, and strategic infrastructure including; public open space, SUDs, landscaping, the provision of associated infrastructure and ancillary works. Detailed approval is sought for the two means of strategic access, with all other matters reserved for future determination.

4.2 Illustrative Masterplan and Parameter Plans

The approach to the Illustrative Masterplan (Appendix B) as articulated through the DAS has been to retain, wherever possible, and enhance the existing environmental assets of the site including the waterbodies, trees and hedgerows identified as being of the most value through ecological assessments. In addition, a landscape and visual impact assessment has informed the layout of the development in terms of its relationship to the existing settlement and the wider countryside.

The illustrative layout has been designed to ensure that it meets the key land use requirements identified in the AAP, including the delivery of market and affordable homes and opportunities for new jobs, the aim being to create a distinctive place to live that is well connected to Earl Shilton. In doing so a new community hub and school is proposed as the focus of the scheme and to deliver supporting facilities. Opportunities to create a walkable and permeable network of streets and green spaces has been maximised while minimising the impact on existing residents.

The scheme has been designed to provide flexibility and to allow for different phasing and site delivery options. Parameters plans defining land use, building heights and density and the street hierarchy are submitted for approval through the outline application process. Such plans if approved will fix key aspects of the scheme and be used to guide the preparation of aligned reserved matters applications and design codes. Greater detail is set out in the submitted DAS.

4.3 The Key Masterplan Features and Revisions

The Development Framework in the AAP sets out a general approach to masterplanning the SUE. However, it has been necessary to amend certain elements of the scheme design to ensure it is deliverable and reflects the technical constraints. The AAP allows for such flexibility where justified.

The main aim of this submission has been to still deliver in accordance with the overall thrust of the AAP but to do so in a way that delivers a better, more flexible and implementable scheme. The followings sections highlight where changes have been necessary and why, within the context of the overall masterplan as submitted.

4.4 EIA

To support the SUE applications, an Environmental Impact Assessment (EIA) has been undertaken in accordance with the *Town and Country Planning (Environmental Impact Assessment) Regulations 2017*. The EIA process identifies the likely environmental effects of a development and identifies ways that these effects

can be reduced and/or managed. The findings of this process are reported in the accompanying Environmental Statement (ES).

The topics addressed are outlined in **Table 4.1**, with an overview of the key findings from each of the topics in the ES provided in the Non-Technical Summary.

Table 4.1 Topics addressed in the Environmental Statement

Topics that need to be assessed under The EIA Regulations	Topics in the Environmental Statement
Population	Chapter 10: Landscape and Visual, Chapter 11: Noise, Chapter 12: Socio-Economic & Health, Chapter 14: Traffic and Transport
Health and Wellbeing	Chapter 12: Socio-Economic & Health
Biodiversity	Chapter 7: Biodiversity
Land	Chapter 16: Land Quality
Soil	Chapter 13: Agriculture and Soils
Hydrology	Chapter 15: Water
Air	Chapter 6: Air Quality
Climate	Chapter 8: Climate Change
Traffic and Transport	Chapter 14: Traffic and Transport
Historic Environment	Chapter 9: Historic Environment
Landscape and Visual Amenity	Chapter 10: Landscape and Visual
Major accidents and disasters	Scoped out of the assessment
Noise and Vibration	Chapter 11: Noise
Interaction between the above factors	Considered within each individual environmental topic chapter
Cumulation with other projects	Chapter 18: Cumulative Effects Assessment
Transboundary effects	Scoped out of the assessment

Full details are provided in the accompanying Environmental Statement.

4.5 Primary School and Community Hub

In reviewing the overall SUE approach, the impact on supporting infrastructure was considered. This process highlighted three strategic issues, namely:

- Where should the community hub and school site be located?
- How should this be addressed given the two separate applications?

- How can the site be brought forward to ensure the S106 burden is equitable, and the facilities are delivered when they are needed?

In response, these uses have been retained at the heart of the SUE as required by the AAP (Policy 9). This key principle maximises the walkability of the SUE and enables them to be shared between Application A and B more equitably.

To support this approach the internal street hierarchy and access strategy has been modified to provide flexibility in delivering the infrastructure and site phasing. It has been designed so that the school site and facilities can be delivered relatively early on if required and therefore the changes allow for their provision in a location that is accessible via an internal loop arrangement from either Application A or B.

The masterplan will therefore deliver a 2ha school site centrally located, with the land requirement split in proportion to the number of homes falling within each application area. It is envisaged that the school site will be a standalone serviced site transferred to the local authority for the purposes of building a school. The community hub extends to 0.5ha (also split equitably between the application areas) and has also been located close to the school to enable linked trips and create a focus for the new community. It provides flexible space for local retail, community and residential uses. There is also potential for early years provision if required to be co-located near the school site. The provision of a civic space or village square will also help create a sense of place.

Full details of the delivery mechanism will need to be embedded in the conditions and/or S106 agreements for both applications.

4.6 Residential Mix and Density

The Masterplan is illustrative and should be interpreted with the aid of the accompanying DAS and parameter plans. Most of the homes will be two to two and a half storey dwellings. In certain locations there is the opportunity for a modest increase in building height and density to create more visual interest and provide a wider variety of homes (noting that much of the need locally is for smaller 2-3 bed homes). These opportunities are mostly in and around the community hub and where focal buildings could be provided at key gateways or nodes within the development. This will enable appropriate densities on the site (on average about 42dph and therefore also make efficient use of land) in achieving the required number of homes in the AAP. On the edges of the SUE and on higher ground the densities and heights would be lower to reflect the rural context and proximity to existing dwellings. The detail is set out in the DAS and parameter plans.

The development will include a range of dwelling types and sizes anticipated to range from 1 to 4/5 bed properties. The exact mix of housing will be determined at Reserved Matters stage. This will take into account the mix identified in the latest Strategic Housing Market Assessment at the time.

4.7 Affordable Housing Statement

In accordance with Policy 15 of the Hinckley & Bosworth Core Strategy (2009), the applicants aim is to provide up to 20% (up to 300 affordable homes out of 1,500 total) subject to viability. Further discussions will take place with Planning and Housing Officers during the determination period to ensure that agreement is reached on the most appropriate balance of affordable housing and other S106 requirements.

Table 4.2 below sets out the affordable housing percentage split provided by the HBBC Strategic Housing and Enabling Officer as the Council's preferred mix. The applicants propose that the specific mix of dwelling sizes to be agreed at reserved matters stage to reflect the latest affordable need, strategy and overall viability of the scheme at the time. This will ensure that the most up to date mix to meet need is provided closer to the time of construction.

Table 4.2 Affordable Housing Split provided by HBBC (date 27th September 2021)

	75/25 tenure split		50/50 tenure split	
	Social / Affordable rent	Affordable Home Ownership	Social/Affordable Rent	Affordable Home Ownership
1 bed 2 person flat	15%	0	10%	0
2 bed 3 person flat	5%	0	0%	0
2 bed 3-person bungalow	10%	0	10%	0
2 bed 4-person house	25%	15%	15%	30%
3 bed 5-person house	15%	10%	10%	20%
4 bed 6-person house	5%	0	5%	0
Total	75%	25%	50%	50%

4.8 Open Space and Green Infrastructure

The SUE meets the standards set out in adopted policy through a combination of new informal open space and contributions to improve the quality and capacity of existing formal sports provision at Weavers Springs.

Over 19ha of the SUE is proposed as improved or new public open space. This includes a variety of typologies including 14ha of new informal play, children's play and semi-natural greenspace. This is in addition to proposed changing room/pavilion improvements to Weaver's Springs Sports Pitches to increase playing capacity (this area is about 5ha). These improvements will form part of the S106 agreement for the site. Any dual use facilities provided as part of the new Primary School would be in addition to this provision.

Existing features on the site such as hedges and trees have been retained where practicable and incorporated into the design. This will create an extensive network of linked habitats across the SUE. New management regimes, the creation of wetland areas and meadows will help create biodiversity and provide new opportunities for wildlife within this network.

The policy requirement for green space and play provision for a population of say 3,600 states that a total of about 16ha of green space and play provision should be provided. This is a mixture of equipped children's play space, casual/informed play space, outdoor sports provision and accessible natural green space.

In total, the SUE therefore exceeds the overall required level of provision by 3ha, excluding the school site. Newly accessible open space and landscaping forms a major part of the development proposals, covering nearly a third of the application area. This provision therefore meets the requirements of Policy 19 of the adopted Hinckley and Bosworth Core Strategy.

It should also be noted that the proposed outdoor sports provision within the SUE is to be significantly enhanced through s106 obligations. This is beneficial to the local community as the Council's own Playing Pitch Strategy Assessment Report (2019) indicates spare capacity in terms of sports pitch provision within Earl Shilton, but that the quality of the sports pitches is poor. The same evidence base also highlights the shortage of accessible natural and semi-natural green space in the Town. It indicates that the overall SUE strategy of improving existing pitches and creating more semi-natural green space strikes the right balance when existing local deficiencies are considered.

In providing a new and improved access off Astley Road the SUE provides the opportunity to improve access to the sports facilities and other future community uses (as part of Application B). The new road will result in the loss of a green amenity land not used as sports pitches at Weaver Springs. However, any loss is outweighed by the benefits of the scheme and enhancement of the existing pitches which are to be retained.

Newly accessible open space and landscaping forms a major part of the development proposals. The scheme will meet the requirements of Policy 19 and will be available to new residents and benefit the existing community.

4.9 Flood Risk and Surface Water Drainage

The SUE and the proposed development will be located in Flood Zone 1, areas with the least probability of flooding in accordance with national policy. The only area of Flood Zones 2 and 3 being closely associated with the Earl Shilton Brook and set aside as a green corridor and open space.

In order to produce the desired development platform and ensure all properties are protected, some modest level for level floodplain compensation will be required mostly along the northern bank of the Earl Shilton Brook. Initial calculations have demonstrated that sufficient land is available for this, but further work will be required at the detailed design stage. The design of the proposed crossing points over the Earl Shilton Brook will also be confirmed at the detailed design stage. However, by utilising the design principle that crossings will be clear span openings with the road level set to ensure that it is elevated above the 0.1% AEP modelled flood level it will ensure that crossings will continue to offer safe access during a flood event.

An Outline Surface Water drainage strategy for the SUE has been developed utilising multiple attenuation basins to manage run off, the Illustrative Masterplan and DAS show the proposed locations. It should be noted that the strategy has been designed to ensure Applications A and B can be developed in an independent but coordinated fashion. The basins will provide opportunities for new habitat creation and ensure land downstream is not subject to increased flood risks as a result of the development.

All potential risks of flooding to the Site have been assessed and relevant management options have been presented where necessary. Further details are provided in the accompanying Flood Risk Assessment and Outline Drainage Strategy.

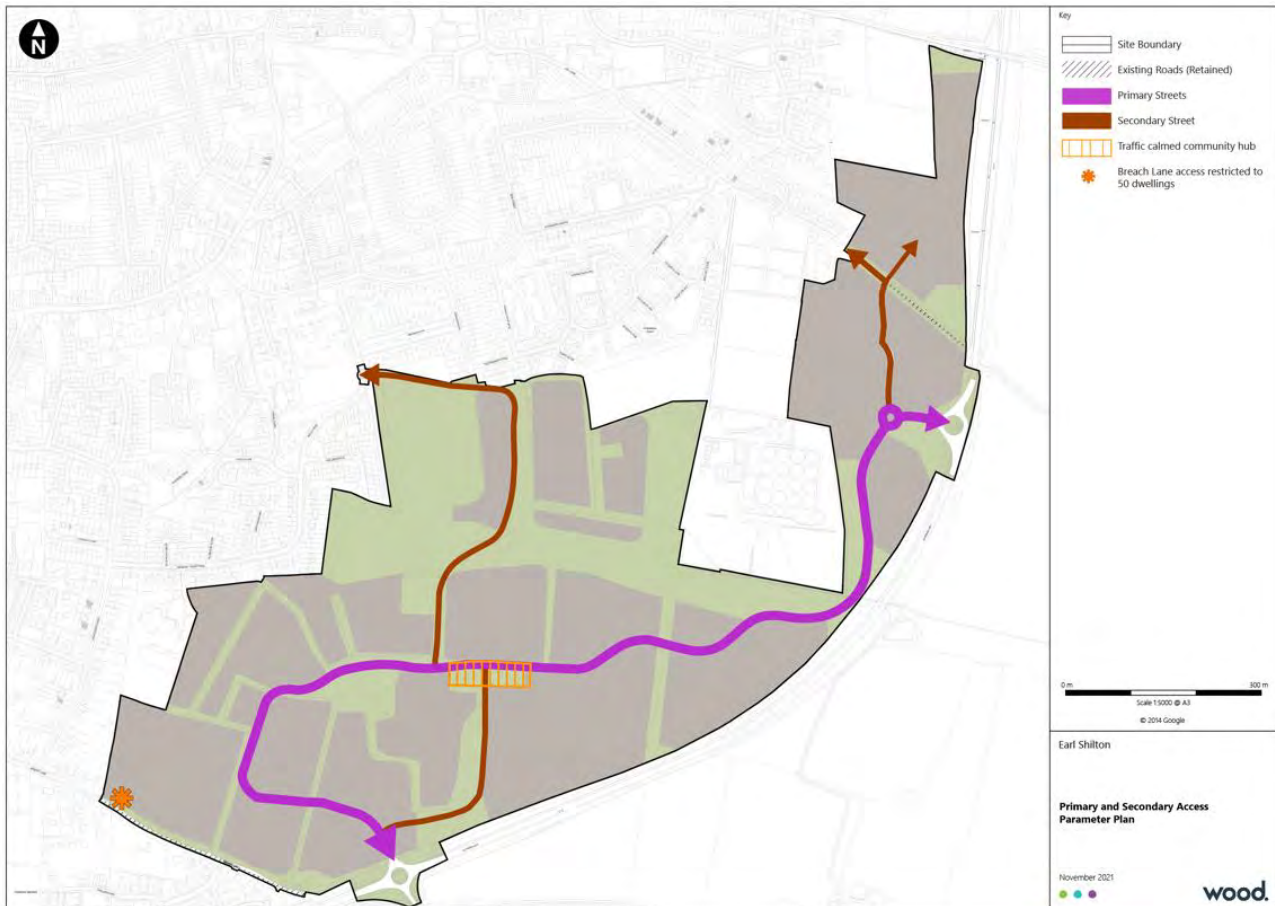
4.10 Movement and Access

The overall movement and access strategy for the SUE will remain broadly as set out in the AAP. Namely, to provide convenient access for non-local trips onto the A47 at two locations to the north and south of the scheme (to be provided through Application B). These are then linked internally within the SUE by a primary and secondary street network designed (and provided by Applications A and B) to improve bus connectivity and encourage walking and cycling. Local links and opportunities for active travel to adjoining residential areas and the Town Centre are provided by secondary street connections to Mill Lane and Astley Road (see **figure 4.1** below). Traffic management measures are proposed to discourage unnecessary through traffic on these local routes and favour walking and cycling.

The masterplan and revised access strategy ensure that the Application A development areas are connected to, and deliver part of, the proposed Primary Street therefore enabling future links to the A47. It also means that the two Application A land parcels are also accessible from Astley Road and Mill Lane.

As a result of land ownership constraints, environmental considerations, and the need to ensure the SUE is deliverable some changes are proposed to improve on the AAP Development Framework (see following sections). All the proposals have been tested and a comprehensive Transport Assessment (TA) and Travel Plan (TP) has been prepared. This has demonstrated that the movement and access proposals can satisfy design standards and that the traffic generated can be accommodated on the network.

Figure 4.1 Primary and Secondary Street Hierarchy



Southern A47 Access Location

The southern access off the A47 into the SUE will be delivered by Application B. Rather than extending Masfield Drive, as proposed in the AAP, access will now be achieved by improving and converting the existing Breach Lane A47 priority junction into a new 4-arm roundabout arrangement. There will be no vehicular access on to the end of Masfield Drive. Please refer to the accompanying access plans (TA) and parameter plans (DAS) for further details.

This arrangement has been tested and refined to ensure it offers a suitable access solution. The approach is consistent with the northern A47 access design and will provide a link in a similar location on the road network as offered by Masfield Drive. The internal layout of the masterplan has been amended to create a suitable primary street capable of accommodating future bus services and cyclists. The advantages of this approach are:

- It avoids third party land issues, making the SUE more deliverable, and the need to cross Breach Lane with measures to prevent it from becoming a main access.
- The removal of traffic from Masfield Drive improves the environmental performance of the scheme by significantly reducing impact (particularly noise) on existing residents and also creating better crossing opportunities on the A47.
- The proposed access can be used for construction access avoiding impact on existing residents of Masfield Drive and/or the abortive costs associated with building a temporary construction access off the A47.

- The access does not result in any significant delay on the network and removes the need to signalise the exiting Masfield Drive junction.

This solution will therefore result in an improvement to the scheme and the change should be supported.

The layout of all junctions have been designed to accommodate the expected peak time traffic flows associated with the SUE in its entirety and full details are provided in the TA. Designs take into account traffic growth in future years and other committed development, including the nearby Barwell SUE.

Northern A47 Access Location

This access will be delivered by Application B and remains generally as envisaged in the AAP in the form of a new three arm A47 roundabout located to the south of Mill Lane. From the new primary street access would be provided to the southern residential areas, the employment area and homes located north of Mill Lane. Once complete it would also provide a secondary connection to Mill Lane and on towards the Town Centre.

From the A47 to the proposed employment area the road is of a higher design standard to accommodate the commercial traffic anticipated. It therefore provides businesses with access to the A47 without the need to travel through the Town and an alternative access for tankers accessing the sewage treatment works.

Mill Lane Access

An internal secondary street will connect to an improved Mill Lane which provides another access into the Town and to homes north of Mill Lane. The street beyond the employment area has been designed to discourage unnecessary use by through traffic having a restricted width, combined with build outs and shuttle operation (See TA for design detail). A new footpath is also proposed. This access could be delivered by either Application A or Application B given that it involves improvements within the public highway. It will be necessary to use conditions to ensure that whichever scheme is implemented first does not compromise access to the other.

Astley Road Access

As required by the AAP a secondary street on to Astley Road is proposed to connect the Community Hub and School to the Town. This access will be delivered by Application A via a new access across the existing playing fields to Astley Road. The access junction is proposed to be a three-arm priority junction with dropped kerb and informal pedestrian crossing on the site access which will link both sides of the existing pedestrian footway on the east side of Astley Road. A raised table at the junction will also be provided as a traffic calming measure. It will enable better access to the enhanced sports facilities and associated parking arrangements, the detail of which will be submitted under the relevant reserved matters application.

As well as being in accordance with the emerging AAP, this access option is favoured over the use of Avenue South which is primarily a quiet residential street. Astley Road in contrast is a local distributor route connecting to a wider area, local facilities and the local bus route.

The layout of the Astley Road junction is set out in the accompanying TA.

Breach Lane Access

At the very southwestern corner of the SUE it is proposed to access a small parcel of land within Application B directly off Breach Lane. It is anticipated that this parcel of land might serve around 50 homes. This access arrangement will assist the deliverability of the scheme by enabling some development to come forward early on.

Breach Lane, from its junction with Equity Road East currently only serves around 12 dwellings and it is envisaged that most of the Lane would remain unaltered and lightly trafficked. No vehicular connection into

the wider SUE from the Breach Lane access is proposed as part of the scheme. The matter could be easily controlled by imposing a suitable planning condition on Application B to prevent a connection from being made.

The TA sets out a design for the access which involves some limited carriageway widening and a new footpath. The actual access from the lane into the SUE would be submitted as part of the relevant reserved matters application.

Revised Primary Street and Secondary Street Internal Loop Arrangement

The broad location of the primary street spine road through the SUE is on a similar alignment to that set out in the AAP. It will run through the centre of the SUE and connect the Application A and B areas, and joining the new southern and northern A47 roundabouts. The route has been designed to accommodate future bus services (6.75m wide carriageway) and pedestrian and cycle facilities with a 2m footway on one side and a 3m shared cycle facility on the other.

An internal loop/secondary street is also proposed running south from the local centre to the A47 southern access within Application B. This will enable an alternative route into the central part of the site, the community hub and primary school site. This provides flexibility in terms of phasing and helps minimise any delays with the implementation of either Application A or B. In other words, earlier connectivity could be achieved either by linking Astley Road to either one of the A47 accesses or by creating a link between the two A47 accesses. In doing so it also creates greater internal connectivity for buses and other road users, subject to detailed design.

Improvements to the Wider Highway Network

In addition to the measures proposed to the local highway network, contributions will be made to wider measures on the network if required. At present the scope of such contributions is yet to be agreed with the Highway Authority and will be a topic for discussion prior to determination once the TA and application has been reviewed. It should be noted that the TA indicates that the expected impact of additional SUE traffic on the wider network is limited.

Improving Pedestrian and Cycle Connectivity

Suitable access to the site will be formed in numerous locations by making use of and improving existing connections and creating new links. Potential opportunities are shown in Figure 11.1 of the TA and **Figure 5.5** of the DAS.

The scheme will also ensure that new residents, as well as those within the existing area, are able to freely move between the town centre and SUE without the need to use vehicular modes of transport. A primary pedestrian and cycle route to the town centre will utilise elements of the existing pedestrian and cycle network and will enhance and extend these into the site. The route would be via the existing link onto Astley Road and via Leecrofts, Candle Lane, East Equity Road, Station Road and thereafter to the Town Centre close to the Co-op supermarket.

Connection opportunities will allow access to the existing No1 bus service that runs along Alexander Avenue and Astley Road. Once the development becomes well established opportunities for routing the bus service through the site will be possible to increase use of public transport. Contributions to improving bus services/frequencies and active travel opportunities will be agreed with the Highway Authority prior to determination.

5. Stakeholder Engagement

The consortium has undertaken significant, and ongoing, stakeholder engagement throughout the development of the scheme.

The overall objective of the engagement strategy was to help, inform and evolve the ideas of the proposed scheme and comprised a number of approaches including engagement with the plan making process, meetings with officers, meetings and presentations with local elected representatives, liaison and meetings with technical specialists and statutory consultees. This was followed by a public consultation exhibition in the town in September 2013 to explain the concept of the scheme, its potential benefits and its conformity with the policies, proposals and evidence base that underpinned the Council's own Core Strategy and AAP. The local community were very much involved in the development principles for the site as part of Local Plan and AAP consultation that was undertaken by the Council.

More recently, there has been a series of pre-application meetings with Officers from LCC and HBBC, and a Members briefing was undertaken in September 2021 to update Members on the proposed changes to the scheme since the previous consultation. Earl Shilton Town Council are also a key stakeholder as well as being a landowner.

A dedicated project website (www.earlshiltonsue.co.uk) has been set up to ensure that key information relating to the scheme is available for people to view prior to and during more formal consultation by the Council.

Full details of the engagement process are provided in the Statement of Community Involvement (SCI) that accompanies this application.

5.1 Plan Making

The consortium submitted a series of representations to the consultation on each stage of the development of the Area Action Plan to ensure that the document respected the constraints of the market and to support its soundness. Representatives of the consortium supported the Council at the Examination in Public of the AAP in March and April 2014.

5.2 Meetings with Council Officers

More historically meetings with the Earl Shilton and Barwell Developer's Development Forum allowed collaboration with the relevant officers to talk about the issues and constraints that needed to be overcome to bring the proposed development forward. It also served to keep the County and Borough Council informed on how the application and technical work was progressing. Due to the nature of the scheme, discussions covered a wide range of issues including transport, infrastructure, S106 and viability, drainage and flood risk, land assembly, communications and other planning and environmental aspects.

Meetings with officers of HBBC were similar to the Developer Forum and held to address particular technical issues, agree actions and to find solutions to help deliver the SUE.

More recently pre-application meetings relating to the masterplan, S106 planning obligations and infrastructure have been held with HBBC and LCC over the Summer of 2021.

5.3 Meetings and Presentations to Local Elected Representatives

A meeting was recently held with Members and Council officers to advise of the consortiums preferred approach to the two applications, changes to the proposals and timing of submission.

There has been engagement with Earl Shilton Town Council during the development of the scheme. The Town Council has worked with the Consortium to provide information to the local community.

Other Groups

As part of the early development of the scheme in 2014, a number of meetings took place with the Earl Shilton's Town Team, which is concerned to promote the regeneration of Earl Shilton Town Centre. Discussions centred around how the SUE could impact upon the Town Centre in a way that could best benefit its regeneration.

5.4 Technical Meetings

There has been liaison with Leicestershire County Council to ensure a consistent dialogue between the Project Team and the Highways Authority. The primary purpose of these was to evaluate the wider impacts of the Earl Shilton and Barwell SUEs on the wider higher network, identify where highway improvements would be necessary and agree the relative apportionment of the cost of addressing these improvements. These discussions will progress during the determination period.

A meeting took place with the Drainage and Open Space Officers to discuss the delivery of both public open space and sustainable urban drainage systems (SuDS). It was agreed that SuDS contribute to the policy compliant public open space, and these have been incorporated into the Masterplan accordingly.

5.5 Other Stakeholder Consultation

Environmental Impact Assessment Screening and Scoping

A screening opinion and scoping report for an Environmental Impact Assessment was sought from Hinckley and Bosworth Borough Council, the latest being in November 2020. Therefore, a number of technical departments within the council and outside were consulted on the proposals and have input into the EIA scoping opinion for proposed development. The more recent 2020 scoping opinions were received from the following:

- Blaby District Council;
- Historic England;
- Environment Agency;
- Highways England;
- HBBC Environmental Health (Pollution) Officers;
- HBBC Drainage;
- HBBC Conservation Officer;
- Leicestershire County Council (Drainage);
- Leicestershire County Council (Ecology);

- Leicestershire County Council (Highways);
- Leicestershire County Council (Archaeology);
- National Grid/Cadent;
- Western Power; and
- Natural England;

Not all the organisations who were asked to give a scoping opinion did so, further consultation of key statutory stakeholders has taken place through the outline planning application process, and this will continue throughout the determination period.

In addition to Scoping responses, pre-application consultation responses were received from the following in September 2021 which have informed the submitted Environmental Statement:

- West Leicestershire Clinical Commissioning Group;
- LCC Education (regarding primary, secondary, post 16 and special schools);
- HBBC Conservation, Drainage, Pollution and Waste;
- Highways England;
- Historic England;
- LCC Archaeology, LCC Drainage, LCC Ecology; and
- Natural England.

5.6 Public Consultation

As illustrated above, the proposed development has been shaped by key stakeholders, which helped to draft a number of solutions and working draft masterplan. To gain further input and feedback from local residents, the Consortium held a two-day public exhibition and consultation event at Earl Shilton Baptist Church on 27th and 28th September 2013.

In March 2021 an article relating to the latest Earl Shilton proposals was included in the HBBC Borough Bulletin that is distributed to all households in the Borough. This article served as a reminder of the history of the allocation of the site and referenced the Scoping Report that was submitted to the Council. This also made reference to the website (www.earlshiltonsue.co.uk) that was being developed to share details of the proposals prior to submission of the application.

Changes to the scheme were made following extensive consultation in 2013 and further modifications to enable this submission are either technical and internal in nature, or to reduce impact on residents. The main elements of the scheme therefore remain the same or the effects on residents reduced. It was therefore considered that a further round of public consultation in advance of application submission, and the formal consultation to be undertaken by the LPA at that time, may be confusing as the consultation may appear to duplicate consultation material and cause consultation fatigue in advance of the LPA consultation.

5.7 Summary

Throughout the preparation of the planning application, the consortium has sought to engage widely with the local community to ensure that its scheme is informed and reflects the views of all stakeholders in the development. Regard has been had to the policy documents, particularly the AAP that has been developed with the benefit of considerable stakeholder input and public consultation.

This commitment has secured a good level of support as evidenced in the SCI and the consortium is committed to continuing to liaise with all bodies as appropriate to ensure that ongoing issues are identified, considered and addressed wherever possible during determination.

6. Statement of Conformity with Plan Policy

6.1 The Statutory Development Plan

This section demonstrates the conformity of the proposals with the policies of the existing Development Plan and the National Planning Policy Framework (NPPF).

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that:

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

Hence, these proposals are assessed against the policies of:

- The National Planning Policy Framework (NPPF) (2021);
- The Hinckley & Bosworth Core Strategy (2009);
- Site Allocations & Development Management Policies (2016);
- Earl Shilton and Barwell Area Action Plan (2014); and
- Leicestershire County Council Minerals and Waste Local Plan (2019).

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was updated in July 2021 and is a material consideration of considerable weight. The NPPF sets out a presumption in favour of sustainable development which is described as being 'at the heart of the Framework'. Paragraph 11c of the NPPF states that in relation to decision taking this means:

"approving development proposals that accord with an up-to-date development plan without delay"

The presumption in favour of sustainable development is therefore a significant consideration in determining applications that accord with the development plan.

The SUE will also support the Government's objective of significantly boosting the supply of homes set out in the NPPF. No policies have been identified in the NPPF that would indicate permission should be refused. As the application accords with an up-to-date development plan, the presumption in favour of development applies under NPPF 11c.

Even if this were not the case, HBBC are currently unable to demonstrate a 5-year supply of housing land as documented in the Council's Residential and Employment Land Availability Monitoring Statement which was published in April 2021. Technical assessments undertaken as part of this planning application, and alongside the site's allocation in the adopted Local Plan demonstrate that the development can be accommodated on the site, and there are no overriding constraints or reasons why development should be restricted. The scheme will be subject to the agreement of planning obligations to ensure appropriate mitigation is secured.

Hinckley and Bosworth Core Strategy

The development of the site is in full conformity with the Spatial Strategy for the Borough which is articulated at paragraph 4.18 of the Core Strategy as follows:

"Supporting Hinckley as the sub-regional centre are Barwell and Earl Shilton. These urban areas provide local facilities to their populations and provide an important critical mass to support Hinckley town centre. However, Earl Shilton and Barwell contain pockets of significant deprivation, particularly relating to income, education skills and training, employment and health and their local centres are in need of regeneration. The areas experiencing multiple deprivation are designated Local Strategic Partnership 'priority neighbourhoods' with targeted actions to improve the areas. To support this regeneration and to reinvigorate these important urban areas, two mixed use Sustainable Urban Extensions will be developed, one of 2500 homes to the west of Barwell and one of 2000 homes to the south of Earl Shilton."

Table 6.1 below provide details on how the proposed scheme confirms with the relevant Core Strategy policies.

The Hinckley & Bosworth Core Strategy (2009)

Table 6.1 Statement of conformity against relevant Core Strategy Policies

Relevant Policy	Statement of Conformity to Policy
Policy 2: Development in Earl Shilton – This Pertains to the site and is reproduced in full.	
To support the regeneration of Earl Shilton, the council will: - Allocate land for the development of a mixed use Sustainable Urban Extension to the south of Earl Shilton including 2000 environmentally sustainable homes, 10 ha of employment, neighbourhood shops, a new primary school and children's centre, GP's, Neighbourhood Policing and green space provision. The employment allocations are to provide for industrial and warehousing developments. They should primarily support local employment opportunities, including starter and grow-on units, and should aim to achieve zero-carbon development. The community services will be provided in a 'community hub' with the primary school and children's centre at its heart. The feasibility of providing some or all of the energy needs of the Sustainable Urban Extension by sustainable on-site power generation will be investigated and if viable, implemented as part of the development. The required facilities, land and buildings will be provided by the developer, in partnership with the relevant service providers through appropriate developer contributions and supported by relevant funding streams such as the New Growth Point Initiative. Detailed requirements for this Sustainable Urban Extension including boundaries, facilities to be provided, layout and design, will be set out in an Area Action Plan. All development must be in conformity with this Area Action Plan. No piecemeal developments will be permitted; - Support development within Earl Shilton settlement boundary to deliver a minimum of 10 new residential dwellings. Seek to diversify existing housing stock to ensure an appropriate mix and type of housing is available to meet future needs	<u>The scheme conforms with this policy.</u> Work undertaken subsequent to the adoption of the Core Strategy has revised the specification of the development required and these changes have been incorporated into the AAP which is addressed below. These changes have reduced the number of dwellings to a minimum of 1,600 homes due to the lack of availability of the Severn Trent land and a reduction in employment land to "at least 4.5 hectares" following a review undertaken for Prospect Leicestershire. The submitted scheme conforms to these requirements allowing for other land promoted by Persimmon for 108 homes, as well as providing all the main supporting access and community infrastructure, such as neighbourhood shops and a primary school site within a community hub and green space provision. Health provision and other facilities will be addressed through a comprehensive package of Section 106 contributions where viable and justified. The community hub has been located sustainably in the centre of the development allowing sustainable access to the school and retail facilities. The SUE masterplan allows for the development of all areas of the SUE outside of its red line including Severn Trent's land, HBBC land and land controlled by Persimmon and represents a comprehensive approach. The housing stock provided by the scheme will assist in diversification, including a range of house types. More information is provided in the Design and Access Statement and will be confirmed through reserved matters applications once outline consent has been secured. A range of employment will be provided by development within Application B. Around 5.3 hectares (0.8ha more than the AAP requirement) of flexible employment land to accommodate offices or small-scale manufacturing, distribution and business uses will be provided to the east of the site

Relevant Policy

as supported by Policy 15 and 16. A key aim in Earl Shilton is to encourage more young professionals and prospering households to move into and stay in the area;

- Ensure there is a range of employment opportunities within Earl Shilton
- Support the regeneration of the Earl Shilton local centre including public realm improvements, the development of a focal civic space and the provision of additional retail floor space within the defined Earl Shilton community hub that does not compete with the Hinckley Town Centre as the sub-regional centre
- Support the development of new leisure facilities and sporting hub on land off the A47 in the vicinity of Hinckley United Football Stadium supported by sustainable public transport links including enhanced walking and cycling connections from Barwell, Earl Shilton, Hinckley and Burbage
- Require transport improvements in line with Policy 5
- Support the development of the tourism industry in line with Policy 23

To ensure development respects the character of Earl Shilton, builds on its sense of place and helps deliver the regeneration of the town the council will:

- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Earl Shilton as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Deliver improvements in the quality of the William Bradford/ Heathfield/ Newlands indoor facilities and Weavers/Townlands outdoor facilities as detailed in the Hinckley & Bosworth Cultural Facilities Audit
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving the Earl Shilton Urban Extension and the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge will be implemented
- Deliver safe, high quality cycling routes as detailed in Policy 5 with particular focus on routes to Earl Shilton local centre and schools, existing and proposed

Statement of Conformity to Policy

where it is well located with A47 frontage. Other appropriate employment generating uses will be located within the small retail centre within the community hub.

The application includes a mixed-use community hub that provides flexible space for local retail, community and residential uses.

The existing Town Council managed sports pitches will be improved. A financial contribution towards a new pavilion and changing facilities will increase its capacity and there will be improved functionality and opportunities for use.

Sustainable access, through public transport, walking and cycling will be supported and promoted throughout the scheme, therefore connections to Barwell, Earl Shilton, Hinckley and Burbage will be possible. There are opportunities for existing bus services to be routed through the site once the internal spine road is complete.

The development preserves and enhances the footpath and bridleway linkages between the town and the network in the wider countryside.

Refer to section 4.9 of this statement for details of the open space that will be provided on site, including children's play area, semi natural greenspace, public open space and sports pitches providing health, quality of life and social benefits. This meets the requirements for both formal and informal green space and address the latest evidence on needs (2019).

The scheme will deliver land for a new two form entry primary school to be provided and this will form part of the S106 agreement.

Green Infrastructure is provided throughout the site that will link the town to the wider countryside, both recreational open space, SUDS and public open space provide linkages through the site to the south of the A47, which links to Burbage Green Wedge.

New cycle infrastructure and linkages will be provided as part of the scheme.

Relevant Policy

residential and employment areas, community and leisure facilities, the Hinckley town centre and railway station and into the countryside to provide an alternative to car travel and encourage physical exercise

Require new development to respect the character and appearance of the Earl Shilton Conservation Area by incorporating locally distinctive features of the conservation area

- Expect development to respect Earl Shilton's industrial heritage through sympathetic reuse of existing buildings unless it can be demonstrated that this is not achievable
- Require development to be of the highest environmental standards in line with Policy 24

Statement of Conformity to Policy

Development will respect the form and character of the existing neighbourhoods of Earl Shilton. Housing will be mainly two and half storeys except in and around the community hub and at key focal points to create variety and interest, and will consist of a mix of dwelling types and sizes. Further details can be found in the DAS.

There is no valued industrial heritage on or adjacent to the site.

Sustainable construction measures in accordance with building regulations that apply at the time of construction will be applied to promote energy efficiency and good quality sustainable design.

Policy 5: Transport Infrastructure in the Sub-regional Centre

This policy requires contributions to transport infrastructure where justified by a Transport Assessment and to promote public transport and sustainable links

The following transport interventions (as detailed in the Hinckley Core Strategy Transport Review 2007) are proposed to support the additional development in and around the Hinckley sub-regional centre, particularly the urban extensions at Barwell and Earl Shilton to promote sustainable development within the area:

- Improvements to the A47/A5 'The Long Shoot' junction to provide for additional public transport priority measures
- Links to existing urban area for buses (particularly the railway station), walking, cycling, and local traffic. Cycle routes to be implemented are identified in the Hinckley & Bosworth Borough Council's Hinckley Cycle Network Plan. Priority will be given to those strategic routes which connect the Hinckley, Burbage, Barwell and Earl Shilton urban areas

The scheme will comply with this policy

The Transport Assessment and Travel Plan highlights that provision for pedestrians and cyclists will be integral to the design of the SUE. Walking and cycling is anticipated to be the main mode of travel within the new development. This includes shared use walking and cycling routes, which connect to the existing network therefore allowing connections to existing urban areas. Cycle infrastructure will be provided to LCC standards.

Bus services will have the opportunity to loop through the site and connect to the existing highway network. This could entail potentially diverting and or increasing the frequency of existing services.

In terms of local traffic, the SUE will be connected to the existing network via 4 key access points, therefore providing strategic routes to connect to the main urban areas and wider network.

Junctions to the A47 Earl Shilton by-pass will be provided and designed to allow public transport access as well as providing segregated cycle and footpath routes.

Traffic calming and improvements for pedestrians will be provided to improve crossings to Astley Road and other routes into the town centre. Refer to the Transport Assessment for full details of the proposals and for an assessment of the expected impacts.

Relevant Policy

- Improvements to the A47 (Hinckley Northern Perimeter Road and Earl Shilton by-pass) and A447 to facilitate improved public transport movement along those corridors
- New public transport linkages from proposed developments to Barwell and Earl Shilton, and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and Hinckley Northern Perimeter Road employment areas
- New pedestrian and cycle linkages from proposed developments into Barwell and Earl Shilton
- Traffic calming measures in Barwell and Earl Shilton, e.g. along the Common and routes through Earl Shilton/Barwell
- Improvements to the provision and management of car parking and public transport to support the increased use of Hinckley town centre

Details of proposed schemes will be brought forward in the Barwell/Earl Shilton Area Action Plan and the Hinckley Town Centre Area Action Plan.

Developers will be required to contribute towards the implementation of these initiatives through developer contributions where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted.

Statement of Conformity to Policy

Final mitigations will be secured through conditions/S278 and/or S106 agreements and will be confirmed with LCC and HBBC prior to determination.

Policy 15: Affordable Housing

This policy seeks to ensure that a range of housing types and tenures are provided to promote the social and economic health of settlements.

...The starting point for the level and target for affordable housing in the Borough is as follows:

Location: Sustainable Urban Extensions – Earl Shilton Affordable Housing on Site Target: 20%

For all sites, the tenure split will be 75% social rented and 25% intermediate housing...

The scheme aims to comply with this policy.

At this stage, the scheme aims to deliver up to 20% affordable housing. Final details will be subject to negotiation and taking in to account viability and/or other s106 requirements.

Policy 19: Green Space and Play Provision

Relevant Policy

This policy seeks to promote provision of open space to promote, health, quality of life and social benefit specifying standards for the quantity and accessibility of this provision:

Quantity

Equipped Children's Play Space - 0.15 ha/1000 population;

Casual/Informal Play Space - 0.7 ha/1000 population;

Outdoor Sports Provision - 1.6 ha/1000 population;

Accessible Natural Green Space - 2 ha/1000 population.

Accessibility

District Parks and Green Spaces - All households should be within 5 kilometres of an open space of at least 10 hectares...

Neighbourhood Parks and Green Spaces - All households should be within 600 metres of an open space of between 1 and 10 hectares which provide general facilities for recreational activity within a landscaped setting.

Local Parks and Green Space - All households should be within 400 metres of an open space of between 0.2 - 1.0 hectare which provide facilities for recreation within a localised area, catering for the specific informal needs of the local community.

Incidental/Amenity Green Space - All household should be within 300 metres of a small formal or informal area of open space.

Policy 20: Green Infrastructure

This policy seeks to promote health and quality of life through access from the SUE for recreation. In respect of Earl Shilton, the policy seeks to:

Protect existing access to Burbage Common and provide a recreational corridor to Burbage Common and beyond, ensure suitable crossing points over the Earl Shilton Bypass are retained to maintain the visual and physical links between Earl Shilton and the surrounding countryside and address the deficit of open space provision in Earl Shilton.

Policy 24: Sustainable Design and Technology

The council will require all development (as detailed below) in Hinckley, Burbage, Barwell and Earl Shilton to meet the following requirements, unless it would make the development unviable:

Residential developments to meet the Code for Sustainable Homes at the following levels:

Statement of Conformity to Policy

The scheme complies with this policy.

Refer to section 4.9 of this Planning Statement and the DAS for full details of the open space provision. Based on 1,500 homes the policy would require about 16ha of open space, compared to the SUE masterplan which proposes a total of about 19ha of new and improved space. The scheme design also reflects the need for more natural and semi-natural space and for improvements to Weavers Springs sports pitches, rather than the provision of more formal sports provision. Pitch facilities at the new primary school if available for dual use would be additional.

Green spaces are located throughout the scheme with a NEAP, LEAPS, and LAPS also located close to homes.

The scheme complies with this policy.

The scheme provides 19ha of new and improved green infrastructure/open space on site. It will protect and enhance the links across the A47 allowing a recreational corridor through the site to the Common and beyond. The SUE will address the need for access to natural and semi natural green space exceeding the policy requirement for this typology on site by about 4ha.

The scheme will comply with this policy.

This policy is out of date. Sustainable construction measures in accordance with building regulations that apply at the time of construction will be applied to promote energy efficiency and good quality

Relevant Policy

- *Minimum of Code Level 3 to 2013*
- *Minimum of Code Level 4 from 2013 - 2016*
- *Code level 6 from 2016 onwards*

Residential developments in Key Rural Centres and Rural Villages will be expected to meet the sustainability targets set out in Building a Greener Future.

Schools, hospitals and offices developments to meet, at a minimum, BREEAM (or equivalent) assessment rating of 'very good'. From 2016 they will be required to meet, at a minimum, BREEAM (or equivalent) assessment rating of 'excellent'.

The Code/BREEAM level to be met will be set at the time of determination of detailed planning permission or reserved matters unless other legislation/guidance requires a higher level at the time of construction.

Statement of Conformity to Policy

sustainable design. Such matters will be dealt with at reserved matters stage and when occupiers of commercial units are known.

Site Allocations & Development Management Policies (2016)

Table 6.2 Statement of conformity against relevant allocations and Development Management Policies

Development Management Policies	
Policy DM2 Delivering Renewable Energy and Low Carbon Development	
<i>The Borough Council is committed to reducing its environmental impact through carbon reduction measures and through the support of appropriately designed and sited renewable energy and low carbon developments.</i> <i>Planning applications for the development of renewable energy and low carbon development installations at the domestic, community and commercial scales will be supported where:</i> <i>a) All reasonable steps have been taken to avoid or mitigate any adverse impacts including, but not limited to, landscape, noise, visual and cumulative impacts; and</i> <i>b) The proposed development accords with other policies of this plan, with specific regard to DM11 and DM12.</i> <i>The impact of ancillary structures included as part of the proposed scheme will also be assessed.</i> <i>Community-led renewable energy schemes for low carbon developments which can demonstrate direct community benefit will be encouraged.</i>	<u>The scheme will comply with this policy.</u> Development on an allocated site adjoining Earl Shilton, close to schools, shops and employment has the ability to maximise sustainable travel choices that will all help to reduce carbon emissions and meet the objective of a low carbon economy.
DM3 Infrastructure and Delivery	
<i>Where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to make such provision directly or indirectly through the appropriate funding mechanism.</i> <i>In order to secure and co-ordinate the timely delivery of infrastructure, the Borough Council will work in partnership with other local delivery bodies, local authorities, developers and service providers, throughout all stages of the development process to deliver the infrastructure required to support the policies in the Local Plan and, but not limited to, the prevailing Infrastructure Delivery Schedule.</i> <i>Where, because of the physical circumstances of the site and/or prevailing and anticipated market conditions, a developer can demonstrate that the viability of a development proposal affects the provision of affordable housing and/or infrastructure provision, the Borough Council will balance the adverse impact of permitting the scheme on the delivery of such provision, with any identified planning benefits of the scheme.</i> <i>Where current viability is proposed as a justification to deliver a reduced level of infrastructure provision, than that required by</i>	<u>The scheme will comply with this policy.</u> S106 contributions and triggers are being discussed with HBBC and LCC and details of proposed highway works are set out in the TA. Contributions requested by HBBC will be considered in the context of scheme viability and the CIL Regulations.

Development Management Policies

policy, developers are required to provide the appropriate evidence to support this justification.

DM10 Development and Design

Developments will be permitted providing that the following requirements are met:

- a) It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion;*
- b) The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site;*
- c) It complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features;*
- d) The use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally;*
- e) It incorporates a high standard of landscaping where this would add to the quality of the design and siting;*
- f) It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24;*
- g) Where parking is to be provided charging points for electric or low emission vehicles are included where feasible;*
- h) An appropriate Sustainable Drainage Scheme is submitted to and approved by the relevant Authority. Schemes should incorporate wildlife areas, ponds, swales and permeable paving where appropriate;*
- i) It maximises natural surveillance and incorporates the principles of Secured by Design and has considered the incorporation of fire safety measures.*

In exceptional circumstances where outstanding, innovative design is demonstrated (particularly where high levels of sustainability are an integral feature), applications will be considered favourably, even where this may result in some limited conflict with the above criteria.

The scheme will comply with this policy.

The Site's suitability as a location for development has already been established through its allocation in the adopted Core Strategy. It is clearly compatible with the adjoining land uses and properties, and the mix of uses is appropriate.

The ES and supporting technical assessments accompanying this planning application identifies appropriate mitigation measures where appropriate.

The change of access from Masefield drive to the A47 is a significant improvement as it reduces the impact on the residents of Masefield Drive. The whole design approach is to maximise safe access through public realm enhancements and improved local highway network which prioritises pedestrians and cyclists.

DM11 Protecting and Enhancing the Historic Environment

The Borough Council will protect, conserve and enhance the historic environment throughout the borough. This will be done through the

The scheme will comply with this policy.

The principle of development has already been established through the Site's allocation in the adopted Core Strategy.

Development Management Policies

careful management of development that might adversely impact both designated and non-designated heritage assets.

All development proposals which have the potential to affect a heritage asset, or its setting will be required to demonstrate:

- a) An understanding of the significance of the heritage asset and its setting; and*
- b) The impact of the proposal on the significance of the asset and its setting, including measures to minimise or avoid these impacts; and*
- c) How the benefits of the proposal will outweigh any harm caused; and d) Any impact on archaeology in line with Policy DM13.*

The ES and supporting technical work fully assesses the heritage impact of the proposals.

DM12 Heritage Assets

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

All development proposals affecting the significance of heritage assets and their setting will be assessed in accordance with Policy DM11: Protecting and Enhancing the Historic Environment and will require justification as set out in this policy.

All development proposals will need to accord with Policy DM10: Development and Design.

Listed Buildings

Proposals for the change of use, extensions and alterations of listed buildings and development affecting the setting of listed buildings will only be permitted where it is demonstrated that the proposals are compatible with the significance of the building and its setting.

Conservation Areas

Development proposals should ensure the significance of a conservation area is preserved and enhanced through the consideration and inclusion of important features (as identified in the Conservation Area Appraisal and Management Plan) including, but not limited to the following:

- a) Appropriate boundary treatments which reflect the local style and materials which are characteristic of the conservation area;
- b) The preservation and enhancement of key views and/or vistas in and out of the Conservation Area;
- c) The replacement of dead or dying important trees and hedgerows with those of the same or similar species;

The scheme will comply with this policy.

The principle of development has already been established through the Site's allocation in the adopted Core Strategy. There will be no impact on the majority of identified heritage assets. The site would be visible from the church spire of the Church of St. Simon and St. Jude, but this would be at a distance and across existing residential buildings that already separate the site from the Church. The scheme has been designed to retain these views, and is not expected to have a significant effect on landscape character.

Development Management Policies

- d) Reinforce or mirror the historic street pattern and plan form where feasible;
- e) The use of sensitively styled street furniture;
- f) The use of natural building materials, preferably locally sourced; and,
- g) The retention of key spaces within the conservation area.

Proposals which seek to improve identified neutral and negative areas inside designated conservation areas, which also lead to the overall enhancement of the conservation area, will be supported and encouraged.

All applications which include the demolition of buildings and means of enclosure within a Conservation Area must propose an adequate replacement which enhances the character and appearance of the conservation area. Conditions will be imposed to ensure demolition does not occur until immediately prior to the redevelopment or remediation.

Historic Landscapes

Proposals affecting historic landscapes, their features or setting should have regard to their significance and be justified in line with Policy DM11.

Development proposals within or adjacent to the historic landscape of Bosworth Battlefield should seek to better reveal the historic significance of the area.

Proposals which adversely affect the Bosworth Battlefield, or its setting should be wholly exceptional and accompanied by clear and convincing justification. Such proposals will be assessed against their public benefits.

Particular regard will be had to maintaining topographical features, archaeological remains or to the potential expansion of the Battlefield.

Proposals which seek to enhance the educational or tourism provision associated with the Bosworth Battlefield will be encouraged where they comply with other policies in the Local Plan.

Scheduled Monuments

Proposals which adversely affect a scheduled monument, or its setting should be wholly exceptional and accompanied by clear and convincing justification.

Locally Important Heritage Assets

Assets identified on the Locally Important Heritage Asset List should be retained and enhanced wherever possible. The significance of the assets illustrated in the List and the impact on this significance should be demonstrated and justified in line with Policy DM11.

Development Management Policies

DM13 Preserving the Borough's Archaeology

Where a proposal has the potential to impact a site of archaeological interest, developers should set out in their application an appropriate desk-based assessment and, where applicable, the results of a field evaluation detailing the significance of any affected asset.

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

Where preservation of archaeological remains in situ is not feasible and/or justified the local planning authority will require full archaeological investigation and recording by an approved archaeological organisation before development commences.

The scheme will comply with this policy.

The Site is not within an area of archaeological potential as shown on the proposals map. There are some features of archaeological interest within the site and mitigation in the form of archaeological recording will be implemented in those areas of known archaeology on the site. Further evaluation trenching is proposed and a WSI is being agreed with Leicestershire County Council.

DM17 Highways and Transportation

Development proposals will be supported where they:

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

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

All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway's authority.

The scheme will comply with this policy.

The scheme benefits from its proximity to existing and proposed employment, as well as providing new services and facilities within the SUE, residents will have access to the new primary school included as part of the scheme, and facilities in Earl Shilton via sustainable modes given good public transport and pedestrian/cycle connectivity.

The Site is already an accessible location given good public transport, walking and cycling links, with a package of on-site and off-site improvements that can be secured as part of the consent. The principle of this site as a sustainable location is established given the Site's allocation in the adopted Core Strategy. The application seeks to improve and connect to the existing network to encourage active travel and reduce car use.

The application is supported by a Transport Assessment that demonstrates that access can be achieved and that impact on the wider network will be limited.

The need for mitigation will be agreed with LCC prior to determination and where necessary secured through a S106 agreement, conditions and/or S278 agreements.

DM18 Vehicle Parking Standards

All proposals for new development will be required to provide an appropriate level of parking provision justified by an assessment of the site location, type of housing, other modes of transport available

The scheme will comply with this policy.

Car parking can be provided to meet standards subject to future applications for reserved matters.

Development Management Policies

(e.g. public transport and cycle provision) 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.

Earl Shilton & Barwell Area Action Plan (AAP)

Table 6.3 Statement of conformity against the Earl Shilton AAP Objectives

Objective	Statement of conformity to Policy
1. To provide thriving communities in Earl Shilton and Barwell that have their own sense of identity and character, recognising their unique identity.	1. The masterplan, layout, scale of the buildings and open space responds positively to the local context. The community hub, which includes retail space and a new school, and industrial units to the east of the site will help reduce the need to travel, create a sense of community and focal point and heart to the new community. Refer to the DAS for further details.
2. To integrate the Urban Extensions with the existing communities and provide an inclusive, attractive, vibrant healthy and safe environment with a high quality of life for all residents.	2. The street hierarchy, the walking and cycling infrastructure will connect the new development with the existing area of East Shilton. The school, sports pitches and other recreational areas, will help to create and link the areas to make them more inclusive vibrant environment and provide a better, higher quality of life for new and existing residents of the area.
3. To deliver high quality new homes which are supported by further high-quality community, health and educational facilities through the upgrading of existing facilities or the provision, where appropriate, of new facilities.	3. Housing will be supported by upgrading existing facilities or new facilities as set out in Chapter 4 of this Statement. This includes new homes, school site, retail and employment opportunities within a walkable neighbourhood. Offsite contributions to secondary education, health and other services where necessary will be agreed through a S106 agreement.
4. To retain and enhance employment opportunities in Earl Shilton and Barwell through protection of existing employment sources and through the provision of new and diverse opportunities in the development of the Sustainable Urban Extensions.	4. There will be new employment opportunities as part of the proposals. Refer to Chapter 9 of this Statement and the Socio-Economic Chapter of the ES for further details. The aim of the retail provision in the Community Hub is to serve the SUE and immediate area and should not impact retail elsewhere in Earl Shilton. There is potential for over 500 jobs once complete and about 500 jobs on site and in the wider economy during the construction phases.
5. To increase and improve the range of retail provision in Earl Shilton and Barwell and ensure that the centres are capable of accommodating an increased number of visitors from the growing population. The centres will continue to support the role of Hinckley as the sub-regional centre.	5. The Community Hub will provide retail units to meet every day needs in the area. The scheme will provide additional population and spending power that could support the town centre.
6. To increase and improve the levels of accessibility and transport choice, principally focusing on sustainable methods of transport, in and around Earl Shilton and Barwell, the proposed Urban Extensions, Hinckley Town Centre and the surrounding countryside.	6. The street network will encourage walking and cycling as the main mode of transport for local trips. The layout has been designed to maximise connectivity and permeability for walking and cycling. Bus infrastructure will also allow accessibility to the existing urban areas. There will be a

Objective	Statement of conformity to Policy
	retention and enhancement of existing footpaths and bridleways and new cycle paths to provide connectivity within the scheme and to the wider area.
7. To contribute to the enhancement of the public realm and appearance of the district centres of Earl Shilton and Barwell, providing more attractive places for users and investors.	7. Open space, green infrastructure and high-quality development will enhance the local area visually, making it a more attractive place for local residents.
8. To provide green infrastructure which forms the heart of new communities with well-designed green spaces and links to the surrounding countryside and supports sustainable, healthy and active lifestyles for residents.	8. Green Infrastructure will be provided on site and the site will also be accessible to the wider countryside across the A47. Refer to Chapter 4 of this Planning Statement and the DAS for further details. The SUE exceeds minimum policy requirements and addresses the need for more natural and semi-natural green space locally.
9. To enable the achievement of sustainable lifestyles which involve a reduction in energy use in the areas of home occupation and travel	9. The promotion of walking and cycling will help to reduce the energy use from travel. Homes will be built using sustainable construction practices to the building regulation at time of construction, which will help to reduce energy use.

Table 6.4 Statement of conformity against the Earl Shilton AAP Policies

Policies within the Adopted Earl Shilton and Barwell Area Action Plan (AAP)	
Policy 1: Sustainable Urban Extensions (SUE)	
Land is allocated within this boundary for the development of sustainable urban extensions comprising <i>residential, employment, community and other uses in the following locationsSouth east of Earl Shilton.</i>	<u>The scheme complies with this policy.</u> The scheme will develop the SUE allocated in the Core Strategy for the identified uses as further articulated in the AAP.
Policy 2: Provision of Community Facilities	
Where applicable, development in Earl Shilton shall contribute towards the enhancement or increased provision of community facilities within the existing settlement equivalent to the need arising from theSustainable Urban Extensions.	<u>The scheme complies with this policy.</u> The scheme will make appropriate S106 financial contributions or provision on site and these will be agreed through discussion with HBBC and LCC in the context of viability and the CIL Regulations.
Policy 3: Primary, Secondary and upper Education provision	
Development in Earl Shilton will contribute towards additional pupil capacity at existing secondary and upper education facilities, equivalent to the respective need arising from theSustainable Urban Extensions. Primary schools will be developed within the Sustainable Urban Extensions to meet the need arising from the developments. Should additional pupil capacity be required, contributions will be sought towards capacity improvements at appropriate existing local primary schools.	<u>The scheme complies with this policy.</u> The scheme includes land for a new two-form entry primary school and will make an appropriate contribution to secondary, early years and other schools offsite as required and compliant with the CIL Regulations.
Policy 4: Provision of Indoor Sports and Leisure Facilities	
Where appropriate, development in Earl Shilton shall contribute towards the provision of appropriate indoor sports and leisure facilities commensurate to the need arising from the Sustainable Urban Extensions.	<u>The scheme complies with this policy.</u> The scheme will make an appropriate contribution to upgrade the existing Town Council playing pitch facilities, potentially including pavilion and changing facilities. The detail will be agreed through discussions with Earl Shilton Town Council and

Policies within the Adopted Earl Shilton and Barwell Area Action Plan (AAP)

HBBC and will be dealt with through an appropriate S106 mechanism.

Policy 5: Waste Management Provision

Development in Earl Shilton and Barwell will contribute towards additional waste management capacity and / or enhancements at the most appropriate Recycling and Household Waste Site equivalent to the respective need arising from the Earl Shilton and Barwell Sustainable Urban Extensions

The scheme may comply with this policy.

The level of S106 requests is being discussed with HBBC and LCC in the context of scheme viability and financial contribution priorities.

Policy 6: Earl Shilton Urban Extension

Development of the urban extension will be required to generally follow the land uses within the Development Framework at Figure 3. Deviation from the Development Framework will be permitted where proposals would not prejudice the achievement of the overall requirements of the policies in this Area Action Plan and Local Plan (2006-2026) taken as a whole.

Proposals should have regard to the design principles set out in the Urban Design Guidance (Appendix 2).

The scheme complies with this policy.

The scheme has been prepared flexibly and wherever appropriate in conformity with the AAP. It contains all the specified land uses in broadly the same locations. Minor changes from the provisions of the AAP have been proposed where they are informed by more up to date and detailed technical work, where they provide improved proposals and where they are required to ensure delivery. The revised southern access on to the A47 has the benefit of reducing impact on residents of Masfield Drive. These changes have been discussed with the Council.

Policy 7: Housing in Earl Shilton Urban Extension

A minimum of 1,600 homes will be provided within the Earl Shilton SUE.

The scheme complies with this policy.

The masterplan includes 1,500 homes. Together with the Persimmon application relating to land in the far northern part of the SUE for 108 homes, the schemes accord with the requirement for a minimum 1,600 new homes.

Policy 8: Employment in Earl Shilton Urban Extension

The development will provide for a minimum of 4.5ha of employment land, predominantly for industrial and warehousing use within classes B2 and B8 of which at least 0.5ha for B1 use classes. The development should primarily support local employment opportunities, including starter and grow-on units, and should aim to achieve zero carbon development.

A buffer must be provided between the employment area and any surrounding land allocated for residential use to protect their amenity.

The scheme complies with this policy.

The scheme provides for up to 5.3 hectares of employment land which exceeds this policy requirement.

A building buffer, height and noise limit condition has been proposed to protect residential amenity near Mill Lane and Union Close and within the SUE. The use mix includes E(g) which should be located near to residential areas if required and final design and compliance is a matter for detailed design at reserved matters stage. Detailed are set out in the DAS and ES.

Policy 9 Neighbourhood Centre in Earl Shilton Urban Extension

A neighbourhood centre will be provided at the heart of the urban extension. Required aspects of this neighbourhood centre are:

- A new primary school;
- Local convenience retail provision that is complimentary to, but does not detract from, Earl Shilton District Centre;

The scheme complies with this policy.

The application includes for the required land uses as part of the proposed mixed Community Hub and school site. Refer to Chapter 4 of this Planning Statement and the DAS for further details.

Policies within the Adopted Earl Shilton and Barwell Area Action Plan (AAP)

- Community and Recreational facilities (if appropriate and / or equivalent developer contributions towards improving the quality of or increasing capacity at existing facilities); and
- Facilities for the policing of the SUE neighbourhood policing, or alternatively where appropriate, through equivalent developer contributions towards the provision of facilities for the policing of the SUE neighbourhood.
Other potential uses could include:
 - A public house or equivalent; and/or
 - Nursery provision

Consideration will be given to an appropriate contribution to neighbourhood policing facilities if requested and appropriate, subject to viability and CIL compliance.

Policy 10: General Highways Provision for Earl Shilton Urban Extension

Development should provide:

- A new access point immediately south of Mill Lane and the use of improved access utilising Masfield Drive.
- Improved connections to Earl Shilton Town centre via local links through Astley Road and the Restricted use of Mill Lane. No increased use of Breach Lane for general vehicular traffic will be permitted.
- A spine road through the SUE connecting all residential, employment and neighbourhood centre uses which is suitable for bus operation.

Developers of the Earl Shilton SUE will contribute towards the delivery of appropriate strategic transport infrastructure required to support the delivery of the SUE in conformity with the schemes identified in the Infrastructure Schedule.

The precise nature of local and strategic improvements and timings of delivery will be negotiated between relevant partners during the consideration of a planning application.

The scheme complies with this policy.

The scheme will take advantage of a new access point immediately south of Mill Lane. Two accesses are proposed onto the A47 (one north and one south within Application B). The introduction of the southern access takes traffic away from Masfield Drive and is an improvement to the scheme. It also ensures deliverability in terms of land ownership. It is still in accordance with the key aims of the AAP.

Improved connections to Earl Shilton Town centre are proposed via a new link to Astley Road (through Application A) and the use of Mill Lane. The proposed access on Breach Lane will only serve a small parcel of around 50 dwellings and will not provide any through route to the rest of the SUE.

A spine road/primary street through the SUE will connect all residential, employment and Community Hub uses and will be suitable for bus operation and has cycle provision.

The TA demonstrates that the traffic from the proposed development can be accommodated on the local and strategic road network with the improvements identified in the application.

Policy 11: Walking and Cycling in Earl Shilton Urban Extension

To ensure that there is overall permeability of the urban extension for walking and cycling, development should provide for direct, safe and attractive walking and cycling routes which achieve:

- Access between the urban extension and Earl Shilton town centre.
- Access between the new and existing residential and employment areas (including, for cycling, employment areas in Barwell and Hinckley).
- Access between the new and existing residential and recreational facilities (including, for cycling, facilities in and near Hinckley).
- Relocation (where necessary) and enhancement of existing Public Rights of Way to maximise connections to the existing network.
- New or enhanced links over the A47 to open countryside.

The scheme complies with this policy.

The scheme takes advantage of the permeability of the urban boundary to ensure that linkages are made between the SUE and the existing urban area wherever possible.

The following measures will be included:

- an extensive network of shared use walking and cycling routes within the site which also connect to the existing external network, bus route, including Astley Road, Masfield Road, Mill Lane, Breach Lane and Avenue South;
- appropriate signage will be provided indicating local destinations from the site along the routes radiating from the development boundary;

Policies within the Adopted Earl Shilton and Barwell Area Action Plan (AAP)

The precise nature of improvements and timings of delivery will be negotiated between relevant partners during the consideration of a planning application.

- Home Zone design principles will be applied to the residential priority streets where the living environment will be predominant over provision for traffic; and
- the primary school is located centrally to promote sustainable access and linked trips with the community hub.

Cycle parking will be in accordance with LCC standards and provided at key local points, providing the following:

- cycle parking which is protected from the weather; and
- secure, covered cycle parking within public open spaces, the school and the employment areas.
- Timing and delivery of the connections and measures will be agreed during determination.

Policy 19 Regeneration of the District Centres

To enable the regeneration of the District Centres of Earl Shilton and Barwell, development proposals within the settlement boundary shall be permitted which:

- *Contribute to the enhancement of the public realm, through physical development and / or developer contributions which conform to the respective public realm strategies in Appendix 4 of the AAP; or*
- *Contribute to the successful regeneration of the opportunity sites identified in Appendix 3 of the AAP; or*
- *Increase and improve the range of retail provision of the district centres in accordance with Policy 26 (Vitality of District, Local and Neighbourhood Centres).*

All proposals will be required to conform to policies contained in the Local Plan and have regard to the design guidance in Appendix 1 of the AAP.

Where appropriate, contributions towards improvements to the public realm which conform with the respective public realm strategies in Appendix 4 will be required from development within:

- *Earl Shilton SUE towards Earl Shilton District Centre; and*
- *Barwell SUE towards Barwell District Centre.*

The scheme will make appropriate S106 financial contributions which will be agreed through discussion with HBBC and LCC in the context of viability and the CIL Regulations.

Policy 20 Skills Development

Through the development of Earl Shilton and Barwell, the Council will seek to negotiate commitments from developers to provide employment and training opportunities within construction.

The applicants will consider how they could provide employment and training opportunities as part of the construction of the scheme during determination.

Policy 21 Infrastructure and Delivery

Where development will create a need to provide additional or improved infrastructure, amenities or facilities, developers will be expected to make such provision directly or indirectly through the appropriate funding mechanism.

The scheme will comply with this policy.

Contributions can be provided where required and justified, with improvements already identified as part of the supporting TA and highlighted as part of the Draft Heads of Terms for the SUE. The scheme will deliver significant infrastructure

Policies within the Adopted Earl Shilton and Barwell Area Action Plan (AAP)

In order to secure and co-ordinate the timely delivery of infrastructure, the Council will work in partnership with other local delivery bodies, local authorities, developers and service providers, throughout all stages of the development process to deliver the infrastructure required to support the policies in the Local Plan and but not limited to, the prevailing Infrastructure Delivery Schedule.

Where, because of the physical circumstances of the site and/or prevailing and anticipated market conditions, a developer can demonstrate that the viability of a development proposal affects the provision of affordable housing and / or infrastructure provision, the Council will balance the adverse impact of permitting the scheme on the delivery of such provision, with any identified planning benefits of the scheme.

Where current viability is proposed as a justification to deliver a reduced level of infrastructure provision than that required by policy, developers are required to provide the appropriate evidence to support this justification.

improvements on site and contributions to offsite measures where justified.

Further agreement will be required to determine the phasing and delivery of the site and the mechanisms for securing contributions. This will be undertaken at the outline stage and/or the detailed design reserved matters stage where appropriate.

Policy 22 Development and Design

Developments will be permitted providing that the following requirements are met: It does not adversely affect the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour), noise, vibration and visual intrusion:

- a) The amenity of occupiers of the proposed development would not be adversely affected by activities in the vicinity of the site*
- b) There is no detriment to the character or appearance of the host building or the surrounding area*
- c) The siting and density respects the character and layout of the area*
- d) It respects the local distinctiveness of existing buildings and landscape settings*
- e) The design respects the scale, proportions and height of the existing building, neighbouring structures and overall street scene*
- f) Fenestrations are well proportioned, well balanced within the elevations and sympathetic to adjoining/neighbouring buildings*
- g) The use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the local area generally*
- h) It incorporates a high standard of landscaping where this would add to the quality of the design and siting*
- i) It maximises the opportunities for conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24*
- j) Where parking is to be provided a minimum of one charging point for electric/low emissions vehicles is included per development scheme (excluding extensions and alterations and change of use) unless it is demonstrated this is not technically feasible*
- k) An appropriate Sustainable Drainage Scheme is submitted to and approved by the Local Planning Authority*
- l) The applicant has demonstrated consideration to community safety through designing out crime Favourable consideration will be given to proposals where it can be demonstrated the views of community have significantly influenced the design of the new development. Development which does not meet the above criteria and would result in poor design which fails to improve design standards in the locality will be refused. In exceptional circumstances where outstanding, innovative design is*

The scheme will comply with this policy.

The Site's suitability as a location for development has already been established through its allocation in the adopted Core Strategy. It is clearly compatible with the adjoining land uses and properties, with the proposed employment a considerable sustainability benefit, as is the proposed school and local centre.

The ES, DAS and supporting technical assessments set out the details and explain how these requirements are met. Details other than means of access are reserved for future determination. Land Use, Building Height and Density and Street Hierarchy Parameters plans are submitted for approval and will guide detailed design submissions. These are contained in the submitted DAS.

Policies within the Adopted Earl Shilton and Barwell Area Action Plan (AAP)

demonstrated (particularly where high levels of sustainability are an integral feature), applications will be considered favourably, even where this may result within some conflict with the above criteria.

Policy 26 Vitalising District, Local and Neighbourhood Centres

Additional retail provision within or adjacent to District, Local and Neighbourhood centres will be permitted where:

- a) It is demonstrated there are no suitable and available existing vacant premises in the applicable or nearest centre; and
- b) The retail frontage is retained and/or enhanced and would not result in a break in the continuous retail frontage

The boundaries of the centres are defined on the Policies Map. When considering applications for the change of use or loss of retail premises in District, Local and Neighbourhood centres, the following conditions must be met:

District Centres

To ensure the continued vitality and viability of District Centres the change of use from A1, or A2 retail or loss of A1 or A2 retail uses within District Centres will only be permitted where the proposal would not result in an over proliferation of any one-use type in the centre, other than A1 retail, with particular reference to hot-food takeaways (A5)

Local Centres

The change of use from A1 retail or loss of A1 retail uses within Local Centres will only be permitted where it can be demonstrated the proposal would not detract from the vitality or viability of the Local Centre in terms of the mix and type of uses.

Neighbourhood Centres

Neighbourhood Centres will be retained and enhanced wherever possible. The change of use or loss of A1 or A2 uses within these centres will only be permitted where it can be demonstrated that the loss would not reduce the community's ability to meet its day to day needs within a reasonable walking distance.

In all of the above cases, proposals should accord with Policies of the Local Plan.

The use of upper floors of retail premises (A1-A5) within the District, Local and Neighbourhood Centres, for residential use, will be supported where they accord with other policies in the Local Plan.

The scheme will comply with this policy.

The proposed retail will deliver provision sought by the AAP policy; retail provision will be appropriate to meet local needs. The final mix and uses being subject to market requirements and local need at reserved matters stage.

Leicestershire County Council Minerals and Waste Local Plan (2019)

Leicestershire County Council is responsible for minerals and waste planning in the administrative area of Leicestershire, which Earl Shilton falls within. The Council reviewed their planning policies dealing with mineral extraction and waste management to produce an up-to-date Minerals and Waste Local Plan. The County Council formally adopted the Leicestershire Minerals and Waste Local Plan (LMWLP) up to 2031 on 25 September 2019. The LMWLP addresses the need to provide protection to the environment and the amenity of local residents, whilst ensuring a steady supply of minerals and the provision of waste management facilities in accordance with Government policy and society's needs.

Document S4/2015 regarding Mineral and Waste Safeguarding provides information on Mineral Safeguarding within Hinckley and Bosworth. Figure HK1 of the S4/2015 document illustrates the areas of the Borough for mineral safeguarding, categorised by mineral type. This indicates that the Earl Shilton SUE falls within a mineral safeguarding area for sand and gravel.

Paragraph 3,96 of the Minerals and Waste Local Plan states that:

“The County will therefore define Minerals Consultation Areas (MCA) covering the resources within the Minerals Safeguarding Areas..... It will be the responsibility of the District Planning Authorities to ensure that the MCA is used when considering planning applications or proposed developments in a development plan and that the County Council is consulted on developments located within the MCA.”

Paragraph 3.98 goes on to state that:

“The County Council may advise the District Planning Authority that any development on or near mineral reserves should not proceed before the mineral is extracted.....A realistic judgement about the likelihood of the mineral being worked in an environmentally acceptable manner will be made, and the County Council will not seek to prevent development where it is unlikely that extraction of the mineral would occur in future. Where mineral deposits are believed to exist, but detailed geological information is not available, the existence or otherwise of potentially workable reserves may need to be established by the developer before any application for development that might sterilise the potential deposit is determined.”

Policy M11: Safeguarding of Mineral Resources within the LMWLP states that “.....Planning permission will be granted for development that is incompatible with safeguarding mineral within a Mineral Safeguarding Area if:

- i) The applicant can demonstrate that the mineral concerned is no longer of any value or potential value
- ii) The mineral can be extracted satisfactorily prior to the incompatible development taking place; or
- iii) The incompatible development is of a temporary nature.....
- iv) There is an overruling need for the incompatible development; or
- v) The development comprises one of the types of development listed in Table 4.

Planning applications for non-mineral development within a Mineral Safeguarding Area should be accompanied by a Mineral Assessment of the effect of the proposed development on the mineral resource beneath or adjacent to it.”

Table 4 of the LMWLP states the types of development exempt from safeguarding. One of them being; “applications that are in accordance with the development plan where the plan took account of the prevention of unnecessary mineral sterilisation and determined that prior extraction should not be considered when development applications came forward”. The Adopted Local Plan that allocates the Earl Shilton SUE pre-dates the Minerals and Waste Local Plan and therefore did not specifically reference this consideration in the context of the Adopted Minerals and Waste Local Plan.

However, the Earl Shilton SUE is allocated for development within the adopted Core Strategy which forms part of the Development Plan. It is a significant strategic allocation, and the site is required in order for Hinckley and Bosworth to meet its housing need. The site needs to come forward quickly to assist the Council in meeting its housing supply as it does not currently have a 5-year housing land supply. A further consideration is the number of sensitive receptors in close proximity to the site, including two schools and residential development which would not be compatible with mineral extraction. In accordance with Policy M11 iv) it is considered that there is an overriding need for the development. There is therefore no reason why the application should be refused in the context of Policy M11 and in the context of the significant areas

of the Borough that are identified within Minerals Safeguarding Areas. Minerals safeguarding has not been raised by LCC or HBBC during the pre-application process or as part of the EIA Scoping process.

6.2 Emerging Local Plan

Hinckley and Bosworth Borough Council is currently undertaking a review of its Local Plan. A regulation 18 consultation was undertaken between June and August 2021 whereby the Council asked local residents and businesses for their views on the draft Local Plan.

The draft Local Plan 'Our draft Local Plan' is being produced to ensure the following principles are met:

- Provide land for around 9,300 new homes, including affordable housing and different sizes and types of housing to reflect the needs of our community;
- Focus new development where it is most sustainable in our main towns and key rural centres whilst minimising development in the countryside;
- Set out policies to mitigate and adapt to climate change and to support sustainable development;
- Conserve and enhance networks of green spaces, promote biodiversity, and landscape character;
- Support good quality design to ensure we are 'building better, building beautiful' for longevity and inclusivity;
- Deliver employment land and premises to support our economy and improve education and skills;
- Support our town and village centres by encouraging retail and leisure, recognising their rich and varied historic and cultural significance; and
- Ensure new development is supported by new infrastructure such as schools, open spaces, and transport improvements.

The Earl Shilton SUE is still an integral part of the existing and draft Local Plan alongside the SUE proposed in Barwell. The SUEs are strategic developments that will deliver significant housing and employment growth in Hinckley & Bosworth alongside other benefits such as schools, parks and road improvements. Earl Shilton is earmarked to deliver at least 1,600 new homes, although not all of this may be delivered before the end of the plan period in 2039. The Earl Shilton SUE is therefore key to the Council's housing trajectory in the existing and emerging local plan and beyond.

6.3 Other Material Considerations

The Good Design Guide Supplementary Design Guide (2020)

Hinckley and Bosworth Council adopted the Good Design Guide Supplementary Design Guide (SPD) on the 18 March 2020. The SPD aspires to substantially raise design quality in the borough of Hinckley and Bosworth whilst ensuring that local identity and heritage is enhanced by providing a guide for those involved in the planning process. The SPD outlines the council's design principles in order to provide clarity to those who wish to carry out development.

Earl Shilton is described as an early medieval agricultural settlement which was expanded primarily through industry, specifically framework knitting and shoe/boot manufacturing. The Town expanded through 20th century suburban development, principally south of the main High Street with some development to the

north. The document states that Earl Shilton has a highly varied character with the main core formed from a long meandering route in which there is a diverse range of architectural styles, formed by 20th century buildings scattered amongst surviving 18th and 19th century housing. The core is supplemented by dense Victorian and Edwardian housing on its outskirts with historic industrial buildings running off from the main route. There is also extensive 20th century suburban infill and expansion. The document provides design objectives in relation to Earl Shilton, such as:

- “Protect the landscape setting of the church of St. Simon and St. Jude.”
- “In the retail core, halt the ad hoc development of inappropriate shopfronts, and reintroduce a higher level of visual unity along the shopping parades.”
- “Protect the remaining industrial heritage assets, including those along New Street and Hinckley Road ensuring appropriate use, avoiding partial vacancy and loss of ancillary buildings such as exterior workshops”
- “Consider Victorian, Edwardian, and inter-war terraces/ collections of buildings as a holistic street scene and avoid work that will create severe visual disjuncture.”

The Good Design SPD has been considered when developing proposals for the site.

6.4 Summary of Conformity to Development Plan

At all stages, Development Plan provisions have informed the preparation of the scheme. Consequently, the scheme is in accordance with the development plan when read as a whole and therefore in accordance with the NPPF the application should be approved without delay.

The extent to which affordable housing can be provided and requests for planning obligations can be made will be subject to further discussions with the Council once all requests are known.

The scheme meets all the aims of the Council’s policy as articulated in the Area Action Plan. It provides:

- Up to 1,500 of the minimum 1,600 dwellings required in the AAP, comprising of a mixture of dwelling types. Permission Homes have potential to provide the remaining 100 dwellings. A full planning application submitted by Persimmon Homes for 108 dwellings (application ref: 20/01225/FUL) is currently awaiting a decision.
- Up to 5.3 ha of flexible employment land to accommodate offices or manufacturing, distribution or other business uses, which exceeds the minimum policy requirement of 4.5 hectares of Use Class E, B2 and B8 employment uses;
- A community hub of approximately 0.5ha including retail to meet everyday convenience needs to complement, rather than compete with, the town centre;
- Approximately 19 ha of new and improved public open space including areas of new planting, landscaping, green corridors, and sports pitches. This would also include children’s play areas and semi natural greenspace for informal recreation, and an additional 3 ha would comprise Sustainable Drainage Systems (SuDS) features as part of a multifunction green space network.
- A new primary school on a site of approximately 2 ha.
- Up to 20% affordable houses subject to viability and other S106 requirements.
- Five vehicular access points will be created in total. Two accesses direct from the A47 Clickers Way and three connections to Earl Shilton at Mill Lane, Astley Road and Breach Lane. Once the development is completed all the accesses, except for Breach Lane, will be connected internally within the Site to create a permeable and flexible movement network.

- The final masterplan layout will incorporate a wide range of additional pedestrian and cycle connections to link Earl Shilton SUE with the town centre and the wider rights of way network.
- Appropriate contributions to community, leisure, health and education provision to be negotiated as part of a package of contributions;
- Traffic calming and safety measures to the local highway network together with contributions to junction improvements apportioned between the Earl Shilton and Barwell SUEs.

6.5 Land Supply and Deliverability

Hinckley and Bosworth Council acknowledges that it cannot currently demonstrate a 5-year housing land supply. The latest Residential Land Availability Statement indicates that as of 1st April 2021, the Council can demonstrate a 4.46-year supply of housing land.

The Hinckley and Bosworth Core Strategy plans for a minimum requirement of 9,000 dwellings over a 20-year period between 2006-2026, this equates to 450 dwellings per annum.

Development within the Earl Shilton SUE is not currently included in the Council's five-year supply, instead the site is included within the 6–10-year period as this time frame is considered more realistic in terms of when the development will come forward. The proposed development is a key part of the Council's land supply from 2026 in line with the Council's housing trajectory.

The Council are currently preparing a new Local Plan which will set out land allocations and planning policies for the period 2020-2039. This will not be adopted until at least October 2022 due to delays to the Local Plan programme and with the public consultation. The next stage in the LDS is submission to the Secretary of State, which was anticipated to be September 2021, but it has not yet been submitted.

With the Council currently unable to provide a 5-year housing land supply there is a critical need to boost housing supply. The lack of housing land supply and delays to plan making make it essential that the proposed development is permitted to enable an allocated site to be delivered. Parts of the adopted plan that are out of date increase the need rather than diminish the need for the Earl Shilton SUE to progress and to assist the Council in avoiding planning by appeal.

As the proposed development accords with the adopted development plan, paragraph 11c of the NPPF states that development proposals should be approved without delay.

7. The Benefits of the SUE

The SUE will deliver the following main benefits:

- **A site suitable for development through its allocation under the Council's adopted Core Strategy that will advance the delivery of adopted local plan policy.** The site forms a key element of the Council's housing supply from 2026. It is sustainably located and there is no overriding environmental or other reason to prevent its development.
- **Up to 1,500 market and affordable homes (up to 20%) to help meet local needs and boost housing land supply.** This is of increasing importance due to the lack of a 5-year land supply and increased risk of planning by appeal.
- **Up to 5.3 ha of flexible employment land and a community hub** with potential for about **560 direct new jobs** once complete and for the **creation of 550 jobs over a 10-year construction period.**
- **A 2ha serviced site for a new 2FE primary school** supported together with appropriate capital funding.
- **Offsite contributions to improved secondary education, early years provision, 16+ and special educational needs provision** where necessary.
- **A new community hub and focus for local services at the heart of the SUE** well connected and accessible to new and existing communities on foot and by cycle.
- **Additional household expenditure of about £30m pa once fully occupied,** some of which will be spent locally supporting and boosting the Town Centre and businesses. Safe links to the town will ensure that the relationship with the SUE is established and that access to the town centre is encouraged.
- **A Significant S106 package of contributions to improve wider community facilities,** to be discussed and agreed, see table 7.1.
- **Significant contributions to on-site and off-site transport infrastructure,** including routing and/or frequency improvements to local bus service.
- **Over 19ha of new and improved multi-functional green space** tailored to meet identified gaps in local provision, with wildlife areas, a range of equipped play areas and an enhanced and extended footpath network throughout the SUE.
- **Financial contributions to the improvement of sports facilities at Weavers Springs,** including improved access from Astley Road.
- A new access strategy and direct southern A47 access that **avoids the use of Masefield Drive as a main access reducing impact on existing residents.**

8. Draft Heads of Terms for S106 Agreement

Initial discussions have taken place with Hinckley and Bosworth Borough Council and Leicestershire County Council regarding developer contributions and likely requirements.

Hinckley and Bosworth Borough Council does not have a Community Infrastructure Levy Charging Schedule in place. Therefore, planning obligations associated with the proposed development will be dealt with through a S106 agreement.

Regulation 122(2) of the CIL Regulations 2010 (as amended by the 2011 and 2019 Regulations) sets out three tests for planning obligations. It states that:

"A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- a) necessary to make the development acceptable in planning terms;*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development."*

The above tests will therefore need to apply to any planning obligations agreed with Hinckley and Bosworth Council.

The following Draft Heads of Terms are proposed as a basis for further discussion and agreement with the relevant parties, namely Hinckley and Bosworth Council and Leicestershire County Council. It should be noted that the listed works and contributions below are simply a statement of what has been initially requested. The final agreement will be different and need to be in accordance with the CIL regulations to be lawful.

Table 8.1 Draft Heads of Terms for S106 Agreement – Initial Contribution Request List

Planning Obligation	Contribution/Works requested by HBBC and LCC	Comment
Affordable housing	Policy 15 of the Hinckley & Bosworth Core Strategy (2009) sets a target of 20% on site for the SUE, the aim is to provide 20% affordable on site with the required split of affordable rented, intermediate housing and First Homes, subject to viability and the level of other S106 requests. Specific mix of dwelling sizes to be agreed at reserved matters stage to reflect the latest affordable need, strategy and overall viability of the scheme at the time. Triggers to be agreed. Current need is mainly for smaller 1–3-bedroom properties.	The SUE aims to meet Policy 15 requirements; however, the final level and mix will need to be considered in detail and agreed once other S106 requirements are known.
Provision of new on-site open space including play provision and improved formal sports provision.	Provision of new open space on-site in accordance with the Council's standards as set out in Policy 19 of the Core Strategy. Up to 14ha will be provided for improved or new open space including children's play areas, casual information play space and semi natural greenspace.	S106 matter for developer provision of new onsite areas. Ongoing management of areas to be via commuted sums or management company. Detail to be agreed.
Maintenance of on-site open	Either commuted sum for HBBC if it intends to adopt open space or provision to be made for management company with funding via an annual charge to residents of the scheme. The applicant to manage the open space until it is either transferred to a management company or HBBC.	HBBC to confirm if it intends to adopt on-site open space. If so, formula for commuted sum to be provided. S106 to

Planning Obligation	Contribution/Works requested by HBBC and LCC	Comment
space/play provision		cover option of commuted sums or management company or Earl Shilton Town Council if they express in interest.
Improvements to Weavers Springs Sport provision	Financial contribution (amount to be confirmed) towards improvements (to be specified, but could include pavilion and changing facilities, or works to pitches) that will increase capacity and provide additional provision/use. New access from Astley Road.	Discussions are ongoing with Earl Shilton Town Council to agree sums. Improved access will be delivered directly under Application A via the relevant reserved matters submission.
SuDs provision	Provision of SuDS to required standard in accordance with requirements of Drainage Strategy. Option of adoption by appropriate body or provision to be made for management company with funding via an annual charge to residents of the scheme.	HBBC to confirm if it intends to adopt on-site SUDs alongside open space with commuted sums. Management company option to be maintained.
Provision of Site Accesses	Assumed to be S278 works with associated traffic management works.	S278 Works
Off-site highway works	Financial contribution towards mitigation if identified through the Transport Assessment and as agreed with the Highway Authority.	To be agreed with LCC if required.
Public Transport	Details of improvements to existing bus routes to be agreed.	Contributions to be agreed.
Travel Plan	Implementation of travel plan measures (details to be agreed with LCC).	To be agreed.
Provision of Land for Primary School	Transfer of primary school land as shown on the land use parameter plan to LCC (2ha serviced regular shaped site). Form of Transfer agreement to be included in S106.	Form and timing of transfer to be agreed, aligned S106 will be required for application A and B to ensure land is available when required. Detail to be agreed.
Financial Contributions (Primary School construction)	Financial contribution (to be agreed) towards construction of new primary school on site. LCC is requesting £8,437,760, to be confirmed post submission.	Amount and payment schedule to be agreed.
Secondary School	Financial contribution (to be confirmed) towards provision at Heath Lane Academy. LCC is requesting £3,709,270, although it is noted that any surplus places are to be apportioned pro-rata between the Earl Shilton SUE and Barwell SUE.	Amount and payment schedule to be agreed.
Early Years Education	LCC is requesting £1,140,096 to provide 128 new early years places on the basis of lack of preschool facilities within a mile safe walking route from the site.	To be agreed with LCC if justified based on further evidence of local facilities and capacity and provision.

Planning Obligation	Contribution/Works requested by HBBC and LCC	Comment
Post 16 Education	LCC is requesting £956,686.50 to provide additional post 16 places by increasing capacity at Hinckley Academy and John Cleveland Sixth Form Centre or other school within the locality.	To be agreed with LCC if justified and once all S106 requirements are known.
Special Needs Education (SEN)	LCC is requesting £62,093.28 towards the cost of expanding Special school provision. Contributions would be pooled to improve provision at the nearest school to the development.	To be agreed with LCC if justified and once all S106 requirements are known.
Healthcare	West Leicestershire Clinical Commissioning Group is requesting £615,859.99 towards the Heath Lane Surgery, the closest to the site.	To be agreed if justified and once all S106 requirements are known.
Waste Management	LCC is requesting a contribution of £74,295 towards the nearest Household Waste Recycling Centre to increase capacity.	To be agreed if justified and once all S106 requirements are known.
Library Services	LCC is requesting a contribution of £45,270 to provide the additional materials required to meet the needs of the increased population on Earl Shilton Library.	To be agreed if justified and once all S106 requirements are known.
Biodiversity Net Gain	Subject to discussions regarding the BNG metric for the site, a financial contribution may be requested by LCC.	To be discussed with LCC and HBBC.

Paragraph 6.3 of the Leicestershire Planning Obligations Policy (July 2019) states that 'In the event that a reduced contribution is justified, the County Council will encourage LPAs to target payments towards the most important infrastructure'. Paragraph 6.4 goes on to state that 'Where viability issues are raised, the County Council will consider requests for flexible payments / trigger points to minimise any reduction in developer contributions.

9. Conclusions

Application A has been submitted seeking outline planning permission for the development of land within the overall Earl Shilton SUE for up to 500 new homes, a primary school, a mixed local centre/community hub, extensive open space, associated infrastructure, SuDS attenuation and landscaping. The principle of a residential led development and the suitability of the site has already been established by its allocation as an SUE in the adopted development plan. The application has been prepared jointly with Application B to deliver a coordinated and comprehensive masterplan approach for the full extent of the SUE.

For the reasons set out in this Statement, the scheme is in conformity with the Development Plan and therefore the NPPF presumption in favour of sustainable development applies. Paragraph 11c of the NPPF states that in relation to decision taking this means:

“approving development proposals that accord with an up-to-date development plan without delay”

The presumption in favour of sustainable development is therefore a significant consideration in determining applications that accord with the development plan.

The scheme will also advance local plan policy and support the Government’s objective of significantly boosting the supply of homes set out in the NPPF. No policies have been identified in the NPPF, nor any other material considerations, that would indicate that permission should be refused. The site is expected to deliver of as part of the Council’s housing trajectory from 2026 and is required to meet a shortfall in land supply.

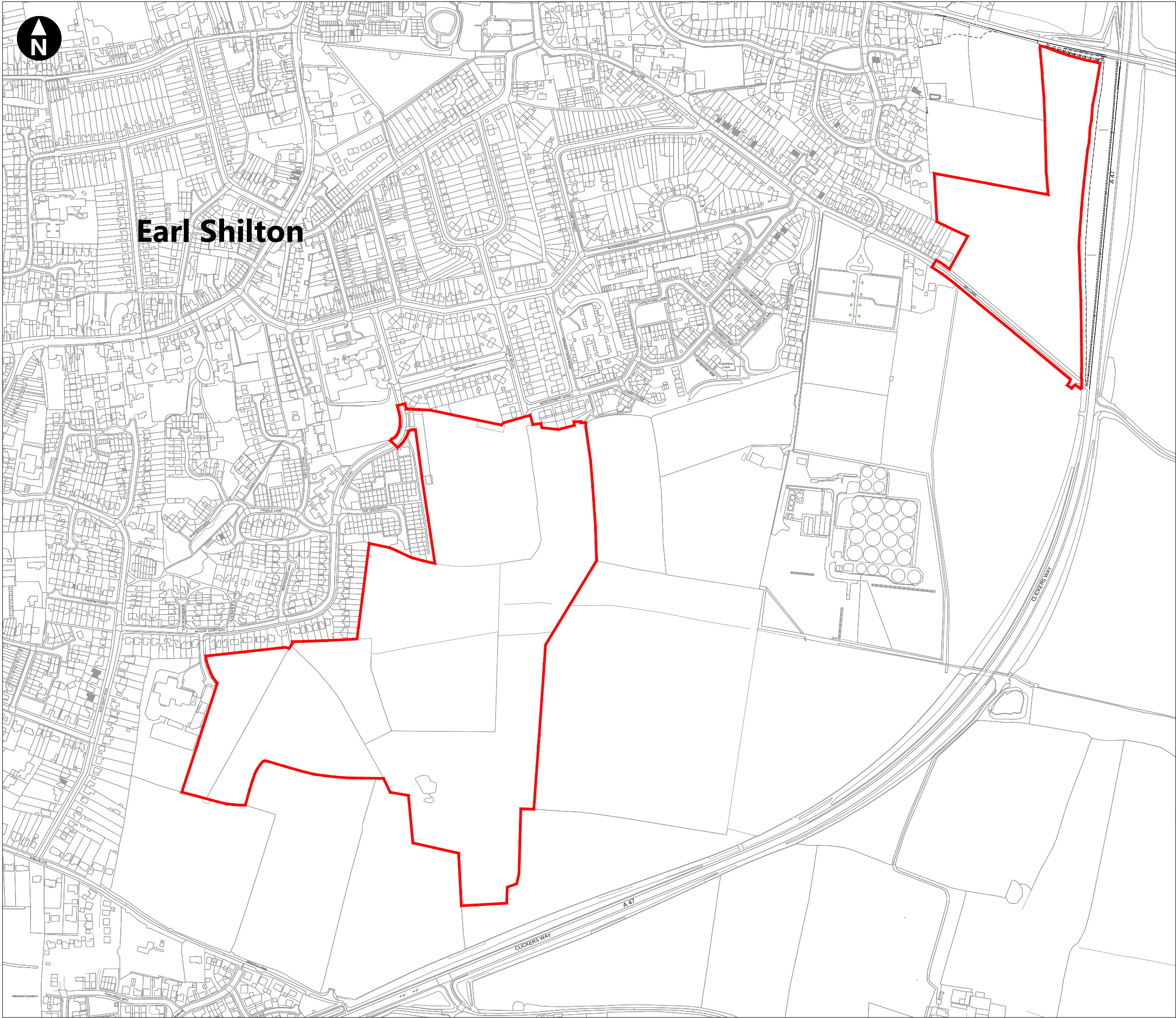
Technical assessments undertaken as part of this planning application, alongside the site’s allocation in the adopted Local Plan demonstrate that the development can be accommodated on the site, and there are no overriding constraints or reasons why development should be restricted. The scheme will be subject to appropriate conditions and planning obligations to ensure that appropriate mitigation is secured and that the extensive range of benefits such affordable homes, jobs, facilities and open space are delivered. The applicant will work constructively with the Council and other stakeholders to ensure this can be achieved.

It is therefore considered that planning permission should be granted subject to a suitable S106 agreement being completed.

Appendix A

Application Red Line Boundary & Site Location Plan

H:\Projects\42523 Earl Shilton\Deliver Stage\Design_Technical\Drawings\ACAD\42523-WOOD-XX-XX-FG-T-0009_S2_P01.dwg Originator: VICKI SMITH



Key

Site boundary (23.33ha)
Application A (Barwood)

0 m 300 m

Scale 1:5000 @ A3

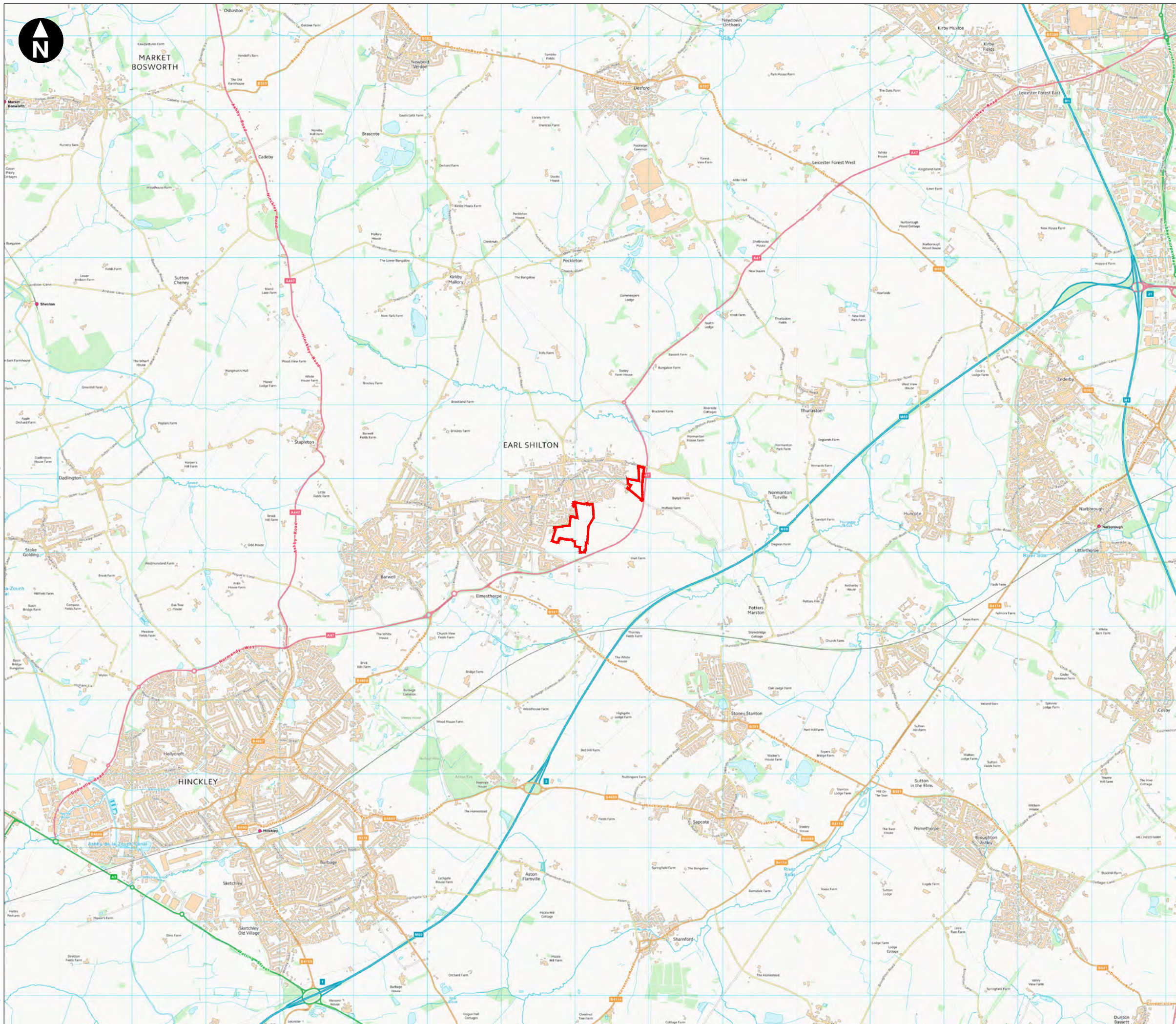
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Earl Shilton SUE
Planning Application

Figure 1
Application A: red line boundary

November 2021

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Key

Site boundary (23.33ha)
Application A (Barwood)

0 km 3 km

Scale 1:50,000 @ A3

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Earl Shilton SUE
Planning Application

Figure 2
Site location

November 2021



wood.

Appendix B

Illustrative Masterplan with Application Areas

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Key

- Application A (Barwood)
- Application B (Bloor/Jelson)

0 m 300 m
Scale 1:5000 @ A3
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Earl Shilton SUE
Planning Application

Appendix B Illustrative Masterplan and Application Areas

November 2021



wood.

Appendix C

Sustainability Statement

Sustainability Statement – Earl Shilton SUE

1. Introduction

This document provides an overview of the contribution that the Proposed Development will make to sustainable development. The Proposed Development will help deliver a key allocation in the Adopted Development Plan. The principle of a Sustainable Urban Extension (SUE) at this location is therefore established. The role of this sustainability statement is therefore to provide more detail on how the Proposed Development will contribute to sustainable development, rather than discussing the principle of development. This Statement should be read in conjunction with the Environmental Statement (ES) and other elements of the Design and Access Statement, from which information has been drawn.

1.1 Defining Sustainable Development

Paragraph 7 of the NPPF cross references Resolution 42/187 of the United Nations General Assembly, which defined sustainable development as:

"Meeting the needs of the present without compromising the ability of future generations to meet their own needs."

Paragraph 8 of the NPPF states:

"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."

In order to help structure this Sustainability Statement the Proposed Development is reviewed below against the 24 objectives set out in the Sustainability Appraisal Framework that was used to

appraise Hinckley and Bosworth Borough Council's (HBBC) Site Allocations & Development Management Policies Development Plan Document. These objectives cover a range of economic, social and environmental topics.

The discussion under each objective includes an assessment of the significance of the contribution of the Proposed Development to each of the objectives. This assessment is based on professional judgement and takes into account the proposals for mitigation and enhancement identified in the ES. The SA objectives are not all necessarily focussed on the appraisal of sites, as they were also originally used by HBBC to appraise more general policies, consequently not all of the objectives are directly relevant to the Proposed Development. The Sustainability Statement highlights any instances where this is considered to be the case.

2. Commentary against the SA Objectives

The SA objectives are discussed in turn below. The full objective is shown in *italics* followed by a brief commentary on the performance of the Proposed Development.

Objective 1: Housing

To ensure the provision of decent and affordable housing that meets local needs, links into the provision of services and an accessible local environment.

The Proposed Development will make a **significant positive** contribution to the achievement of this objective.

HBBC has identified a need for 9,000 new homes by 2026. The Earl Shilton SUE is a key part of the HBBC's Core Strategy and would provide 1,600 homes, of which the Proposed Development would provide 1,500 homes. The Proposed Development would therefore help to meet the current, and identified future, housing needs in the HBBC area, and more broadly the East Midlands.

Other benefits include:

- Provision of a range of house types and tenures of between one and five bedrooms which will be provided to meet the needs of all ages and physical abilities. The exact mix will be determined at reserved matters stage taking into account the mix identified in the latest Strategic Housing Market Assessment at the time.
- The provision of up to 20% affordable housing.

Chapter 12 of the ES considers the potential for effects associated with housing in more detail.

Objective 2: Health

To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing access to health services.

The Proposed Development will make a **significant positive** contribution to the achievement of this objective.

Key points are:

- The capacity of primary healthcare provision in the town is likely to be increased through the provision of a financial contribution to enhance the capacity of the Heath Lane Surgery. This is subject to discussions with the Council regarding the S106 agreement.
- The provision of facilities that will encourage active lifestyles that can be used by the wider community. Open space would form an extensive part of the Proposed Development, with over 19 ha proposed as new or improved open space that would include the following key elements:
 - extensive areas of new green space - children's play areas, public open spaces, and semi-natural greenspace for informal recreation including up to 14 ha. This would also include children's play areas and semi natural greenspace for informal recreation;
 - A financial contribution towards improvements to Weaver's Springs pitches to increase playing capacity on this 5 ha part of the site;
 - retention and enhancement of existing footpaths and bridleways, and the provision of new cycle routes, to provide connectivity within the Proposed Development and with Earl Shilton town centre, encouraging active forms of travel.

Chapter 12 of the ES considers the potential for effects associated with health in more detail.

Objective 3: Enjoying Heritage and Nature

To provide better opportunities for local people and tourists to access and understand local heritage, including our natural history.

The Proposed Development is judged to have **a mix of minor positive and minor negative effects** in relation to this objective.

Chapter 9 of the ES considers the potential for effects associated with **heritage**.

The key points in relation to heritage are:

- The archaeology within the Site is anticipated to be of low to medium heritage significance. Any archaeological remains would be removed through a programme of archaeological mitigation – preservation by record could provide an opportunity to access and understand heritage (a **minor positive** contribution to this objective).
- The Church of St Simon and St Jude is a Grade II* Listed Building located 760m south-west of the Site along Station Road in Elmesthorpe. Views will be retained of the Church spire from along public rights of way (PRoW) along the east of, and within the Site. The location of public open space (without built form) and the positioning of roads and infrastructure will retain and frame views of the Church from where the spire is currently visible (**a minor positive** contribution to the achievement of the objective).
- The Proposed Development would result in the loss of Historic Landscape Character within the Site during the construction phase through change of land use and removal of some boundaries. This is anticipated to be a minor adverse effect which would not be significant. A **minor negative** impact on the achievement of this objective.

- The Site comprises hedgerows and field boundaries that date to at least 1886. There is insufficient cartographic data to confirm whether the boundaries are pre-1850 and, therefore, whether they would be considered important under the Hedgerows Regulations. Many of these boundaries will be left in situ and enhanced by new planting. This will preserve some legibility of historic landscape character, resulting in, at worst, a low magnitude of change, on an asset of low heritage significance, resulting in a neither a beneficial or adverse effect in ES terms. A **mix of minor negative and minor positive** effects on the SA objectives is therefore identified.

The site is not considered to be sensitive in terms of **natural history** and so the Proposed Development is **not anticipated to have any impact** on this aspect of the SA objective.

Objective 4: Culture and Leisure

To improve access to and participation in cultural and leisure activities.

The Proposed Development is anticipated to make a **significant positive** contribution to this objective.

The Proposed Development will contribute to this objective by providing extensive areas of new green space - children's play areas, public open spaces, and semi-natural greenspace for informal leisure and recreation, including up to 19 ha of public open space. This would also include children's play areas and semi natural greenspace for informal leisure and recreation.

Additionally, the Proposed Development is within 6km of Hinckley Leisure Centre and Hinckley also has cultural facilities available, including the Concordia theatre.

Objective 5: Community Safety

To improve community safety, reduce the fear of crime and reduce anti-social behaviour, particularly in south Barwell and Earl Shilton and Hinckley town centre

The Proposed Development will make a **minor positive** contribution to this objective.

The key points are:

- HBBC's design guidance highlights the importance of the Police supported 'Secure by Design' principles to promote natural surveillance and community safety. This is achieved in the Proposed Development through the use of traditional streets and blocks. This approach is in keeping with character of local estate villages and creates clear boundaries between the public realm and private space.
- Homes overlook and are accessed from the street, with parking and semi-private space enclosed between homes, or set-back from the street behind clear boundaries at the back of the footpath. The type of boundary varies between different character areas. Private enclosed gardens are located to the rear of homes, normally accessed through gates in the street frontage. Gardens typically back-on to the private gardens at the rear of homes in the adjacent street or lane.

- Pedestrian links to the residential and community elements of the site and footways are set back from the carriageway to provide a feeling of safety away from passing vehicles.
- Increased footfall in the town centre could also help maintain occupancy rates for premises in the town centre and reduce fear of crime and anti-social behaviour in the area.

Objective 6: Meeting Needs

To promote and support the empowerment of local communities in creating and implementing solutions that meet their needs focusing particularly on young, elderly and deprived people.

This is an example of an SA objective that is geared more to general policies, rather than development. The Proposed Development will make a **minor contribution** to this objective by:

- Helping to meet housing needs, including affordable housing needs for the young, elderly and deprived.
- Providing access to education for children of school age.
- Providing access to employment for people of working age during the construction and operational phases.
- Supporting the community through the potential for increase in local spending, that could benefit the town centre and help maintain its viability for the benefit of the wider population.

Objective 7: Natural Environment

To protect and enhance the natural environment (species and habitats) and green infrastructure whilst contributing to the achievement of Biodiversity Action Plan targets.

Chapter 7 of the ES considers impacts on species and habitats. The key points are:

- The Site does not contain statutory or non-statutory designated sites. The Site falls within an Impact Risk Zone for the Narborough Bog Site of Special Scientific Interest (SSSI), however the risk relates to discharge of water or liquid waste. Foul water will be discharged into foul sewers and an appropriate SuDS scheme has been designed. As such, it is considered that the Proposed Development will pose no significant harm to the SSSI and the proposed drainage strategy conforms to requirements stated by Natural England.
- The ES concludes that the Proposed Development will not have a direct or indirect impact on any statutory designated sites.
- The ES concludes that the proposed development will not have a direct or indirect impact on any non-statutory designated sites of nature conservation interest.
- Opportunities for mitigation and enhancement include:

- o areas of arable land that are to be converted to open space will be sown with a native species-rich wildflower grassland mixture and be subject to a suitable management regime to increase floristic diversity.
- o Retained areas of semi-improved grassland will be enhanced through the oversowing of a species-rich seed mixture and subject to an appropriate management regime to enhance its floristic diversity.
- o Retained hedgerows will be bolstered and planted with native species and subject to a more favourable management regime to increase species diversity and improve their structure.
- o The margins of Earl Shilton Brook will be enhanced through planting with native species rich seed mixture.
- o An existing pond will be retained and the clearance of existing scrub will help diversity habitat.
- o Surveys for a number of protected species have been undertaken and the results have been utilised to inform this impact assessment. It is considered that overall, enhancements are likely to be realised with regard to protected species, and suitable mitigation has been put forward where protected species are to be affected by the development proposals.

Overall it is considered that the Proposed Development will make a **minor positive** contribution to this objective.

Objective 8: Built Environment

To conserve and enhance the built and natural character, diversity and local distinctiveness of towns and villages in Hinckley and Bosworth district.

HBBC undertook a Landscape Character Assessment (LCA) which identified the Earl Shilton Urban Character Area (UCA), the Site falls within the UCA. Chapter 10 of the ES considers the relationship of the Proposed Development to the wider Earl Shilton UCA.

The LCA includes a number of townscape strategies that are relevant to the UCA:

"Encourage local distinctiveness and high-quality design in new developments, reinforcing the distinct identities of Earl Shilton and Barwell.

The Sustainable Urban Extension to the south-east of Earl Shilton should aim to create a distinct new and contemporary identity and character(s) whilst responding to the existing context e.g. by using opportunities for woodland planting along the new edge.

Encourage planting of new street trees and soft landscaping to soften the streetscape."

The completed built development, set within a framework of retained hedgerows and trees which visually sub-divide the Site, would reflect development which is already present within the UCA in terms of density, scale, height and land use as described in the Design and Access Statement.

The Proposed Development would contribute to three of the Townscape Strategies for this UCA described above. The key characteristic and sensitivity relating to "Views to the surrounding rural

landscape (to the north and south)” would continue to be present albeit the southern settlement edge of Earl Shilton would move from its baseline position to a new, clearly defined settlement edge formed by the A47.

The site will accommodate an average overall net residential density of around 42 dwellings per hectare making efficient use of land whilst also reflecting the existing built form of Earl Shilton.

The principle is to make use of a cohesive palette of sustainable, traditional and contemporary materials to reinforce the identity of Earl Shilton.

The Proposed Development is judged to make a **significant positive** contribution to this objective because it delivers the townscape strategies for the UCA set out in the LCA.

Objective 9: Cultural Heritage

To preserve and enhance the character and appearance and setting of archaeological sites, historic buildings, conservation sites, historic parks and other cultural assets, including heritage assets on the 'Heritage at Risk' Register

There is some overlap here with SA Objective 3 above.

The Proposed Development is judged to have a **mix of minor positive and minor negative effects** in relation to this objective.

Chapter 9 of the ES considers the potential for effects associated with **heritage**. The key points in relation to heritage are:

- The archaeology within the Site is anticipated to be of low to medium heritage significance. Any archaeological remains would be removed through a programme of archaeological mitigation – preservation by record is a **minor positive** contribution to this objective.
- The Church of St Simon and St Jude is a Grade II* Listed Building located 760m south-west of the Site along Station Road in Elmesthorpe. Views will be retained of the Church spire from along public rights of way (PRoW) along the east of, and within the Site. The location of public open space (without built form) and the positioning of roads and infrastructure will retain and frame views of the Church from where the spire is currently visible (a **minor positive** contribution to the achievement of the objective).
- The Proposed Development would result in the loss of Historic Landscape Character within the Site during the construction phase through change of land use and removal of some boundaries. This is anticipated to be a minor adverse effect which would not be significant. A **minor negative** impact on the achievement of this objective.
- The Site comprises hedgerows and field boundaries that date to at least 1886. There is insufficient cartographic data to confirm whether the boundaries are pre-1850 and, therefore, whether they would be considered important under the Hedgerows Regulations. Many of these boundaries will be left in situ and enhanced by new planting. This will preserve some legibility of historic landscape character, resulting in, at worst, a low magnitude of change, on an asset of low heritage significance, resulting in neither a beneficial or adverse effect in ES terms. A **mix of minor negative and minor positive** effects on the SA objectives is therefore identified.

Objective 10: Landscape

To conserve and enhance the character, diversity and local distinctiveness of the rural landscape in the Borough area.

Chapter 10 of the ES considers the potential for effects associated with **landscape**. This includes a Landscape and Visual Impact Assessment (LVIA).

The LVIA has assessed the effects during the construction and operational phases of the Proposed Development on three groups of landscape elements within the Site and on the character of the host Urban Character Area, which (as noted above) is UCA 10: Earl Shilton and on the neighbouring Landscape Character Area, (LCA), which is LCA F: Burbage Common Rolling Farmland. The ES has concluded that there would be **no significant landscape effects** as a consequence of the Proposed Development.

The Proposed Development maintains existing hedgerows and individual and groups of trees where possible and includes a comprehensive landscape framework that includes the introduction of new trees.

The Adopted Development Plan clearly establishes the principle of development at this location. The Proposed Development seeks to minimise the impacts of the development through retention of existing hedgerows and trees where possible and as such **a minor positive** contribution to this SA objective is identified.

Objective 11: Woodland

To conserve and enhance woodland cover in the borough area, particularly where it supports the National Forest area.

There is no woodland cover within the Site and tree cover is limited to native species associated with hedgerow boundaries.

The Proposed Development will include new woodland and a **minor positive** contribution to this objective is identified on this basis.

Objective 12: Water and Flood Risk

To maintain and improve the quality of water resources and protect the flood plain.

Chapter 15 of the ES considers water, including water quality, water resources and flood risk and Chapter 8 includes consideration of issues associated with climate change adaptation.

The key points are:

- No impacts on surface water quality are identified, following the implementation of measures set out in the ES.
- The site is at very low risk of fluvial flooding (less than 0.1% risk. There is an area of surface water flowpath which flows across the centre of the Site from west to east, along the corridor of the Earl Shilton Brook. This has been accommodated within the Proposed Development.

- A surface water drainage strategy has been completed. This includes Sustainable Drainage Systems (SuDs) which have been designed to suitably attenuate runoff up to the 1% AEP event, plus 40% for climate change. The SuDs will ensure that the development remains safe from runoff and does not increase downstream flood risk up to this design event.
- In order to minimise water use, the development would be designed to comply with current water efficiency measures.
- Severn Trent Water Limited have planned for increases in regional water demand, associated with this and other planned developments, via their strategic Water Resource Management Planning process.

The Proposed Development is judged to make a **significant positive** contribution to the achievement of this SA Objective because it protects the floodplain and maintains the quality of water resources.

Objective 13: Air quality

To improve air quality particularly through reducing transport related pollutants.

Chapter 6 of the ES considers the potential for effects associated with air quality (including dust) during the construction and operational phases.

The key points are:

- Allowing for planned mitigation measures, impacts on air quality associated with dust during the construction phase should be negligible.
- No significant effects are anticipated in relation to human or ecological receptors during the operational phase.

The Proposed Development will therefore have **no significant effect** in relation to the air quality objective during the construction and operational phases.

Objective 14: Minerals and land quality

To proactively manage mineral resources and avoid / reduce pollution of land.

The Site is not underlain by workable minerals. Chapter 13 of the ES considers Soils, including soil quality.

Key points are:

- The Proposed Development would result in the permanent loss of 43.31ha of Best and Most Versatile (BMV) agricultural land and a temporary loss of between one to five years of soil resources during phased construction.
- Mitigation measures would be incorporated into the Proposed Development to prevent the loss of soil resources (through the design of the scheme to remove topsoils and subsoils and reuse these within the Proposed Development) and reduce the reduce potential for damage to soil structure (through incorporation of guidance

on good practice measures for storage, handling and reuse of soils into a Soil Management Plan).

The ES notes that whilst the effect of the loss of agricultural land and temporary loss of soil resources is significant, the selection of the Site in the HBBC Core Strategy already incorporates the requirements of the NPPF to give weight to the use of poorer non-BMV agricultural land over higher quality BMV agricultural land and protect soil resources. Accordingly, the significance of these effects has already been considered and acknowledged through the Site selection process and no further mitigation is possible. Furthermore, it is noted that the other ecosystem benefits of the proposed green infrastructure plans incorporating the reuse of soils appropriately for nature conservation and amenity land use can be considered a mitigating factor against the loss of agricultural land use.

Given that the loss of the site has already been assessed through the SA of the Local Plan, the contribution of the Proposed Development to this objective is judged to be **minor negative**. There is a significant negative effect associated with the loss of BMV and the Proposed Development seeks to mitigate this as best it can.

Objective 15: Energy

To minimise energy use and develop renewable energy resources.

Chapter 8 of the ES considers greenhouse gas emissions during the construction and operational phases.

The following opportunities to reduce energy use are identified during the construction and operational phases:

- Minimising energy requirements and emissions from equipment and plant (including minimising the use of diesel or petrol powered generators and instead using mains electricity or battery powered equipment).
- Power down of equipment / plant during periods of non-utilisation; optimising vehicle utilisation.
- Use of green building materials with low embodied energy and recycled materials.
- Energy efficient window units and frames with certified thermal and acoustic insulation properties.
- Thermal insulation of walls and roof voids of all units to reduce heat losses and demand.
- Use of more efficient heating (e.g. ground or air source heat pumps).
- Passive design, including orientation and minimising solar gain.
- Improved performance of glazing.
- Use of low energy lighting throughout the proposed Development. For example, use energy efficient street lighting and/ or switch streetlights off for periods of the night; and
- Inclusion of solar photovoltaic cells within all suitable properties.

The Proposed Development is judged to make a **minor positive** contribution to the SA objective.

Objective 16: Greenhouse gases

To reduce greenhouse gas emissions to mitigate the rate of climate change.

Chapter 8 of the ES considers greenhouse gas emissions during the construction and operational phases.

The Chapter identifies a range of measures that can be incorporated into the Proposed Development to reduce emissions and achieve other sustainability benefits (these are discussed under objective 15 'Energy,' and objective 22 'Materials.').

The ES concludes that the greenhouse gas emissions associated with the Proposed Development during its construction and operation are estimated to be 1560.3 ktCO₂e. Due to the relatively small scale of GHG emissions associated with the Proposed Development, it is considered that the Proposed Development would not have a material effect on the UK meeting its net zero carbon target and the UK carbon budget, constituting a low (adverse) magnitude of change. Based on the high sensitivity of the receptor (the global climate) and the magnitude of change, the Proposed Development is considered to have a minor (adverse) effect upon the global climate and therefore the effect is not significant.

The Proposed Development will result in an increase in greenhouse gas emissions within the Borough, but this is associated with planned development. A Sustainable Urban Extension, that includes a mix of uses, would likely result in lower greenhouse gas emissions than more dispersed development, because dispersed development could lead to greater reliance on motorised trips. Given that the Proposed Development is not anticipated to have a significant effect in relation to greenhouse gas emissions and incorporates some measures to reduce emissions the overall contribution to this objective is judged to be **neutral**.

Objective 17: Education and training

To improve access to education and training for children, young people and adult learners.

The Proposed Development will make a **significant positive** contribution to the achievement of this objective.

The key points are:

- The capacity of education in the town will be increased through the provision of land for a new primary school.
- Financial contribution will be made to the capacity of education provision up to 16 years old.
- Potential for apprenticeships to be provided during the construction and operational phases.

Objective 18: Enterprise and innovation

To develop a strong culture of enterprise and innovation whilst providing access to appropriate employment opportunities for the local population, particularly in rural areas.

The Proposed Development will make a **significant positive** contribution to the achievement of this objective.

Chapter 12 of the ES provides more information on the direct, indirect and induced employment associated with the construction and operational phases of the Proposed Development.

The key points are:

- Based on published research, a development of 1,500 dwellings could directly support 225 full time equivalent (FTE) jobs and 337 indirect and induced FTE jobs over the assumed ten-year period construction period, which could include construction related apprenticeships.
- Employment, commercial and educational space would provide about 560 full time equivalent jobs.
- An additional 56 jobs at the local level and 282 jobs at the regional level associated with indirect and induced employment could be provided in the operational phase.

The Proposed Development also offers an opportunity to increase local expenditure, which could help support existing businesses. The net scale of these benefits will be determined by the expenditure patterns of the residents of the Proposed Development, and the extent to which these residents move into the area from elsewhere.

Once the Proposed Development is completed, this would be equivalent to expenditure of £29.7m per annum. The extent to which this expenditure is retained locally will depend on the extent of leakage to other centres, convenience stores and e-commerce.

The potential for increased spend in the local economy provides the opportunity to help meet the objectives of the Earl Shilton District Centre Delivery Plan.

Objective 19: Rural diversification

To help farmers diversify their agricultural activities or venture into new rural businesses. To help other rural businesses diversify their activities.

The nature and extent of the contribution that the Proposed Development could make to this objective is uncertain. Given the nature of the Proposed Development it is unlikely to impact negatively on the diversification of rural activities. The uncertainty relates more to whether or not the Proposed Development could assist the process of diversification and if so the scale of this contribution. The ES notes that the Proposed Development will bring associated household expenditure from those occupying it and new or relocating businesses moving into the employment space. The scale and nature of spending is difficult to predict but there could be opportunity to assist rural businesses to grow and diversify as they benefit from the availability of increased local expenditure.

It is therefore concluded that the Proposed Development could potentially make a **minor positive** contribution to this objective.

Objective 20: Land and infrastructure

To optimise the use of previously developed land, buildings and existing infrastructure.

The Proposed development will have a **minor positive** effect in relation to this objective. The site does not involve the use of previously developed land and buildings, however the principle of development at this location was established through the Core Strategy, which sought to optimise the use of previously developed land and buildings at other locations. The Proposed Development will make use of existing infrastructure, including those associated with utilities, transport and social and community facilities.

Objective 21: Sustainable design and construction

To promote and ensure high standards of sustainable design and construction.

Chapter 8 of the ES identifies opportunities to utilise sustainable design and construction methods.

One of the objectives for the Proposed Development is to improve construction productivity, including supporting Modern Methods of Construction (MMC). These methods include prefabrication of units and products off-site.

Other measures include:

- use of green building materials with low embodied energy and recycled materials
- Energy efficient window units and frames with certified thermal and acoustic insulation properties.
- Thermal insulation of walls and roof voids of all units to reduce heat losses and demand.
- Use of more efficient heating (e.g. ground or air source heat pumps).
- Passive design, including orientation and minimising solar gain.
- Improve performance of glazing.
- Specification of water recycling and low-flow taps and showers.
- Use of low energy lighting throughout the proposed Development. For example, use energy efficient street lighting and/ or switch streetlights off for periods of the night; and
- Inclusion of solar photovoltaic cells within all suitable properties.

The Proposed Development is judged to make a **minor positive** contribution to this objective.

Objective 22: Materials

To minimise waste and to increase the re-use and recycling of waste materials.

The ES considers waste and materials. Key points are:

- Achievement of a cut and fill balance to avoid excavation waste. Topsoils and subsoils to be reused on site.
- Implementation of a Site Waste Management Plan to record the movements of waste and encourage better waste management practices.
- reuse and recovery of materials will be undertaken where possible. For example, by setting appropriate phasing of construction to allow the opportunity for the construction waste materials to be reused or recycled on-site in subsequent stages of the development.

The Proposed Development is judged to make a **minor positive** contribution to this objective.

Objective 23: Access to services

To improve access to services, particularly for the rural population, those without a car and for disabled, elderly and deprived people.

The Proposed Development will make a **significant positive** contribution to the achievement of this objective.

The Proposed Development includes facilities that will help meet the needs of new and existing residents in a new community hub, including retail provision and provision of land for a new primary school.

There are also a number of existing community facilities within, adjacent and nearby to the Site, these include existing schools, a medical centre, employment, leisure centre and Earl Shilton Town Centre. There are also a number of public rights of way (PRoWs) that cross the Site providing linkages into Earl Shilton.

Objective 24: Transport choice

To encourage and develop the use of public transport, cycling and walking as alternatives to the private car.

The Proposed Development will incorporate or seek to develop the following measures:

- Implementation of an active travel strategy, transport strategy and travel plan aimed at reducing encouraging more sustainable of travel with less GHG emissions.
- Network of footpaths/cycleways within the Proposed Development connecting to the existing network, encouraging active travel.
- An electric vehicle charging point strategy with provision in residential and employment locations.
- An electric vehicle car club in conjunction with an operator.
- A rental bike scheme, including electric bikes; and
- Provision of passive provision for electric vehicle charging at homes with allocated spaces as well as to on-street parking areas.

The Proposed Development is judged to make a **minor positive** contribution to this objective.

3. Summary and Conclusions

The Proposed Development will help deliver a key component of the Adopted Local Plan – a SUE at Earl Shilton. The principle of development and associated benefits and impacts has been previously assessed through the Sustainability Appraisal of the Adopted Development Plan. An SUE at this location provides benefits associated with the provision of new facilities for the benefit of new and existing residents and the ability to access and support existing facilities in Earl Shilton. The SUE could help support the vitality and viability of Earl Shilton Town Centre. A mixed-use development, including education and employment facilities provides the opportunity for people to access services and jobs locally. These are all benefits that HBBC anticipated and that the Proposed Development will deliver.

The SA of the Proposed Development has used the 24 SA objectives that were used to assess the Development Plan. It identifies the potential for significant positive effects in relation to meeting housing need (SA objective 1), health (SA objective 2), Culture and leisure (SA objective 4), Built Environment (SA objective 8) Water and Flood Risk and (SA objective 12), Education and training (SA objective 17), Enterprise and innovation (objective 18) and Access to Services (objective 23).

There are minor positive effects associated with a range of other SA objectives, including Natural Environment (SA objective 7), Sustainable Design and Construction (SA objective 21) and Transport (SA objective 24).

There are impacts associated with greenhouse gas emissions and the loss of BMV, which will have been assessed through the Development Plan at the time the location was selected for development. The Proposed Development includes mitigation measures in relation to thes

wood.