

**PLANNING STATEMENT**

**TO ACCOMPANY A FULL PLANNING APPLICATION FOR**

**FULL PLANNING PERMISSION FOR THE ERECTION OF 46  
DWELLINGS, FORMATION OF ACCESS, ASSOCIATED LANDSCAPING  
AND ATTENUATION POND**

**LAND OFF STATION ROAD, BAGWORTH**

**ON BEHALF OF  
CARTWRIGHT HOMES LIMITED**

**OCTOBER 2025**

**REF: 10777**

## 1. INTRODUCTION

1.1. This planning statement has been prepared on behalf of Cartwright Homes in support of a full planning application for the erection of 46 dwellings on land off Station Road, Bagworth. The description of development is set out below:

*“Full Planning Permission for the Erection of 46 Dwellings, Formation of Access, Associated Landscaping and Attenuation Pond”*

1.2. This planning application is accompanied by the following plans and documents.

### Plans

- 24 19 01 - Location plan
- 24 19 04g - Site layout
- 24 19 05f - Block plan
- 24 19 06a - Street elevations
- 24 19 10a - 2b3p\_Square semi
- 24 19 11a - 3b4p\_Semi
- 24 19 13 - 2b3p\_b\_semi
- 24 19 14a - APARTMENTS x2
- 24 19 15a – Hardwick
- 24 19 16 - Brinklow semi
- 24 19 17a - Hever semi
- 24 19 19a - Dudley Semi
- 24 19 20a – Lidford
- 24 19 21a - Lidford\_handed
- 24 19 22a – Leicester
- 24 19 23a – Belvoir
- 24 19 24a - Belvoir\_handed
- 24 19 25 - Belvoir\_plot 1
- 24 19 26 - 4b6p semi
- 24 19 27 - Walmer\_Hever
- 24 19 28 - Leicester\_handed

- 24 19 29 - Walmer\_Hever\_rendered
- 24 19 30 - Belvoir\_variation
- 8695-ASPX-LSP Landscape Strategy Plan
- 109538-PEF-XX-XX-D-H-000001 P01 Proposed Site Access Layout
- Foul and Surface Water Drainage Strategy
- Design and Access Statement
- Planning Statement
- Transport Statement
- Flood Risk Assessment
- Preliminary Ecological Appraisal with a Biodiversity Statement
- Landscape and Visual Impact Assessment
- Arboricultural Impact Assessment
- Biodiversity Feasibility Statement
- Biodiversity Metric

## 2. SITE AND SURROUNDINGS

- 2.1. The site is located at Station Road, Bagworth. The site location is available at **Appendix 1**.
- 2.2. The site extends 2.16 ha.
- 2.3. The site is situated to the north of Bagworth. The site comprises two fields, one to the west of existing dwellings on Station Road, with the second field located to the north and is immediately adjacent Station Road.
- 2.4. To the west and north of the site is existing woodland. To the immediate east is Station Road and existing dwellings, with woodland and residential development beyond Station Road. Immediately to the south is woodland, with residential development beyond the woodland.
- 2.5. Access to the site will be from Station Road. Station Road is the main artery road through Bagworth with good access links to the wider road network.
- 2.6. The site is not subject of any constraints, as demonstrated **Appendix 2** (Constraints Plan).
- 2.7. The site is within cycle/pedestrian routes of every day facilities and services, as set out in Tables 1 and 2 below.

**Table 1:** Location of Every Day Services from the Site

| Facility                                               | Distance (km) | Walking (minutes) | Cycling (minutes) |
|--------------------------------------------------------|---------------|-------------------|-------------------|
| Bus stop                                               | 0.1           | 1                 | 1                 |
| Nisa Store                                             | 0.15          | 2                 | 1                 |
| Jackson Play Area                                      | 0.4           | 5                 | 1                 |
| Allotments                                             | 0.7           | 9                 | 2                 |
| Bosworth and Desford Collieries memorial and play park | 0.85          | 12                | 3                 |
| Ellis Town Football Club                               | 1.1           | 15                | 4                 |
| Battram Bowls Club                                     | 1.1           | 15                | 4                 |
| Bagworth Community Centre                              | 1.3           | 19                | 4                 |
| Bagworth Bowls Club                                    | 1.3           | 19                | 4                 |
| Bagworth Working Mens Club                             | 1.6           | 22                | 5                 |

2.8. The nearest bus stop to the site is located on Station Road, a 100m walk from the site.

2.9. Table 2 below sets out the frequency and service routes for this stop.

**Table 2: Bus Routes accessible to the Site**

| Service      | Route                  | Frequency                                                                                                      |
|--------------|------------------------|----------------------------------------------------------------------------------------------------------------|
| <b>No 28</b> | Coalville to Leicester | <ul style="list-style-type: none"> <li>Hourly between 06.30 and 19.30</li> <li>No service on Sunday</li> </ul> |

2.10. The site of 2.16ha is made up of grassland used for horse grazing. There is dense plantation woodland to the North, West and South as part of the national forest grant scheme. Residential gardens, houses and the main road run along the Eastern boundary.

2.11. There is a fall of around 8m from West to East with the Eastern part of the site being subject to surface water flooding.

2.12. There are mature trees and hedgerows to the North, West and South and a single mature tree to the East. There is also a row of mature trees along the West side of Station Road where the proposed access is located. However, there are no trees or hedgerows within the main body of the site.

2.13. The existing housing along Station Road is located both to the North and South of the proposed access. The houses to the South are predominantly 2 storey terraces with four new 2.5 storey semidetached houses. The house to the North is a large, detached property.

### **Planning History**

2.14. There is no relevant planning history for the site.

### 3. PROPOSED DEVELOPMENT

- 3.1. The site proposes 46 dwellings on 2.16 ha. The proposed development equates to 21dph. This is under the Council's requirement for 30dph due to the inclusion of bungalows, the attenuation pond and landscaped areas for BNG. The development will provide 40% affordable housing.
- 3.2. The site has been designed with the attenuation pond and landscaped area to the West of the site. This is because it is the lowest point on the site and subject to surface water flooding so is the most practical and sustainable solution. It also provides the opportunity for the creation of wetland habitat and softens the edge of the development against the woodland area.
- 3.3. The road has been aligned in the most economical way to work with the levels and create a dense scheme to achieve as close to the required 30dph as possible. There are areas of greenspace at the corners and focal points and a large area of green space around the edges of the site and scattered throughout the development to soften the scheme and help with BNG.
- 3.4. The majority of the development is two storey and a mixture of detached and semi-detached. This is in character with the existing new houses on Station Road and Jackson Road. Terraced housing such as the Victorian houses on Station Road does not work with policies for car parking provision and bin storage so is not suitable for a modern development. Bungalows around the attenuation pond give a more open feel to this area.
- 3.5. Soft landscaping around the attenuation pond provides an attractive area for wildlife and native planting. Further landscaped "nodes" are provided at the road junctions where there are opportunities for planting.
- 3.6. Access to the site is via Station Road. This is a main road with good visibility and the access is located within a 30mph limit. The proposed new roads will be 5.5m wide with 2m wide footpaths to each side.

- 3.7. There is an existing footpath to the opposite side of Station Road and a footpath on the same side as the site as far as the existing houses and 2m wide footpaths to both sides of the proposed new road providing safe pedestrian access to the site.
- 3.8. Parking is provided at a ratio of 1 space per 1 bed flat, 2 spaces for 2 bed and 3 bed houses and 3 spaces (including the garage) for 4 bed houses.
- 3.9. The site layout is available at **Appendix 3**.

#### 4. PLANNING POLICY ASSESSMENT

4.1. The starting point for the determination of planning applications is, as always, the provisions of the development plan. Section 38(6) states:

*'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.'*

4.2. The Development Plan currently comprises:

- Hinckley and Bosworth Core Strategy (adopted 2009)
- Site Allocations and Development Management Policies (adopted July 2016)

4.3. The site does not fall within a Made Neighbourhood Plan area. However, the Bagworth, Thornton, and Stanton-under-Bardon has been submitted under Regulation 15 of the Neighbourhood Planning (General) Regulations 2012.

4.4. The following policies are relevant to the proposed development:

##### **Core Strategy**

- Spatial Objective 3: Strong and Vibrant Rural Economies
- Policy 7: Key Rural Centres
- Policy 10: Key Rural Centres within the National Forest
- Policy 15: Affordable Housing
- Policy 16: Housing Density, Mix and Design
- Policy 21: National Forest
- Policy 24: Sustainable Design and Technology

##### **Site Allocations and Development Management Policies**

- DM1 Presumption in Favour of Sustainable Development

- DM10 Development and Design
- DM17 Highways and Transportation
- DM18 Vehicle Parking Standards

### **Core Strategy (adopted 2009)**

4.5. Spatial Objective 3 in the Core Strategy is in relation to 'Strong and Vibrant Rural Communities' and states:

*"To ensure rural communities have access to a range of shops, education, community, leisure facilities and employment opportunities in the Key Rural Centres to support, enhance and improve the sustainability, vibrancy and vitality of our rural areas."*

4.6. Paragraph 3.20 reiterates the importance of access to services and facilities, which are a key issue in rural areas and with declining rural populations and centralisation of services. Paragraph 3.33 states *"the key rural centres of Barlestorne, Desford, Groby, Market Bosworth, Markfield, Newbold Verdon, Ratby, Stoke Golding, Bagworth and Thornton will provide the necessary day-to-day services to ensure rural communities have the choice to shop, work and play close to where they live."* New development in villages, such as Bagworth, can support the vitality of rural centres.

4.7. The adopted Core Strategy identifies Bagworth and Thornton as a Key Rural Centre at tier 2 of the settlement hierarchy. The site is located adjacent to the identified development boundary (**Appendix 4**), and is therefore considered to be a natural extension to the settlement of Bagworth.

4.8. Policy 7 (Key Rural Centres) sets out that *"To support the Key Rural Centres and ensure they can provide key services to their rural hinterland, the council will: Support housing development within settlement boundaries that provides a mix of housing types and tenures as detailed in Policy 15 and Policy 16."*

In relation to Key Rural Centres, paragraph 4.32 states: *"There are three anomalies in the Key Rural Centre classification. One is Bagworth and Thornton. Whilst these villages have the*

*population to support the above services, very few services have materialised, despite significant housing growth in Bagworth. As a cluster however, they are very well located in terms of employment provision with Merrylees industrial estate and Interlink Industrial Park in close proximity and there is a shop and primary school located in Thornton. The purpose of designating these villages as Key Rural Centres is to assist in securing services to ensure this cluster fulfils its potential.”* It’s clear that new housing is needed

- 4.9. We acknowledge there is some tension with the wording of policy 7, given the site is adjacent, rather than within the settlement boundary. However, given the five year supply position (discussed in more detail below), we consider that sites adjacent to the settlement boundaries of sustainable settlements (such as Bagworth) are suitable for development. The site is located very sustainably in the village context. It is adjacent to the existing convenience store, where there are opportunities for retail units to locate.
- 4.10. We note that in Key Rural Centres, the Council will “*Support new retail development to meet local need*”. The Core Strategy notes (para 4.32), in relation to Bagworth and Thornton, that “*these villages have the population to support the above services, very few services have materialised*”. The proposals for 46 dwellings will indirectly support new facilities in Bagworth, by providing additional footfall to support additional services. Moreover, the site is 100m from bus stops in both directions, providing connections to Coalville and Leicester.
- 4.11. On this basis, we consider this to be an appropriate location for housing in Bagworth.
- 4.12. Policy 10 (Key Rural Centres within the National Forest) notes that the Council will “*Seek the provision of local services in Bagworth including a local shop and possibly a post office and primary care provision*”. As above, the proposals will indirectly support new facilities in Bagworth, by providing additional footfall to support additional services.
- 4.13. The proposals do not conflict with the provisions set out at Policy 10.
- 4.14. Policy 15 (Affordable Housing) sets out that the sites in the Rural Area (not Hinckley, Barwell, Earl Shilton and Burbage or SUE’s) will be required to provide 40% affordable housing on sites

of 4 or more dwellings (or 0.13 ha+). The tenure split will be 75% social rented and 25% intermediate housing.

4.15. Para 4.51 sets out the general requirement for mix of affordable dwellings. This table is summarised below, along with the proposed affordable housing mix.

| Requirement   | Type         | 1 Bed General Needs | 2 Bed General Needs | 3 Bed General Needs | 4+ Bed General Needs | 1 Bed Older People | 2 Bed Older People | Sheltered/ Supported |
|---------------|--------------|---------------------|---------------------|---------------------|----------------------|--------------------|--------------------|----------------------|
| Core Strategy | Rented       | 4%                  | 25%                 | 39%                 | 1%                   | 0%                 | 25%                | 5%                   |
| Proposed      |              | <b>14%</b>          | <b>43%</b>          | <b>29%</b>          | <b>0%</b>            | <b>0%</b>          | <b>14%</b>         | <b>0%</b>            |
| Core Strategy | Intermediate | 6%                  | 36%                 | 56%                 | 33%                  | 0%                 | 0%                 | 0%                   |
| Proposed      |              | <b>0%</b>           | <b>43%</b>          | <b>22%</b>          | <b>43%</b>           | <b>0%</b>          | <b>0%</b>          | <b>0%</b>            |

4.16. Policy 16 (Housing Density, Mix and Design) states:

*“The council requires a mix of housing types and tenures to be provided on all sites of 10 or more dwellings, taking into account the type of provision that is likely to be required, by utilising Table 3 (Profile of new housing needed to meet household type projections) as a starting point for housing mix...”*

4.17. Table 3, referenced, is set out below:

| Medium and Larger Family Units* | Multi-person Provision, Student Housing, Flats etc | Smaller and Medium Sized Units** |
|---------------------------------|----------------------------------------------------|----------------------------------|
| 32%                             | 4%                                                 | 64%                              |

\* two and three bed houses and larger = medium to larger family units

\*\* one and 2 bed flats, 2 bed houses and 2 bed bungalows = smaller and medium

4.18. The proposed mix compared to the Core Strategy Table 3 mix is set out below:

|                                                    | Core Strategy (Table 3) | Proposed |
|----------------------------------------------------|-------------------------|----------|
| Medium and Larger Family Units                     | 32%                     | 30%      |
| Multi-person Provision, Student Housing, Flats etc | 4%                      | 0%       |
| Smaller and Medium Sized Units                     | 64%                     | 70%      |

4.19. The policy also states:

*"Proposals for new residential development will be required to meet a minimum net density of:*

- *At least 40 dwellings per hectare within and adjoining Hinckley, Burbage, Barwell and Earl Shilton*
- *At least 30 dwellings per hectare within and adjoining the Key Rural Centres, Rural Villages and Rural Hamlets*
- *In exceptional circumstances, where individual site characteristics dictate and are justified, a lower density may be acceptable.*

4.20. The proposed development equates to 21dph. This is under the Council's requirement for 30dph due to the inclusion of bungalows, the attenuation pond and landscaped areas for onsite BNG. It is considered that these individual site characteristics justify a lower density.

4.21. The settlement of Bagworth is washed over by the National Forest designation and therefore Policy 21 is relevant.

4.22. The policy supports proposals which "*contribute to the delivery of the National Forest Strategy (increasing woodland cover; enhancing biodiversity; developing a new woodland economy for timber products and wood fuel energy; outdoor recreational and sports provision; and tourism developments, especially overnight quality accommodation linked to tourism in the Forest)*".

4.23. Clearly, residential development does not directly relate to all of the above, however the proposals will provide a net gain in biodiversity, and therefore in turn, enhance biodiversity.

4.24. The submission includes a BNG report, which concludes that a habitat net gain of 16.2% and a hedgerow net gain of 12% can be achieved on site.

4.25. The support of this policy is on the basis that:

- The siting and scale of the proposed development is appropriately related to its setting within the Forest

The proposals are appropriately located adjacent to the existing settlement of Bagworth. The site is pasture land and is therefore clear of trees. It is considered the siting and scale of the proposals are appropriate.

- The development respects the character and appearance of the wider countryside and

It is considered that the development respects the character and appearance of the wider countryside. The proposals are accompanied by a Landscape and Visual Impact Assessment, which considers in terms of landscape character, it is considered that the Proposed Development will not result in any significant adverse effects upon the key characteristics of the adopted county and borough level Landscape Character Assessments. At a more localised level, it is considered that the Site, localised and wider landscape setting have the capacity to accommodate a residential scheme of this size and scale, on the village edge of Bagworth without resulting in any long-term significant effects, while noting that the Site itself will experience a notable level of change by way of introducing built form to a greenfield location.

In visual terms, it is considered that the Proposed Development can be comfortably accommodated on the Site without resulting in any significant long-term adverse effects upon the visual environment. The receiving landscape is characterised by the village edge of Bagworth, and lies within a heavily wooded context, creating a series of enclosed views which would ensure the Site is barely perceived. The Site itself contains no notable internal landscape features of note, and the Proposed Development seeks to introduce a quantum and quality of woodland and additional tree planting which will ensure the proposals are comfortably accommodated.

It is concluded that the Proposed Development would form a compatible and minor addition to the northern settlement edge of Bagworth and can be successfully integrated into the receiving landscape and visual context without resulting in any significant long-term adverse effects upon the receiving landscape. The proposals are therefore considered to be supportable from a landscape and visual perspective.

- The development does not adversely affect the existing facilities and working landscape of either the Forest or the wider countryside

The proposals do not adversely affect the existing facilities and working landscape of either the Forest or the wider countryside. On the contrary, it is considered that the proposals will indirectly support new facilities in Bagworth, by providing additional footfall to support additional services.

4.26. Policy 24 (Sustainable Design and Technology) requires residential developments in Key Rural Centres and Rural Villages will be expected to meet the sustainability targets set out in Building a Greener Future. The proposed develop will align with these targets.

#### **Site Allocations and Development Management Policies (Adopted July 2016)**

4.27. Policy DM1 is consistent with the NPPF, stating *“Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.”*

4.28. As discussed earlier, a small tension with the plan is acknowledged, however we consider that the benefits of the scheme outweigh this tension, and therefore planning permission should be granted for these proposals.

4.29. A recent appeal at Land East of The Common, Barwell (dated 13<sup>th</sup> March 2025) (reference 3348387) (**Appendix 5**) at paragraph 10 confirms *“The Supplemental Statement of Common Ground sets out the parties’ relative position where the Council confirms it can only demonstrate a 3.55 year supply...”*. The Council have therefore conceded that there is a current shortfall in supply within the authority.

4.30. An 'Interim Five Year Housing Land Supply was issued in July 2025 as a pre-hearing note, pursuant to appeal APP/K2420/W/24/3357570, following a request from the Inspector. The statement (**Appendix 6**) confirms that the Council can only demonstrate a 3.89 year supply (paragraph 3.4). What is also concerning is the admission at paragraph 3.5, which states "*the supply figures will only decrease as the monitoring exercise is further progressed and further identified completions are subtracted from the supply figure.*"

4.31. It is clear that the LPA cannot demonstrate a five year supply of housing, as required by the Framework. Paragraph 11d is therefore engaged. This means that where the policies which are most important for determining the application are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

#### DM4 Safeguarding the Countryside and Settlement Separation

4.32. The proposed development is for residential development adjacent to the settlement boundary and existing residential development. There is a clear boundary of trees to the west and north. The proposed development will protect its intrinsic value, beauty, open character and landscape character. The development of this site would not compromise separation with any nearby settlement.

#### DM6 Enhancement of Biodiversity and Geological Interest

4.33. The submission includes a BNG report, which concludes that a habitat net gain of 16.2% and a hedgerow net gain of 12% can be achieved on site.

#### DM7 Preventing Pollution and Flooding

4.34. The proposals are located in Flood Zone 1. An area of the site in the west is subject to surface water flooding, however no development is proposed in this location. An attenuation pond is located in this area and will improve the risk of flooding as a result.

## DM8 Safeguarding Open Space, Sport and Recreational Facilities

4.35. The proposals will not result in the loss of land or buildings in recreational or sporting use and areas of open space, as identified in the most recent Open Space, Sport and Recreational Facilities Study.

### Policy DM10 (Development and Design)

4.36. Policy DM10 (Development and Design) states that developments will be permitted providing that they meet certain requirements. Our response to each requirement is set out below.

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;*

The adjacent properties are residential. The proposals will 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*

The neighbouring properties are also of residential use. It is therefore considered that the occupiers of the site 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;*

The proposals complement the character of the surrounding area. As above, the neighbouring land uses are residential development, and have been designed to accord

with the surrounding 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;*

The building materials respect the materials of existing, adjoining/neighbouring buildings and the local area generally. This is demonstrated further in the Design and Access Statement.

- e) *It incorporates a high standard of landscaping where this would add to the quality of the design and siting;*

It is noted that the Site lies within the National Forest, with policy compliant levels of woodland planting included towards the northern edge of the Site, which given time to establish and mature, will contribute to the wider wooded character associated with the receiving landscape.

The Landscape Strategy Plan demonstrates the proposed landscape planting proposals on site, which will assist in ensuring the development incorporates a high standard of landscaping.

- f) *It maximises opportunities for the conservation of energy and resources through design, layout, orientation and construction in line with Core Strategy Policy 24;*

As per the above, Policy 24 (Sustainable Design and Technology) requires residential developments in Key Rural Centres and Rural Villages will be expected to meet the sustainability targets set out in Building a Greener Future. The proposed develop will align with these targets.

- g) *Where parking is to be provided charging points for electric or low emission vehicles are included where feasible;*

The level of car, visitor and bicycle parking has been planned in accordance with the minimum standards set out in the Leicestershire Highway Design Guide. Each dwelling will be provided with access to an electric vehicle charging point.

- 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;*

An appropriate Sustainable Drainage Scheme has been submitted with the application.

- i) It maximises natural surveillance and incorporates the principles of Secured by Design and has considered the incorporation of fire safety measures.*

The proposed layout has been designed with these matters in mind.

4.37. Policy DM17 (Highways and Transportation) will support proposals subject to criteria. Our response to this criterion is set out below:

- 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; and cycling to services and facilities; significant movement;*

The nearest bus stop to the site is located on Station Road, 100m walk from the site. This stop is served by the 28 service between Coalville and Leicester. The service is provided hourly between 06.30 and 19.30 Monday to Saturday.

- b) Seek to ensure that there is convenient and safe access for walking*

Safe and convenient access for walking has been designed into the layout. Moreover, there is an existing footpath on Station Road, heading south towards the Bus Stop and other services in Bagworth.

- c) *Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates*

The application is accompanied by a Transport statement which concludes that it is estimated that the development will generate 23 two-way vehicle movements during both the weekday morning and evening peak hours. This equates to approximately one additional vehicle movement every two to three minutes during both weekday peak hours.

It is considered that the proposals for 46 dwellings at the site are planned in accordance with local and national transport policies, including Leicestershire Highway Design Guide. Furthermore, the number of additional vehicle movements generated by this proposal would have negligible impact on the operation of the local highway network and with reference to Paragraph 116 of the NPPF, would not result in a severe “residual cumulative impact on the road network”.

- d) *That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised; of development on the transport network are not severe.*

As demonstrated above, the site is located close to existing facilities in Bagworth. In addition, the nearest bus stop to the site is located on Station Road, 100m walk from the site. This stop is served by the 28 service between Coalville and Leicester. The service is provided hourly between 06.30 and 19.30 Monday to Saturday.

- e) *Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe.*

As above, in response to criterion (c), the development will generate 23 two-way vehicle movements during both the weekday morning and evening peak hours. This equates to approximately one additional vehicle movement every two to three minutes during both weekday peak hours. the number of additional vehicle movements generated by this proposal would have negligible impact on the operation of the local

highway network and with reference to Paragraph 116 of the NPPF, would not result in a severe “residual cumulative impact on the road network” (paragraph 4.3.8 of the Transport Statement).

4.38. Policy DM18 (Vehicle Parking Standards) requires all proposals for new development will be required to provide an appropriate level of parking provision. The following parking provision is provided.

4.39. The level of car, visitor and bicycle parking has been planned in accordance with the minimum standards set out in the Leicestershire Highway Design Guide. Each dwelling will be provided with access to an electric vehicle charging point.

### **Material Considerations**

#### National Planning Policy Framework (December 2024)

4.40. As per Framework paragraph 61, *“the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed”*.

4.41. The National Planning Policy Framework has introduced the standard method for calculating housing needs. Paragraph 62 is clear that *“To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning practice guidance.”*

4.42. For Hinckley and Bosworth, this will see the annual requirement increase from 432 dwellings to 659 dwellings (an increase of 227 dwellings per year). Over a 20-year plan period this equates to over an additional 4,500 homes. Given the current position of the emerging plan, Hinckley and Bosworth will need to plan for the housing need identified by the standard method.

4.43. A recent appeal at Land East of The Common, Barwell (dated 13<sup>th</sup> March 2025) (reference 3348387) (**Appendix 5**) at paragraph 10 confirms *“The Supplemental Statement of Common*

*Ground sets out the parties' relative position where the Council confirms it can only demonstrate a 3.55 year supply...".*

4.44. An 'Interim Five Year Housing Land Supply was issued in July 2025 as a pre-hearing note, pursuant to appeal APP/K2420/W/24/3357570, following a request from the Inspector. The statement (**Appendix 6**) confirms that the Council can only demonstrate a 3.89 year supply (paragraph 3.4). What is also concerning is the admission at paragraph 3.5, which states "*the supply figures will only decrease as the monitoring exercise is further progressed and further identified completions are subtracted from the supply figure.*"

4.45. It is clear that the LPA cannot demonstrate a five year supply of housing, as required by the Framework.

4.46. Paragraph 11d is therefore engaged. This means that where the policies which are most important for determining the application are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

4.47. The Framework (73) is clear that "*Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly.*".

### **Planning Balance**

4.48. The scheme would provide 46 dwellings in a borough with a clear housing land supply shortfall (3.89 years), and where there has been an admission that this will only reduce as the monitoring process continues. Delivery would make an important contribution towards meeting market housing needs in a sustainable location adjacent to an established settlement. As such, significant weight should be given to the provision of much needed housing.

4.49. The proposals will deliver, 40% affordable housing (c. 19 units) would be secured, meeting identified local need and contributing to social sustainability. Significant weight should be attributed to the provision of affordable homes.

4.50. Temporary jobs for construction workers and supply chain benefits during the build phase, plus ongoing local expenditure from future residents. The economic benefits from construction jobs should be attributed moderate weight.

4.51. New residents will increase spending in Bagworth's shops, services, and community facilities, supporting the vitality of the Key Rural Centre. This should be attributed moderate weight.

4.52. On-site green infrastructure and planting will achieve measurable net gain of 16.2%, and should be attributed limited weight.

4.53. It is acknowledged there is some tension with the Site Allocations and Development Management Plan as the site is not allocated for development. The site is outside the defined settlement boundary, resulting in some encroachment into open countryside. However, it is physically and visually well-related to the existing built form. Moderate weight should be given to the tension with the policies in the Site Allocations and Development Management Plan, and incursion into open countryside.

4.54. The delivery of market and affordable housing in the context of a significant supply shortfall carries **substantial weight**. Economic benefits from temporary construction jobs add moderate weight, economic and social benefits to the vitality of Bagworth as a Key Rural Centre and Economic benefits add **moderate** weight. Biodiversity net gain adds **limited** positive weight.

4.55. Harm is largely limited to the tension with the policies within the Site Allocations and Development Management Plan, given the site is not allocated for development. As such, this tension and modest encroachment into countryside are carries **moderate** weight.

4.56. In applying paragraph 11(d) of the NPPF, the identified adverse impacts would not significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework

taken as a whole. The scheme represents sustainable development, and planning permission should be granted.

## 5. CONCLUSIONS

- 5.1. It is considered that land at Station Road, Bagworth is in a suitable and sustainable location for residential development.
- 5.2. An 'Interim Five Year Housing Land Supply was issued in July 2025 as a pre-hearing note, pursuant to appeal APP/K2420/W/24/3357570, following a request from the Inspector. The statement (**Appendix 6**) confirms that the Council can only demonstrate a 3.89 year supply (paragraph 3.4). What is also concerning is the admission at paragraph 3.5, which states "*the supply figures will only decrease as the monitoring exercise is further progressed and further identified completions are subtracted from the supply figure.*"
- 5.3. It is clear that the LPA cannot demonstrate a five year supply of housing, as required by the Framework.
- 5.4. Paragraph 11d is therefore engaged. This means planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 5.5. The site is located adjacent to the identified development boundary, and is therefore considered to be a natural extension to the settlement of Bagworth.
- 5.6. The proposed development would deliver the following benefits:
  - Provision of 46 homes towards an identified under supply of housing.
  - 40% affordable housing;
  - Local employment during construction and increase expenditure in the local economy to support facilities
  - Deliver biodiversity net gain and landscape enhancements
- 5.7. The delivery of market and affordable housing in the context of a significant supply shortfall carries **substantial weight**. Economic benefits from temporary construction jobs add moderate weight, economic and social benefits to the vitality of Bagworth as a Key Rural

Centre and Economic benefits add **moderate** weight. Biodiversity net gain adds **limited** positive weight.

- 5.8. Harm is largely limited to the tension with the policies within the Site Allocations and Development Management Plan, given the site is not allocated for development. As such, this tension and modest encroachment into countryside are carries **moderate** weight.
- 5.9. In applying paragraph 11(d) of the NPPF, the identified adverse impacts would not significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework taken as a whole. The scheme represents sustainable development, and planning permission should be granted.