



The countryside charity  
Leicestershire

Charity Number: 1164985

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## HINCKLEY RAIL FREIGHT TERMINAL

### Appendix 1: Environmental and Amenity Impacts

CPRE Leicestershire

Unique Reference: 20038675

(With Sapcote (UR 20039514) Parish Council)

October 2023

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# Extract

Blaby District Council

## Strategic Housing and Economic Land Availability Assessment (SHELAA)

2019

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Site Reference	Site Name	Parish	
STO026	Land west of Stoney Stanton	Stoney Stanton*	
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)	
391.52	391.52	5,000 dwellings (based on site promoter's information)	
Grid Ref	Current Use	Previously Developed	No
E 447595	Agricultural land	Proposed Use	
N 294571		Mixed use	
<b>SOCIAL Factors</b>			
Proximity to large convenience store	The site is within 1400m of the Co-op at Stoney Stanton but the scale of the proposed site means there is potential to provide a new convenience store(s).		
Proximity to GP surgery	The site is within 1350m of the Old School Surgery but the scale of the proposed site means there is potential to provide new GP facilities.		
Proximity to primary school	The site is within 1250m of Manorfield C of E Primary School but the scale of the proposed site means there is potential to provide new primary school facilities.		
Proximity to secondary school	The site is within 4370m of Heath Land Academy, Earl Shilton but the scale of the proposed site means there is potential to provide new secondary school facilities.		
Proximity to local employment	The site is within 940m of Foxbank Industrial Estate but the scale of the proposed site means there is potential to provide new employment opportunities.		
Access to public transport	The site is within 1740m of a bus stop for a low frequency service (2 hourly) (X55 Leicester to Hinckley) but the scale of the proposed site means there is potential to provide new public transport services to the site.		
Proximity to open space	The site is within 1570m of War Memorial Playing Fields, Stoney Stanton but the scale of the proposed site means there is potential to provide new open space.		
<b>ENVIRONMENTAL Factors</b>			
Biodiversity and geodiversity	LCC Ecology advise that the site is OK with mitigation. A lot is arable, with some grassland; it is not known if any of this is species-rich, but this is not a particularly species-rich or diverse area of countryside. Development masterplans should be able to retain pockets of spp-rich grassland and habitat features such as hedges, ponds and mature trees. There are numerous ponds, and if these have GCNs (which are present around Sapcote in the south) this could affect layout; ponds would need to retain habitat connectivity.		
Townscape and landscape	The site is located within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include expansion around the edges of Stoney Stanton (and Sapcote) which may result in the loss of their individual identities, the loss of already scarce hedgerow trees, and increased urban influence at the edge of villages which may reduce the already fragmenting rural character.		
Heritage assets	There are no known designated heritage assets on site or nearby. LCC Archaeology advise: listed building (DLE1903) west of area; Sapcote Castle and Moat to south-east. Known archaeological remains on-site: C19th railway line (MLE16084) crosses east-west across the development area,		

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	site of post-medieval windmill (MLE286), possible Roman inhumation cemetery (MLE284) at Sapcote gravel pit, oval pond feature (MLE20175) at southern end. Several known archaeological remains in the vicinity of the site. Heritage potential is medium risk.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The northern boundary of the site is affected by Flood Zones 2 and 3 (EA Maps)	
Land contamination, pollution and hazards	Electricity powerlines and pylons cross through the site from south west to north east corner of the site. The M69 runs along the western boundary of the site and so potential for air quality and noise issues. The most north east part of the site is affected by the Hazard Consultation Zone for Calor Gas. There are no known land contamination or landfill issues.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or is a site protected for a waste facility.	
<b>ECONOMIC Factors</b>		
Available and achievable	The site is promoted through the Call for Sites by a number of promoters for a number of landowners who propose a garden village of about 5000 dwellings and supporting uses and infrastructure.	
Site access and impact on roadnetwork	LCC Highways advise that: Any proposals to upgrade M69 Junction 2 and add south facing slip roads is likely to have a strategic impact on the routing of traffic in the south west area of the County. Consideration of this site will need to take account of any emerging proposals for the "A46 Expressway" (as described in the SGP) and associated infrastructure given the proximity of possible routes for this. Highways England and Network Rail would need to be involved. Hinckley Road and Station Road are class B roads with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Hinckley Road and Station Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.	