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Hinckley & Bosworth
Borough Council

Bill Cullen MBA (ISM), BA(Hons) MRTPI
Chief Executive

Date: 19 February 2025

To: Members of the Planning Committee

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|---------------------------|------------------|
| Cllr MJ Crooks (Chair) | Cllr C Gibbens |
| Cllr J Moore (Vice-Chair) | Cllr SM Gibbens |
| Cllr CM Allen | Cllr CE Green |
| Cllr RG Allen | Cllr E Hollick |
| Cllr SL Bray | Cllr KWP Lynch |
| Cllr MA Cook | Cllr LJ Mullaney |
| Cllr DS Cope | Cllr H Smith |
| Cllr REH Flemming | Cllr BR Walker |

Copy to all other Members of the Council

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Dear Councillor,

Please see overleaf a Supplementary Agenda for the meeting of the **PLANNING COMMITTEE** on **TUESDAY, 18 FEBRUARY 2025** at **6.30 pm**.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R Owen'.

Rebecca Owen
Democratic Services Manager

SUPPLEMENTARY AGENDA

7. 23/01023/HYB - LAND EAST OF STRETTON CROFT, WOLVEY ROAD, BURBAGE

Application for construction of motorway service area comprising vehicular and pedestrian access from the A5, petrol filling station for domestic vehicles, HGV filling station, main PFS / services building, drive thru unit, EV charging spaces, customer parking spaces including HGV, coach and caravan provision, landscaping including picnic and dog walking areas, electric substations and retaining walls at south / western boundary fronting the M69 (cross boundary application with Rugby Borough Council).

Late items received after publication of agenda:

Following publication of the report the Applicant has submitted additional ecological information, principally to satisfy the requirements of the Ecology Officer at Warwickshire County Council.

The information includes an updated biodiversity metric calculation, an updated ecological appraisal and a revised proposed layout. The updated Layout Plan now includes grasscrete within parking areas and a green roof on the amenity building as well as enhanced hedgerow planting. The layout is not amended in any other respect.

It is confirmed that the Rugby application has yet to be determined but it is understood that officers will be approving the application under delegated powers later this month.

Further to paragraph 8.89 of the main report no additional offsetting contributions are required.

Conditions 2 and 20 require updating to reflect the latest layout.

The recommendation remains one of approval subject to the provisions set out at paragraph 1.1 of the main report as revised with regard to the two conditions referred to above.

8. 24/00560/HYB - LAND OFF STATION ROAD, MARKET BOSWORTH

Hybrid application seeking full planning permission for residential development of 135 dwellings along with landscaping, public open space, drainage infrastructure and new access following demolition of two existing dwellings and outline planning permission (all matters reserved except for point of access) for 0.55ha of employment uses (classes E (g) (i, ii and iii), B2 and B8).

Late items following publication of agenda:

Following publication of the report there are several matters that require an update.

Firstly the description of development is revised to increase the employment zone from 0.55 hectares to 0.6 hectares. This has resulted from a section of proposed highway that was previously thought to be adoptable having to be incorporated into the employment site. It does not result in any change to the amount of employment floorspace that is to be delivered.

The County Council financial contributions set out at paragraph 6.7 are the original figures first submitted in September 2024. The revised figures submitted in January 2025 following the reduction in numbers from 138 to 135 dwellings are those correctly set out at paragraph 8.90. It is noted that the contribution towards primary education has significantly reduced while that for secondary education has significantly increased.

Further to paragraph 2.2, 6.18 and 8.23 the revised December 2024 version of the NPPF removed the requirement for First Homes. The Applicant and officers have agreed that the mix of affordable homes is now as follows

- 31 social and/or affordable rent
- 13 discounted market dwellings with a 30% discount on open market value
- 10 shared ownership

Further to paragraph 6.2 the local Highway Authority has now confirmed its opinion that the impacts of the development on highway safety would not be unacceptable and that when considered cumulatively with other developments, the impacts on the road network would not be severe. With regard to adoption of the road layout, the LHA advises that further amendment of the internal road geometry is required to ensure that forward visibility is sufficient. The applicant is undertaking these works which will require some minor changes to the road geometry and the siting of the dwellings comprising plots 41 and 42 with knock on effects for adjacent plots. Given the very minor nature of these necessary changes, it is requested that should members resolve to grant permission, authority be given to the Head of Planning to secure necessary revisions in consultation with the Local Highway Authority to ensure that the road layout is adopted.

The LHA confirms that conditions regarding the following points are required:

- Completion of the off-site works prior to occupation
- Submission of a Construction Traffic Management Plan
- Completion of the access arrangements
- Provision of parking and turning facilities
- Visibility splays
- Pedestrian visibility splays
- Submission of a Framework Travel Plan
- Drainage details
- Removal of permitted development rights regarding gates etc

- Submission of a Public Transport Strategy

Most of these conditions are already set out in the report. Condition 24 is revised from a Full Travel Plan to a Framework Travel Plan. Conditions regarding pedestrian visibility splays and the submission of a Public Transport Strategy are also required as detailed below

38. No part of the development hereby permitted shall be occupied until such time as 1 metre by 1 metre pedestrian visibility splays have been provided on the highway boundary on both sides of each private drive/shared private drive with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway and, once provided, shall be so maintained in perpetuity.

39. Prior to the first occupation of any part of the development hereby permitted, a Public Transport Strategy shall be submitted to the Local Planning Authority, agreed in writing and implemented in full to provide public transport along Station Road in order to serve the development and to take into consideration the wider local bus network. The submitted scheme shall include:

- Hours of operation and service frequencies (minimum hourly service Monday – Saturday 7am-7pm)
- Measures to cover the full operation of the service for the minimum period of the duration of the Framework Travel Plan
- Routing of the service
- Details of any impact on the existing wider bus route/service in order to provide the extended service
- Provision of necessary off-site infrastructure, including two new poles and flags, raised kerbs, information display cases and bus stop markings on Station Road.

A condition is also considered necessary with regard to the provision of the footpath link to Heath Road to ensure that this is provided before any new home is occupied.

40. No dwelling here by approved shall be occupied until a hard surfaced footpath link to Heath Road, as shown on the Technical Planning Layout n2258 008 Rev C, has been implemented in full to link with the existing adopted highway. The link shall remain open and available for use at all times thereafter.

The LHA also confirms that the following contributions are required:

- £7,550 for the traffic regulation order regarding relocation of the weight restriction sign
- £11,337.50 regarding the monitoring of the Framework Travel Plan
- £52.85 per travel pack (one per dwelling and per employee) plus an administration charge of £500
- £510 per bus pass (two per dwelling and one per employee)

These contributions are already set out at paragraph 8.90 with the exception of the

£500 administration charge relating to the travel packs.

The recommendation remains one of approval subject to the conditions outlined in the main report and as supplemented by those above and subject to the Head of Planning being given the authority set out at paragraphs 1.2 and 1.3 of the main report and that authority be given to the Head of Planning to secure necessary revisions in consultation with the Local Highway Authority to ensure that the road layout is adopted.

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