

# Public Document Pack

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



**Hinckley & Bosworth  
Borough Council**

**Date: 14 August 2025**

**To: Members of the Planning Committee**

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 KWP Lynch
Cllr SL Bray	Cllr LJ Mullaney
Cllr MA Cook	Cllr H Smith
Cllr DS Cope	Cllr BR Walker
Cllr REH Flemming	Cllr R Webber-Jones
	1 vacancy

Copy to all other Members of the Council

(other recipients for information)

Dear Councillor,

Please see overleaf a Supplementary Agenda for the meeting of the **PLANNING COMMITTEE** on **TUESDAY, 12 AUGUST 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. 24/00264/OUT - LAND NORTH OF NORMANDY WAY, HINCKLEY**

Outline planning application for the erection of up to 415 dwellings including landscaping, open space, drainage and associated infrastructure (outline – access only).

Late items received after preparation of agenda:

Additional comments received in objection:

We have now received 7 further objections against this application. The additional comments largely raise points already summarised in the committee report but several make specific reference to the location of the proposed access / roundabout. The comments note the impacts that its location has on residents of Hardy Close and the possibility of moving the access to include existing access points from the Admirals housing estate (Nelson Drive or Drake Way). It is suggested that such an access would offer a betterment to residents who currently struggle to exit onto the A47 via these junctions. Alternatively, it is suggested that if the roundabout cannot be moved in this way, it could be moved further north into the application site to avoid impacts on residents of the Admirals estate. The applicant has confirmed that they do not own all of the land required to deliver a roundabout at either Nelson Drive or Drake Way and that their design is the best option in terms of balancing other considerations such impacts on the segregated pedestrian / cycle route south of Normandy Way. Officers note that the Normandy Way junction is subject to heightened surface water risks, is the location of the proposed surface water drainage areas and such a change would negatively impact the ecology associated with the brook in that area. Finally, the Council is required to consider the access as proposed by the applicant, and the Local Highway Authority have not required these suggested amendments as they consider the proposals are safe.

Highways update:

National Highways have confirmed that they still require further modelling and trip generation information but that such information is 'relatively minor' and required to demonstrate how the impact on the A5 has been addressed. The applicant responded with further information yesterday and will continue to work with this consultee. Given National Highways' current recommendation is deferral, Officer's recommendation for this application is subject to an additional requirement as stated below.

Additional recommendation:

- That planning permission is also granted subject to confirmation from National Highways that they recommend conditional approval.

**8. 24/00709/REM - ASHFIELD FARM, KIRKBY ROAD, DESFORD**

Application for approval of reserved matters (relating to appearance, landscaping, layout and scale for the erection of 120 dwellings and associated works) attached to planning permission 22/01227/OUT (APP/K2420/W/23/3320601) including discharge of conditions 5 (ecological constraints and opportunities), 6 (biodiversity details), 9 (surface water scheme) and 11 (site/ground investigation).

Late items received after preparation of agenda:

Information submitted by the applicant to members of the committee:

On 5 August members of the committee received additional information from the applicant with regards to the future management and maintenance of the roads and footways within the development as well as a general factsheet on the application.

Update on report and recommendation:

Paragraph 8.53 (page 56) of the officer's report incorrectly states that condition 11 will be partially discharged. To clarify, as per the recommendations at 1.1 (page 43) and 10.1 (page 56), condition 11 can be fully discharged.

9. **25/00476/FUL - ADJACENT THOMPSTONE COTTAGE, MAIN ROAD, SHEEPY MAGNA**

Application for demolition of the existing commercial workshop, removal of existing containers and erection of a replacement commercial workshop.

Late items received after publication of agenda:

Following the publication of the report the below additional condition recommended should the application be approved:

*'Notwithstanding the submitted details, prior to any above ground construction, full details of the proposed western boundary treatment (including the proposed materials) shall be submitted to and approved in writing by the local planning authority. The boundary treatment shall be completed in full accordance with the approved details prior to the first use of the development hereby approved and maintained while the B8 and B2 use is operational.'*

*Reason: To ensure that the development has a satisfactory external appearance in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).'*

12. **24/01079/OUT - LAND NORTH OF STATION ROAD, MARKET BOSWORTH**

Outline application for up to 126 dwellings (all matters except access).

Late items received after publication of agenda:

Amendments to Planning Conditions

1. All the planning conditions were agreed to by the Applicant on 11 August 2025.
2. The Parameters Plan was removed from Condition 03 (Approved Plans) and included in a new planning condition (Condition 28) that is detailed as follows:

*“28 The details of the layout of the development within any forthcoming Reserved Matters application shall have regard for the indicative layout detailed within the Parameter Plan (005-01C) (02-1644) (submitted: 12.05.2025) and any application that departs from this layout shall be accompanied by appropriate justification within a Design and Access Statement.*

**Reason:** *To ensure a satisfactory form of development in accordance with Policies DM1, DM4, and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).”*
3. Planning Condition 05 (Land Contamination) was amended to remove the reference of ‘*around the existing electricity substation*’ at the request of the Applicant.
4. Planning Conditions 08 (Noise Protection of Proposed Dwellings), 09 (Infiltration Testing), and 10 (Surface Water Drainage Scheme) have been amended to secure these details at any forthcoming Reserved Matters application rather than prior to the commencement of development.
5. Planning Condition 15 (Electronic Communications) has been removed from the planning application because The Building Regulations 2010 (as amended) secures the provision of gigabit broadband infrastructure and connectivity within the construction of all new homes in England.
6. Planning Condition 21 (Tree Protection Works) was amended to secure details that protect the existing trees within the site within any forthcoming Reserved Matters application. As a result, Tree Protection Plan V3 (8306) was removed from Condition 03 (Approved Plans).
7. Planning Condition 22 (Public Open Space) was amended to state the following:

*“22. Any forthcoming Reserved Matters application shall include details of the*

*precise boundaries and quantities of the public open space typologies across the site in accordance with the requirements detailed in Policy 19 of the adopted Core Strategy (2009).”*
8. Planning Condition 26 (External Lighting) has been removed from the planning application because this condition duplicates Planning Condition 18 (External Lighting).

## Responses from Members of the Public

9. Since the creation of the Committee Report, one further objection has been received to the planning application on the following grounds:
- The Committee Report does not reference planning permission 02/00685/COU, which was for the creation of a golf course and ancillary facilities including a clubhouse. This planning permission included a Section 106 Agreement and a Section 278 Agreement for a ghost island right turn lane onto Station Road. The current proposal conflicts with the legal agreements within this previous planning permission
  - The planning application 24/00769/FUL for nine single storey holiday lodges, which is referred to in Paragraph 3.7 of the Committee Report has not been determined by the Council at this stage, and is to be determined by the Planning Committee on Tuesday 12 August 2025
  - The development fails to have proper regard for impact of the permitted use of the Kyns Golf and Country Club on the residential amenity of the future occupiers of the scheme

## Market Bosworth Parish Council

10. On 07 August 2025, Market Bosworth Parish Council wrote to Cllr Bray and the members of the Planning Committee. The Parish Council stated that the development proposal does not accord with the Policies DC1, CE3, CE4, CE5, CE6, and BD4 of the Market Bosworth Neighbourhood Plan (2025) and urged all members of the Planning Committee to recognise the importance of neighbourhood plans and the role the community plays in ensuring appropriate development can be delivered in appropriate places.

*The Case Officer notes that Paragraph 8.154 of the Committee Report confirms that the proposal does not accord with Policies CE1, CE3, and CE5 within the Market Bosworth Neighbourhood Plan (2025). The recommendation for the determination of the planning application in light of this conflict is detailed within the Planning Balance section of the Report from Paragraph 8.231.*

*Ultimately, the 'tilted' balance is engaged within the determination of this development, and therefore, in accordance with Paragraph 11(d)(ii) of the National Planning Policy Framework (2024), planning permission should be granted 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.*

## Market Bosworth Landing Strip

11. It is understood that contrary to the assertions of Paragraph 8.61 of the

Committee Report, the landing strip within the site was still utilised by light aircraft most weekends in the summer.

12. Following further discussions with the Conservation Officer in light of this, the Conservation Officer confirmed that this does not change the level of heritage interest afforded to the landing strip.
13. The Conservation Officer stated their professional opinion remained that the landing strip was not of the level of heritage significant to warrant identification as a non-designated heritage asset, and it would not be included on the Hinckley and Bosworth Borough Council's Local Heritage List when considered against the Council's Heritage Criteria, which was formally adopted in 2017.
14. Nevertheless, in accordance with Paragraph 216 of the National Planning Policy Framework, a balanced judgement is required in weighing applications that directly affect non-designated heritage assets, having regard to the scale of the harm or loss and the significance of the asset.
15. The development results in the loss of the landing strip, and it is not considered that this impact can be avoided. Whilst the landing strip is considered to be a feature of some local heritage interest, the overall benefits of the development are still considered to outweigh the loss of the heritage interest afforded to the landing strip in these site-specific circumstances.

#### Bosworth Railway Line

16. Since the publication of the Committee Report, further concerns have been raised in relation to the development's impact on the Bosworth Railway Line.

#### *Case Officer Comments:*

*"The detailed design of the development is not being sought for approval at this stage, so the proximity of the built form and the extent of the impact of the scheme on the Battlefield Line and the bridge cannot be fully determined at this stage. Therefore, the Council still retains control and scrutiny over the development to assess this impact further at the Reserved Matters stage of the development.*

*The officer recommendation for the outline planning application includes a Construction Environmental Management Plan (CEMP) prior to the commencement of the development, which requires a scheme to be approved by the Council to mitigate the proposal's impact on existing premises and the environment in the surrounding area.*

*A Construction Traffic Management Plan (CTMP) is also likely to be secured via planning condition by the Local Highway Authority following the resolution of the outstanding highways matters. This was included as*

*Condition 20 of the planning application 24/00560/HYB at the Land off Station Road, Market Bosworth.*

*In addition to this, any works within the site would have to comply with the requirements of British Standards, and the developer of the site would be liable for any harm caused to the Battlefield Line or the bridge.”*

#### Trees

17. Paragraphs 8.91 to 8.97 of the Committee Report include an assessment of the proposed impact of the development on existing trees and hedgerows based on the details within the Arboricultural Impact Assessment. However, it is noted that none of the existing trees or hedges are affected by the proposed works to facilitate the accesses into the site.
18. As this outline planning application only seeks planning permission for the proposed access to the site, the impact to these existing trees and hedgerows is indicative and therefore cannot be considered as part of the determination of this outline planning application.
19. The amended wording of Planning Condition 21 (Tree Protection Works) is considered to ensure that the existing protected trees and hedgerows that positively contribute to the character of the area are protected.

#### Highways Matters

20. The Applicant is currently in the process of addressing the outstanding concerns raised by the Local Highway Authority.
21. Paragraph 8.188 of the Committee Report states that, based on the records of the Local Highway Authority, no Personal Injury Collisions (PICs) were recorded along the length of Station Road during the last five years. This information was received by Leicestershire County Council on 06 March 2025.
22. It is understood that, since this time, a Personal Injury Collision (PIC) has recently occurred near St. Peter's Primary School on Station Road, which is 350m east of the access to the proposed development, on 26 June 2025
23. A single Personal Injury Collision is not considered to be representative of a trend or pattern. The Local Highway Authority stated on 22 July 2025 that they did not consider the scheme to have any wider highway safety implications, nor to exacerbate any existing highway safety concerns
24. No further late items have been received.

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