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Our Ref: 24.8010

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Dear Sir / Madam,

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING APPLICATION FOR REPOSITIONING OF THE ACCESS ENTRANCE AT THE HANSOM CAB, BROOKFIELD ROAD, BURBAGE, HINCKLEY LE10 2LL.

This covering letter has been prepared on behalf of Greene King in support of a planning application for repositioning of the access entrance at the Hansom Cab, Brookfield Road, Hinckley.

The proposal seeks to relocate the current vehicular access further south along Brookfield Road from its current location. The repositioning of the access entrance will help facilitate the redevelopment of the site, upgrading the current facilities to create an attractive and inviting destination for patrons, helping to retain and attract new customers. This proposal will support the continued use of the public house to serve its local community.

Site Description and Surrounding Context

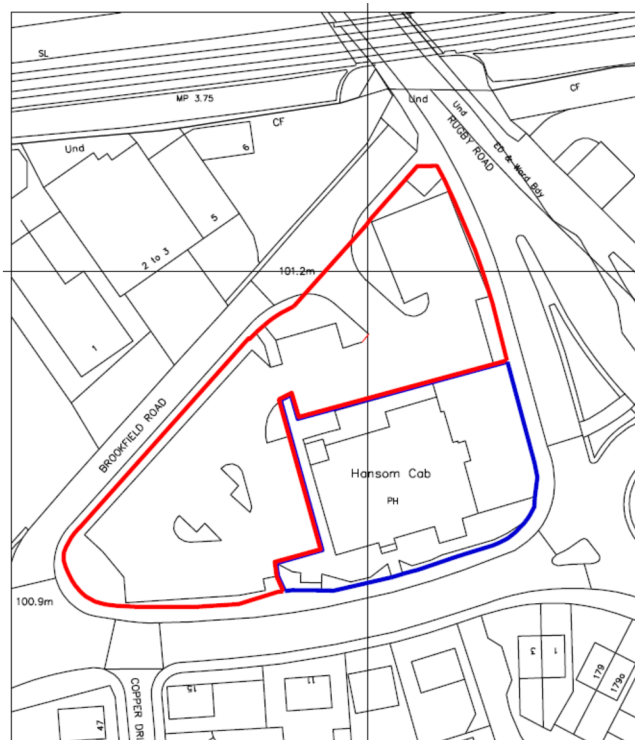


Figure 1 Site Location Plan



The application site comprises the car park to the Hansom Cab public house located to the rear of the property and accessed via Brookfield Road. Brookfield Road forms a no through road that connects Copper Drive in the south to Rugby Road (B4109) in the north. Vehicular access is currently available to the northern extent of the car park along Brookfield Road with multiple pedestrian access points located around the site. The site boundaries currently comprise a mixture of a low brick wall, metal railings and timber fencing with hedgerow and vegetation.

The car park currently provides parking for a total of 83, including 3 accessible bays.

The site falls within flood zone 2 as confirmed in Environment Agency correspondence relating to 14/01150/FUL.

Planning History

Application Reference	Description of Development	Decision
86/00784/4A	Display of illuminated fascia signs.	Permitted – 21.08.86
10/00518/OUT	Mixed Use Development, comprising up to 375 dwellings, employment use, local centre, live work units, work to Sketchley Brook Corridor, remodelling of land and associated open space, parking, and access.	Permitted – 30.08.11
14/01150/FUL	Erection of a restaurant and public housing with ancillary residential accommodation and associated external plan area, together with vehicular access provision, car parking, landscaping and ancillary works.	Permitted – 13.02.15
15/00183/ADV	Display of internally and externally illuminated signage and non-illuminated signage.	Permitted – 23.04.15
15/00336/NOMAT	Non-material amendment to planning permission 14/01150/FUL to allow minor repositioning and alterations of lobby, windows and doors due to internal layout changes and minor amendment to car park lighting.	Withdrawn – 07.04.15
15/00411/CONDIT	Variation of Condition 2 of permission 14/001150 to amend approved elevations to accommodate internal layout alterations.	Permitted 03.06.15

Proposed Development

For the avoidance of doubt, there will be no changes to the overall use of the site and the proposed scheme intends to improve the current access route to site, supporting the wider development of the site to update the current offer and support the financial viability of the Public House. There will be no change to the current level of parking available on site, simply repositioning of spaces to accommodate the new entrance.

Planning permission is sought for the following repositioning of the access entrance at the north-eastern boundary of the site:

Existing Vehicular Access

The existing vehicle access will be removed and surfacing repaired and re-lined to accommodate relocated car parking spaces as required. The footpath and fencing will be infilled with matching materials on a like-for-like basis. New low-level foliage will be planted to compliment the surrounding. The proposal will not impact the existing telegraph pole location.



Figure 2 Existing Site Entrance (Streetview)

Proposed New Vehicular Access

The new access will break through the existing footpath and planter units, removing the existing low-level shrubbery and fencing as appropriate. The existing sapling tree will be replanted within the new foliage and low-level planting provided as required. The proposal will not impact the existing telegraph pole location.

The proposed access would maintain a width of 7.35m, with footways at 2m either side providing access into the site.



Figure 3 Location of Proposed Access (Streetview)

Relevant Planning Policy

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the purpose of this planning application is the Coventry Local Plan December 2017.

For completeness the proposal is also considered within the context of the National Planning Policy Framework (NPPF) December 2023 and any relevant National Planning Policy Guidance (NPPG).

National Planning Policy Framework (NPPF) (December 2023)

Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development within the planning system and states that development proposals that accord with the development plan should be approved without delay.

Paragraph 85 outlines that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development.

Section 8: Promoting Healthy and Safe Communities supports that planning policies and decisions should encourage the use of community facilities including public houses, to enhance the sustainability of communities and residential environments thus achieving healthy, inclusive and safe places. Paragraph 96 and paragraph 97 support the promotion of social interaction including through strong neighbourhood centres and provide the social, recreational and cultural facilities and services.

Hinckley and Bosworth Core Strategy 2009 & Site Allocations and Development Management Policies DPD 2016

- Policy DM7: Preventing Pollution and Flooding
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

Supplementary Planning Documents (SPD)

- The Good Design Guide SPD 2020

Key Considerations

The following matters are considered the key planning considerations for the determination of this application:

- Principle of development and policy compliance;
- Impact on the character and appearance of the area;
- Impact on amenity;
- Transport and highways; and
- Flooding, Climate Change and Biodiversity.

Principle of Development

The application site is located within Hinckley and is surrounded by retail and industrial use to the north and east, with some residential use to the south and west, of which has recently been constructed following planning permission being granted for the development of 40 dwellings (application reference: 21/00225/FUL). The proposal will see the continued use of the site as a Public House serving the surrounding community, with alterations to the access entrance.

The presence of the existing vehicular access off Brookfield Road which services the site, demonstrates that an access route and traffic associated with the operation of the site is acceptable along this road as approved under the previous planning permission. This proposal would not result in an additional access, only replace the existing, resulting in a minor repositioning of the entrance. The level of parking provided on site would not change and therefore no increase in levels of trips generated is envisaged as a result of the proposal. Therefore, we consider in principle this proposal to be acceptable.

This proposal will not result in the loss of services or negatively impact the operation of the Public House. Rather, it will provide improved accessibility to the building and grounds and ensure that the customers can better access the Hansom Cab. In doing so, this will support the site's long term vitality and viability in accordance with paragraph 81 of the NPPF.

Impact on the character and appearance of the area

The proposed development will seek to complement the character and function of the existing site as well as the local area, through contributing positively to the attractiveness of the area, in line with Policy DM10. This will be achieved through the use of high quality materials and good design that will create an attractive development complementing the existing car park and associated landscaping.

The repositioning of the access entrance consists of a number of alterations to the car park. These alterations will not deviate from the existing character and appearance of the current entrance, rather form only a repositioning further along the north-eastern boundary. Materials proposed will be complimentary, matching the existing and replacement planting will help to unify the design to provide a coherent appearance that respects the surrounding area in line with Policy DM10.

Furthermore, the scale, design and layout proposed would be of a similar character and appearance of the existing provision, complimenting the surrounding area in line with Policy DM10. Therefore, no concerns arise in respect to this element of the proposal.

The proposed alterations of the vehicular access would be predominantly limited to the resurfacing of the car park with the existing planting maintained or replaced. This maintenance of the existing positions will respect overall appearance of the grounds and positively contribute to the local character. The proposal is considered to remain proportionate to the existing grounds.

In light of the above, the overall scheme will preserve and positively contribute towards the character and appearance of the area in accordance with Policy DM10 of the Site Allocations and Development Management Policies DPD.

Impact on Amenity

Given the extent of the access alterations proposed, it is considered that the built form will not have a different impact than what is existing upon the amenity/residential amenity in the area. In addition to this, this proposal will not result in any unacceptable impacts on the living conditions of neighbouring residents or users of the area as the proposed new access does not conflict with adjacent uses in line with Policy DM10.

No concerns relating to air quality, odour, noise, vibration or visual intrusion are considered to arise from this proposal.

Within the NPPF, Chapter 12 seeks to achieve well-designed and beautiful places, with paragraph 135 setting out how developments can achieve this. Subparagraph f looks to create safe, inclusive and accessible with a high standard of amenity for existing and future users. Furthermore, the scheme is designed in an accessible manner to allow for all existing and future users to use the space. Therefore, it is considered that the proposed development is in accordance with paragraph 135 of the NPPF.

Transport and Highways

Due to the site's location it is easily accessible from Rugby Road and Copper Road via car and public transport. The site benefits from cycle parking as well as 83 parking spaces onsite, 3 of which are accessible spaces. This proposal has been carefully designed to ensure it will not result in the loss of any parking spaces. All spaces to be removed will be replaced within the existing car park and can be comfortably accommodated with minor alterations to the white lining.

The site will continue to remain accessible via public transport and through active travel means, with the closest bus stop being the Brookfield Road bus stop approximately 76m from the site and is approximately 550m walk from Hinckley Train Station via the Rugby Road Recreation Ground.

Furthermore, there are numerous footways connected to the site providing access to the wider area between Hinckley and Burbage.

Given the site is well connected for active travel and public transport opportunities, and there will be no loss of any car parking spaces to facilitate the alterations, the proposals are considered to not create an unacceptable harm in highway safety or accessibility terms.

In terms of access, the proposed entrance would continue to support safe and convenient access into the site via walking and cycling as per part a of Policy DM17. The proposed design of the replacement entrance will be similar to the existing to ensure visitors of the site can safely enter and exit on to Brookfield Road.

Flooding

From a review of Environment Agency correspondence relating to Planning Permission 14/01150/FUL, there is confirmation that the previous information provided demonstrates that the site lies outside of Flood Zone 3.

The site itself is considered to be a 'more vulnerable' use, as defined by the Environment Agency, as it consists of a Public House. As such, the Environment Agency advises that an Exception Test should be submitted to support proposed developments in these areas.

However, given that the only works within Flood Zone 2 relate to minor alterations to access, it is considered to be a less vulnerable use. Furthermore, the revised entrance location would fall within Flood Zone, where the majority of the works included within this application would be focused.

As such, our Flood Statement provides assessment of the flood risk posed by the proposed development in line with this Standing Advice.

In this regard, the proposed development to the site would constitute a very small-scale development, as it consists of repositioning of access entrance on the north-eastern boundary. This development would therefore not result in any addition to the large wider site associated with the pub.

Accordingly, it is considered that the proposed development would result in a very low additional flood risk to the site, due to its small scale and level standing for internal works only.

The following measures are also provided:

Flood Mitigation Measures

During extreme flood events, the area surrounding the site will be affected by flooding. The flood water will rise at a relatively slow rate, and it is considered that the predicted flood scenario and peak flood conditions can be appropriately managed by the implementation of many mitigation measures which are identified as follows:

- Met office warning;
- Raise electronic control units and sockets to a high level;
- Use stainless fixtures and fittings; and

- With the time afforded by advance warning, evacuation of external area to safe egress and removal from the structure can be implemented.

Flood Resilience Measures

Due to the nature of the proposal, it is considered that the alterations would accommodate any potential flooding.

Flood Evacuation Plan

The objective of a Flood Evacuation Plan is to raise awareness of the risk of flooding in the location under consideration, to detail the flood warnings and estimate the lead time available, and to detail how the plan is triggered by who and when, and what actions are required by those people in the area. The plan also describes the evacuation procedure and the need for safe refuge.

The business will sign up for the Environment Agency Flood Advance warning alerts and implement a Flood Evacuation Plan.

Safe Access

Evacuation from the site will consist of moving north or northeast from the site to an area outside of Flood Zone 2, and within Flood Zone 1 which is considered to be at low risk of flooding according to the Environment Agency's Flood Maps. Given that the existing public house is within Flood Zone 2, as well as the associated car parks, a safe access which travels north and northeast of the public house into Flood Zone 1 is immediately available at Brookfield Road and Rugby Road.

Safe Refuge Area

In the event of a flood, safe refuge will be possible within the main building of the Hansom Cab. This is as the development proposal is situated at the public house, which is a building comprising of two floors; therefore, the upper floor level of the pub will be usable as the primary area of refuge.

Flood Warnings

The Environment Agency provides and operates a comprehensive flood forecasting and warning service. Areas at risk of flooding from rivers (fluvial) and the sea (tidal), which relies on direct measurements of rainfall, river levels, tide levels, in-house predictive models, rainfall data and information from the Met Office. This service operates 24 hours /day 365 days a year. If flooding is forecast, warnings are issued using a set of easily recognisable codes.

Flood Procedure

In the event of a serious flood event in the area the competent warning authority is the Environment Agency and a lead time of several hours in advance of flooding is provided, excluding potential breaches of defences. When a flood is expected Hinckley and Bosworth Borough Council, and the local emergency services will be responsible for public care and safety. It may be useful that the pub maintains a flood kit with items such as a flashlight, bottled water, useful telephone numbers and location and how to isolate the gas, electric and water services.

Conclusion

The application site is situated in Flood Zone 2 and relates to access alterations and government guidance states that such proposals will only need to follow the Government Environment Agency's standing advice. This is the guidance we have therefore followed in preparing the Flood Risk Assessment for the proposal.

In these terms, overall, it is considered that the proposed development would pose a very small additional flood risk.

Furthermore, safe refuge is available within the existing public house in the event of a flood, whilst an evacuation zone from the site is situated immediately to the north and northeast within an area of Flood Zone 1, considered to be at low risk of flooding.

Accordingly, it is considered that the proposal is acceptable in terms of the potential flood risk of the proposed development to the wider site. Therefore, it is considered that this development is therefore in accordance with Policy DM6.

Conclusion

In summary, the proposed works are minor in scale and involve enhanced access and improvements to the car park of the Public House, which will in turn enhance the existing property's character and appearance of the area. The proposals will enable the Hansom Cab and grounds to be updated, modernised and maintained to meet present day operational and customer demands.

The proposed development will not give turn to any adverse impacts on the local drainage and flooding prevention systems, whilst presenting a high quality of design with no adverse impacts on amenity. Therefore, the proposal is considered to be in accordance with the local policies within the Local Plan and Site Allocations and Development Management Policies DPD, in addition to paragraph 81, Sections 8, 13, 15 and 16 of the NPPF.

The works being proposed will allow for significant investment into the continued use of the facility as a Public House and ensure its retention and enhancement as a local community asset contributing towards the local character of the area.

In view of the above, we respectfully request that the Council consider the proposal favourably and grant planning permission for the proposed development.

Application Submission

The application has been submitted via the Planning Portal. To support this application, the following plans and documents have been prepared to comprise the submission package to be considered alongside this covering letter:

- 3521-10 Existing Site Plan
- 3521-11 Proposed Site Plan
- 3521-12 OS Map

We look forward to receiving notification that the application has been registered and we would be happy to assist the Council during the determination process. Should you require any additional information to support the positive determination of the scheme please let me know.

Yours faithfully,

Emre Gundogdu
Graduate Planner

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