

Chris Brown
Head of Planning
Hinckley and Bosworth Borough Council
Hinckley Hub
Rugby Road
Hinckley
Leicestershire
LE10 0FR

10th May 2024

Dear Chris.

Full planning application under the Town and Country Planning Act 1990 to upgrade an existing Agricultural Access Track at Hydes Pastures, Watling Street, Hinckley

This letter is submitted in support of a full planning application to upgrade an existing agricultural access and track with associated drainage arrangements and engineering works at Hydes Pastures, Watling Street, Hinckley. The application is being submitted by Oxalis Planning on behalf of William Peace & Richard Peace ('the Applicant').

The proposals are associated with an existing, established farm access onto the A5 road. The application includes works within 25 metres of a metalled part of a trunk road or classified road and therefore requires a full planning application under the Town and Country Planning Act 1990. However, we are aware that works to deliver improved agricultural access beyond the 25m threshold would normally be considered as permitted development, and could be progressed alone via a prior notification procedure.

Upgrading of the existing access track is needed to allow the farmer to take corn deliveries to the farmstead and, in order to sell corn at optimal times, they require a stone track which gives access all year round. Vehicular access to the farm will change as a result of the development of land at Padge Hall Farm which sits north of the railway, and this proposed upgrade to the existing access is to ensure agricultural activity can continue over the longer-term.

The upgraded area of the track within the Full Application is 77.1m in length, and is 3.5m wide (except at the passing places where it is 5.5m). No landscaping is proposed as part of the works.

The proposed access is in the Green Belt, but in accordance with paragraph 155 of the NPPF (December 2023) is "*not inappropriate*" development given it will meet the policy 'tests' of preserving openness, and will not conflict with any of the purposes of including land within the Green Belt. Furthermore, the proposed upgrade to this existing farm track falls within the category of criteria c) of paragraph 155: "*local transport infrastructure which can demonstrate a requirement for a Green Belt location*" which national policy considers 'not inappropriate' in the Green Belt. For context, the remainder of the upgrade proposed to the access track is being brought forward via a Prior Notification to Rugby Borough Council.

The existing access track runs through an area of potential surface water flood risk as shown on the Environment Agency's flood risk map. However, the scale and extent of development proposed will have no material impact on the displacement of flood waters and in accordance with best practice, a grip drain is proposed to run along the length of the access track. In addition, surface water drainage improvements are being addressed through the approved improvements to the A5 railway bridge to the immediate north (associated with the approved Padge Hall farm site), with further details to be submitted and approved as part of the technical approval process for those works.

In terms of Biodiversity Net Gain, the proposed track is subject to the de minimis exemption as the site area is 0.06 hectares and is therefore below the required 1 hectare threshold.

This application is supported by the following suite of plans and documents which includes details pertaining to materials and levels for the upgraded track:

- Application Form;
- General Arrangement -Full Application-Redline Plan, ref. ADC1839-XX-DR-0204-P2;
- General Arrangement -Full Application, ref. ADC1839-XX-DR-0200-P2
- ADC1839-RP-T v4 - A5 Drainage Technical Note (see below).

For context, the application also includes a Drainage Technical Note which formed part of the approved application for development to the north at Padge Hall Farm (HBBC reference R21/01191/HYB; RBC reference R21/0985). That consented scheme will deliver improvements to the A5 railway bridge to the north of the proposed access track improvements, and will also deliver associated improvements to the existing highway drainage system. This will address localised areas of surface water flood-risk which include parts of the proposed improved access track. Those committed works are being progressed through ongoing technical approval processes associated with the wider highways improvements. As the improvements to the local drainage regime are relevant to the wider field parcel in which the proposed access track improvements are located, the Technical Note is provided now for context. However, for the avoidance of any doubt, there is consistency and compatibility between those approved works and the access track upgrade now proposed.

The application has been submitted via the Planning Portal (reference PP-12757042) and the fee will be paid by the applicant via the Portal.

I trust this letter and the supporting information is in order and enables swift validation of the application. However, if there are any queries, please do not hesitate to contact me.

Yours sincerely,



Robert Gilmore
Associate