

Delegated Report

Planning Ref: 26/00365/FUL
Applicant: Motor Fuel Group
Ward: Hinckley Trinity



Hinckley & Bosworth
Borough Council

Site: Wm Morrison Supermarkets Limited, 2 Cloverfield, Hinckley

Proposal: Creation of charging zone, erection of EV chargers, erection of canopy, jet wash bays, sub-station enclosure, charger supply cabinets, LV panel, meter cabinet, plant room and associated works

Case Officer: Ashleigh Gade (Senior Planning Officer)

1. Recommendations

- 1.1. **Grant planning permission** subject to:
- Planning conditions detailed at the end of this report

2. Planning Application Description

- 2.1. This application seeks full planning permission for the creation of an EV charging zone with EV charging points and the erection of a canopy, as well as the erection of jet wash bays, a sub-station enclosure, charger supply cabinets, LV panel, meter cabinet, plant room and associated works, at Wm Morrison Supermarkets Limited, 2 Cloverfield, Hinckley.
- 2.2. The proposed EV charging zone is to be located to the north-east of the existing supermarket building on the site, within the existing car parking area. The EV charging zone is to comprise six EV charging stations each with a corresponding car parking space.
- 2.3. The proposed canopy is to be erected over the EV charging zone to provide cover to the EV charging stations. The proposed canopy is open-sided with a mono-pitched roof. It has dimensions of 18.5 metres in width by 6.19 metres in depth and has a maximum height of 5.33 metres.
- 2.4. The proposed jet wash bays comprise four bays of which three are closed with roofing and one is open without roofing. The proposed jet wash bays are located to the south-west of the EV charging zone. Each bay has internal dimensions of 4.7 metres in width by 6.5 metres in depth, and externally the row of bays as a whole has a width of 19.5 metres with a depth of 6.8 metres. The roofed bays have a total height of 3.8 metres, while the open bay has a total height of 3.1 metres.
- 2.5. The proposed plant room is to be installed to the north of the jet wash bays, between those bays and the proposed air and vacuum bays to the north.

- 2.6. The proposed charger supply cabinets, LV panel, meter cabinet and sub-station are to be installed to the south-east of the proposed EV charging bays.
- 2.7. To facilitate the proposal the existing car parking area, located on the eastern edge of the existing wider Morrisons Supermarket car parking area, will lose a net total of 31 car parking spaces. The proposal also involves the reduction in size to an existing internal traffic island central to this area of parking, with the loss of 15 square metres of existing vegetation within the island.
- 2.8. The proposed charging and washing facilities are proposed to be available for use on the site 24/7. All proposed facilities are self-service and do not require any staffing.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located within the settlement boundary of Hinckley. It is located within a designated Local Centre, the Stoke Road and Northern Perimeter Road Local Centre, adjacent the northern settlement boundary of Hinckley. The application site forms part of the car parking area of Morrisons Supermarket.
- 3.2. The application site currently comprises thirty-seven car parking spaces and associated two-way internal roadway areas, as well as two vegetated traffic islands. The site is located to the east of the wider Morrisons Supermarket car parking area and to the north-east of the supermarket building itself.
- 3.3. The application site gains access via Cloverfield an unclassified and mixed-responsibility road comprising both adopted and unadopted sections, subject to a speed limit of 30mph. The wider site also has alternate egress available onto Stoke Road to the west, an adopted and classified 'C' road subject to a speed limit of 40mph.
- 3.4. The site is surrounded by the wider Morrisons site which comprises the Morrisons Fuel service station to the east, further car parking areas to the north, south and west, and the Morrisons Supermarket building to the south-west.
- 3.5. Beyond the wider Morrisons side is Normandy Way (A47) to the north of the site which represents the northern boundary of the Hinckley settlement in this area. To the east is Hinckley Fields Industrial Estate. To the south is Richmond Primary School, as well as Clover Park Industrial Estate, and beyond those, residential development along Towers Drive and surrounding streets. To the west are further commercial uses within the western extent of the Stoke Road and Northern Perimeter Road Local Centre, and a cluster of residential development accessed via Sword Drive.

4. Relevant Planning History

Nil.

5. Publicity

5.1 The application has been publicised by the posting of letters to neighbours and the posting of a notice in vicinity of the application site.

5.2 No responses have been received.

6. Consultation

6.1 The following consultees advised that they had no objection to the proposal:

- Leicestershire County Council (LCC) Minerals
- Hinckley & Bosworth Borough Council (HBBC) Environmental Services - Pollution

6.2 LCC Highways, the Local Highway Authority (LHA), have reviewed the proposal and have advised that the impact 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.

The LHA have noted that there are no records of Personal Injury Collisions (PICs) on Cloverfield within the preceding five-year period or at the supermarket junction to Stoke Road. Whilst PICs have been recorded on surrounding roads in the area, the LHA are satisfied that there are no patterns or trends to those incidents that the proposal would be likely to exacerbate.

The LHA have advised that it would be difficult to demonstrate that the proposals would generate a severe increase in traffic from the site, given the level already generated by the supermarket and fuelling station.

The LHA also advised that notwithstanding that the proposal would result in the loss of 31 parking spaces, it would be difficult to demonstrate that the loss of these spaces would result in a severe under provision of parking to the supermarket use.

6.3 No response was received from National Grid.

7. Policy

7.1 Core Strategy (2009):

- Policy 1: Development in Hinckley

7.2 Site Allocations and Development Management Policies Development Plan Document (SADMP) (2016):

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM7: Preventing Pollution and Flooding
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards
- Policy DM22: Vitalising District, Local and Neighbourhood Centres

7.3 National Planning Policies and Guidance:

- National Planning Policy Framework (NPPF) (2024)
- Planning Practice Guidance (PPG)
- National Design Guide (2019)

7.4 Other relevant guidance:

- HBBC Good Design Guide (2020)
- Leicestershire Highway Design Guide (LHDG) (2024)

8. Appraisal

8.1. The key issues in respect of this application are:

- Principle of development
- Design and impact upon the character of the area
- Impact upon residential amenity
- Impact upon parking provision and highway safety

Principle of Development

8.1 Paragraph 2 of the National Planning Policy Framework (NPPF) identifies that planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF is a material planning consideration in planning decisions.

8.2 Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.

8.3 The current Development Plan consists of the adopted Core Strategy and the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP). Both the Core Strategy and the SADMP are over 5 years old and were adopted prior to the publication of the current NPPF.

8.4 Paragraph 34 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Nevertheless, in accordance with Paragraph 232 of the NPPF, due weight should be given to existing policies according to their degree of consistency with the NPPF.

8.5 Policy DM22 of the SADMP states that changes in use within a Local Centre that result in the loss of A1 or A2 retail uses will only be permitted where it can be demonstrated that the proposal would not detract from the vitality or viability of the Local Centre in terms of the mix and type of uses.

8.6 It is noted that since the implementation of the SADMP there have been changes to the Town and Country Planning (Use Classes) Order whereby the old use classes

including Class A uses, as referenced in Policy DM22, have been revoked. The old Class A1 and A2 uses have been effectively replaced by what is now Use Class E.

- 8.7 The application site is located within the settlement boundary of Hinckley and within a designated Local Centre on an established site which is in wider use as a supermarket with associated petrol filling station.
- 8.8 The application seeks permission for the installation of six EV charging stations including associated and ancillary structures, the construction of four jet wash bays, and associated installation of plant rooms, substation and LV panel, with associated works to reconfigure the existing car parking area.
- 8.9 Notwithstanding that there are Class A (now Class E) uses on the wider site, the application site itself forms part of the car parking area only and is therefore only ancillary to those uses. The loss of this section of car parking area is not considered to conflict with Policy DM22 in principle, as no Class A (now Class E) uses are lost through this proposal.
- 8.10 It is considered that the principle of the use of the immediate site for car parking purposes is well established, and that this is maintained by the proposed EV charging stations. Furthermore, though not within the immediate application site, the wider site, in proximity to the application site, is established for use as a fuelling station with ancillary services such as washing bays and air and vacuum services.
- 8.11 It is therefore considered that the proposal represents development that could be considered acceptable in principle, subject to the assessment of all other material considerations. Other material considerations are set out in subsequent sections of this report.

Design and Impact upon the Character of the Area

- 8.12 Chapter 12 of the NPPF confirms that good design is a key aspect of sustainable development, and the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 of the NPPF details the six national policy requirements of development to ensure the creation of well-designed and beautiful places.
- 8.13 Paragraph 139 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.
- 8.14 Policy DM10(c) of the SADMP states that developments will be permitted where they complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.
- 8.15 The proposal involves the installation of six EV charging stations with associated line-marked charging bays and the erection of an overhead canopy, the erection of four jet wash bays and creation of three air and vacuum self-service bays. The proposal

also involves the installation of associated infrastructure in the form of a sub-station, plant room, meter cabinet, LV panel, and two supply cabinets.

- 8.16 The proposed EV charging station canopy is an open-sided canopy structure with a mono-pitched roof. It has dimensions of 18.5 metres by 6.19 metres and provides cover to the six EV charging bays. The canopy has a post height of 4 metres and a maximum overall height of 5.33 metres.
- 8.17 The proposed canopy has steel frame columns and aluminium cladding panels both to be powder-coated in blue. The roof of the canopy is to be constructed of grey composite panels.
- 8.18 The proposed jet wash bays comprise three 'closed' bays with roofing and one 'open' bay without roofing. The row of jet wash bays has a total width of 19.5 metres and each bay has a depth of 6.8 metres. The closed bays have a height of 3.8 metres while the open bay has a height of 3.1 metres.
- 8.19 The jet wash bays are to have steel framework with a powder-coated blue finish. The covered bays are to have reinforced glazed canopy tops.
- 8.20 The EV canopy and jet wash bays would not be uncharacteristic buildings in the context of their surrounds, given the presence of the large supermarket building, the presence of other surrounding structures within the car park such as trolley bays and covered walkways, and the contextual setting of the petrol fuelling station to the east of the application site.
- 8.21 The EV charging stations, air and vacuum stations and associated infrastructure including the substation, plant room, meter cabinet, LV panel and supply cabinets are of a design and scale consistent with those typically expected for structures of their type, and common in comparable settings. None would be unreasonably visually dominant in the context of the setting.
- 8.22 It is therefore considered that the proposal would be consistent with the character of the surrounding area with regard to scale, mass, layout, design and materials, and is therefore in accordance with Chapter 12 of the NPPF and Policy DM10 of the SADMP.

Impact upon Residential Amenity

- 8.23 Paragraph 135(f) of the NPPF requires that planning decisions ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 8.24 Policy DM10(a) and (b) of the SADMP state that development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.

- 8.25 The application site is located within the wider Morrisons Supermarket and Morrisons Fuel site and is immediately surrounded by these uses and their ancillary parking and movement areas.
- 8.26 Beyond the wider Morrisons site, the nearest residential neighbours to the application site are located approximately 185 metres to the west and 200 metres to the south. These residences are separated from the application site by established vegetative buffers and by other buildings, including other commercial premises.
- 8.27 The proposal involves low-level lighting to a maximum of 100 lux within the jet wash bays and the EV charging area. It is not considered, given the setting of the site, that the lighting would cause any illumination impacts beyond the supermarket car parking area.
- 8.28 The Applicant has confirmed that no defined hours of operation are proposed for the development. This means that the facilities proposed, all of which are self-service, would be available to users 24/7.
- 8.29 Given the relative isolation of the application site from immediate neighbouring uses, and the significant distance and intervening built form between the application site and the nearest residential properties, it is not considered that the proposed hours of operation would result in harm to residential amenity.
- 8.30 It is noted that no comments or objections to the development were received by third parties. Furthermore, Council's Environmental Services team advised that they had no objections to the proposal.
- 8.31 It is therefore considered that the proposal would not have a significant adverse impact upon the privacy and amenity of nearby residents, and that the amenity of residential occupiers would not be adversely affected not be impacted by activities on the site, consistent with Paragraph 135 of the NPPF and Policy DM10 of the SADMP.

Impact upon Parking Provision and Highway Safety

- 8.32 Paragraph 115(b) of the NPPF states that planning decisions should ensure that developments provide safe and suitable access to the site for all users. In accordance with Paragraph 115(d) of the NPPF, any proposal should ensure that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 8.33 Ultimately, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios in accordance with Paragraph 116 of the NPPF.

- 8.34 To support this, Policy DM17 of the SADMP states that development proposals need to demonstrate that there is not a significant adverse impact upon highway safety, and that the residual cumulative impacts of development on the transport network are not severe. Policy DM18 of the SADMP requires that new development provide an appropriate level of parking provision.
- 8.35 All proposals for new development should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority. Currently, this is the Leicestershire Highway Design Guide (LHDG) (2024).
- 8.36 The proposed development does not involve any alteration to the existing access to the wider site from Cloverfield, or to the existing egress to Stoke Road.
- 8.37 The proposal involves the reconfiguration and alteration to an existing area of car parking to the east of the wider parking area for the supermarket. The application site currently comprises 37 parking spaces and, with the retention of 6 of these to serve the EV parking bays, the proposal results in an overall loss of 31 parking spaces.
- 8.38 The Local Highway Authority (LHA) have reviewed the proposal and have advised that despite the car parking loss, it would be difficult to demonstrate that the loss of these spaces would result in a severe under provision of parking for the supermarket.
- 8.39 It is therefore considered that the proposed development would not result in any significant adverse impact upon highway safety or parking provision, and that the proposal is in accordance with Policies DM17 and DM18 of the SADMP.

9. Equality Implications

- 9.1 Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states: -
- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.2 Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.
- 9.3 There are no known equality implications arising directly from this development.

- 9.4 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

10. Conclusion

- 10.1 Taking national and local planning policies into account, and regarding all relevant material considerations, as detailed within the preceding report, it is recommended that planning permission be granted.

11. Recommendation

- 11.1 **Grant planning permission** subject to:

- Planning conditions outlined at the end of this report.

11.2 Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and County Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows:

- Site Location Plan, Drg No. 14313-2233-LP Rev A (submitted: 20.04.2026)
- Block Plan, Drg No. 14313-2233-BP Rev A (submitted: 20.04.2026)
- Proposed Site Layout, Drg No. 14313-2233 -21 A (submitted: 20.04.2026)
- EV Canopy, Charger Details, Drg No. 14313-2233 -22 B (submitted: 24.07.2026)
- Jet Wash Plan, Elevations, Drg No. 14313-2233 -23 B (submitted: 24.07.2026)
- Tesla Supply Cabinet Details, Drg No. 14313-2233 -24 B (submitted: 24.07.2026)
- Substation Details, Drg No. 14313-2233-25 A (submitted: 20.04.2026)
- LV Details, Drg No. 14313-2233-26 A (submitted: 20.04.2026)
- Meter Details, Drg No. 14313-2233-27 B (submitted: 24.07.2026)
- Plant Room Elevations, Drg No. 14313-2233-28 B (submitted: 24.07.2026)
- Air, Vac Elevations, Drg No. 14313-2233-29 A (submitted: 20.04.2026)

Reason: To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. The materials to be used on the proposed development shall accord with the information submitted within the application documentation.

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).

4. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with MBH drawing number 14313-2233 21. Thereafter the onsite parking and turning provision shall be kept available for such uses in perpetuity.

Reason: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (2024).

Notes to Applicant:

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at building.control@blaby.gov.uk or call 0116 272 7533.