

Delegated Report

Planning Reference 25/00439/FUL
Applicant(s) Mr McManus
Ward Hinckley Trinity



Hinckley & Bosworth
Borough Council

Application Site Cold Comfort Farm, Rogues Lane,
Hinckley

Proposal Proposed change of use of agricultural land to an overnight tourism facility (Use Class C1) and provision of six overnight accommodation units, parking and associated works

Case Officer Sullivan Archer (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 planning application seeks full planning permission for the change of use of agricultural land to a tourism facility (Use Class C1) and the provision of six overnight accommodation units, including the provision of a cycle storage area, a recycling and refuse storage area, parking and turning facilities, and a service hut at Cold Comfort Farm, Rogues Lane, Hinckley. To facilitate the development, the scheme would employ two part-time members of staff.
- 2.2. The proposed overnight accommodation units would be 3m in height and consist of three one-bedroom units (P1 to P3) and three two-bedroom units (P4 to P6). The one-bedroom units would externally measure 3.6m in width by 8m in depth, whereas the two-bedroom units would externally measure 4.2m in width by 10m in depth.
- 2.3. The proposed timber service hut, which includes the cycle storage area, would externally measure 3m in width by 6m in depth, and has a height of 2.8m.

3. Description of the Site and the Surrounding Area

- 3.1. The 6,096sqm application site is located to the north of Hinckley in the designated open countryside and the Hinckley West and North Landscape Sensitivity Area and the wider Stoke Golding Landscape Character Area. The site consists of open agricultural fields and is surrounded by open agricultural fields. The wider application site outside of the red line boundary of the scheme to the north benefits from planning permission for the conversion of an existing barn into a residential dwelling via the allowed appeal decision against the refusal of planning application 24/00551/FUL.

- 3.2. The northern boundary of the wider application site is bounded by Rogues Lane, which is an adopted but unclassified road subject to the National Speed Limit. Beyond the field to the west of the application site, through which the site's access track runs, is Middlefield Lane which is an unadopted highway. Beyond Rogues Lane to the north of the wider site are two agricultural properties, Westmoreland Farm and Valley Farm. Beyond Middlefield Lane to the northwest of the site is Five Acres, which is an established Gypsy and Traveller Site. There are further agricultural farms and associated dwellinghouses to the east of the site, which are separated from Pond Barn by agricultural fields. Cold Comfort Farm is to the south of, and outside of the red and blue line boundaries of the application site within a separate parcel of land. To the southwest of the Cold Comfort Farm complex are several residential properties (The Barn, The Cow Shed, Bullrush Cottage, Willow Cottage, and Lilly Cottage) and Lante Fields Farm that are all independent from Cold Comfort Farm.

4. Relevant Planning History

4.1 25/00002/PP

- Change of use and conversion of existing redundant rural building to a single-family dwelling house, landscaping and associated works (Self-build)
- Appeal Allowed
- 23.04.2025

An application to the discharge the biodiversity gain condition associated with this application has been submitted via application 25/00829/BNG, which is awaiting determination.

4.2 24/00551/FUL

- Change of use and conversion of existing redundant rural building to a single-family dwelling house, landscaping and associated works (Self-build)
- Refused
- 18.09.2024

5. Publicity

- 5.1 The application has been publicised by sending out letters to local residents and a site notice was posted within the vicinity of the site. No responses have been received.

6. Consultation

- 6.1 No objections have been received from the Council's Drainage, Environmental Health or Waste Management Departments, nor Leicestershire County Council as the Local Highway Authority or as the Minerals and Waste Planning Authority (MWPA), nor from the County Council's Ecology Department. No further responses have been received.

7. Policy

7.1 Core Strategy (2009):

- Policy 23: Tourism Development

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

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM4: Safeguarding the Countryside and Settlement Separation
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- Policy DM7: Preventing Pollution and Flooding
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards
- Policy DM24: Cultural and Tourism Facilities

7.3 National Planning Policies and Guidance:

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

7.4 Other Relevant Guidance:

- Good Design Guide (2020)
- HBBC's Landscape Character Assessment (LCA) (2017)
- HBBC's Landscape Sensitivity Assessment (LSA) (2017)
- Leicestershire Highway Design Guide (LHDG) (2024)

8. Appraisal

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

- 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

8.2 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, and, in accordance with Paragraph 3 of the NPPF, should be read as a whole.

- 8.3 In accordance with Paragraph 11 of the NPPF, planning decisions should apply a presumption in favour of sustainable development. However, 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.
- 8.4 The current Development Plan consists of the adopted Core Strategy and the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP). In accordance with Paragraph 232 of the NPPF, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the NPPF. Due weight should be given to existing policies according to their degree of consistency with the NPPF.

Assessment of the Transport Sustainability of the Application Site

- 8.5 Paragraph 161 of the NPPF confirms that the planning should support the transition to net zero by 2050. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and association infrastructure.
- 8.6 Chapter 9 of the NPPF promotes sustainable transport. Key Policy Paragraph 115 of the NPPF states that in assessing specific applications for development, it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site, the type of development, and its location, and ensure a safe and suitable access to the site can be achieved for all users.
- 8.7 Policy DM17(b) of the SADMP requires development proposals to be located where the need to travel will be minimised, and the use of sustainable transport modes can be maximised. Policy DM17 of the SADMP also states that development proposals should seek to ensure that there is convenient and safe access for walking and cycling to services and facilities; and that scheme should make the best use of existing public transport services.
- 8.8 Highway Development Management (HDM) Policy 1 of the Leicestershire Highway Design Guide (LHDG) states that development must be accessible for all highway users and maximise the uptake of sustainable travel choices.
- 8.9 Paragraph 12 of the Appeal Decision for the refused planning application 24/00551/FUL confirmed that development within the wider application site would conflict with Policy DM17(b) of the SADMP, because any future users of the scheme would rely:

“On the use of a private car. This is because there is not a convenient and safe access for walking and cycling to services, and due to the lack of public transport serving the site.”

- 8.10 Therefore, the application site would be considered to suffer from poor transport sustainability, and the future users of the development would be highly likely to be dependent on the use of private motorised travel to access the site. This is considered to result in environmental harm in principle, which is contrary to, and in conflict with, Policy DM17(b) of the SADMP, HDM Policy 1 of the LHDG, and Chapter 9 of the NPPF.

Assessment of Development in the Designated Open Countryside

- 8.11 Chapter 11 of the NPPF promotes an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. This demonstrates that safeguarding and improving the environment is an effective use of land.
- 8.12 As a result, outside defined settlement boundaries, the countryside is not regarded as a sustainable location for new development. Chapter 15 of the NPPF requires planning policies and decisions to conserve and enhance the natural and local environment. Paragraph 187(b) of the NPPF specifically highlights that this should be achieved by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services.
- 8.13 Policy DM4 of the SADMP, which states that the Council will protect the intrinsic value, beauty, open character, and landscape character of the countryside from unsustainable development. To ensure this, Policy DM4 of the SADMP only considers development in the countryside sustainable where:
- (a) It is for outdoor sport or recreation purposes (including ancillary buildings) and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or
 - (b) The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or
 - (c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or
 - (d) It relates to the provision of stand-alone renewable energy developments in line with Policy DM2: Renewable Energy and Low Carbon Development; or
 - (e) It relates to the provision of accommodation for a rural worker in line with Policy DM5 - Enabling Rural Worker Accommodation.
- 8.14 The Design and Access Statement states that the proposal would generate two part-time roles to facilitate the scheme. This would not be considered to significantly contribute to job creation. Given the above, the proposal would not relate to, or comply with, any of the limitations set out above, and therefore the development would be contrary to, and in conflict with, Policy DM4 of the SADMP. However, this does not mean that the development would not be sustainable.

- 8.15 Importantly, Policy DM4 of the SADMP also requires that development meets five further requirements to be considered as sustainable development. These are discussed in detail further in this Report.

The Principle of Tourism Development

- 8.16 Chapter 6 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand, and adapt. Therefore, 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. Paragraph 88(c) of the NPPF states that planning decisions should enable sustainable rural tourism and leisure developments which respect the character of the countryside.
- 8.17 Policy DM24 of the SADMP states that the Borough Council will seek to support the development of new cultural and tourism facilities across the Borough. To reduce reliance on the private car, where new facilities are to be established it should be demonstrated that they can be accessed by a range of suitable transport modes.
- 8.18 However, Paragraph 16.4 of the SADMP states that cultural and tourism facilities in relation to Policy DM24 of the SADMP are classified as museums and theatres, strategic hotels (defined as those with over 50 rooms), and visitor attractions. Therefore, this proposal is not considered to represent a cultural and tourism facility for the purposes of Policy DM24 of the SADMP.
- 8.19 Policy 23 of the adopted Core Strategy states that tourism development for new and extended visitor attractions including holding accommodation such as bed and breakfast accommodation, holiday lodges, and tenting fields will be encouraged in sustainable locations where:
- The development can help to support existing local community services and facilities; and
 - The development is of a design and at a scale which is appropriate to minimise impact and assimilate well with the character of the surrounding area with acceptable landscaping; and
 - The development adds to Hinckley and Bosworth's local distinctiveness; and
 - The proposal complements the tourism themes of the Borough; and
 - The development adds to the economic wellbeing of the area.
- 8.20 The Applicant has submitted a Market Research Report to justify the demand for additional short-term overnight tourism accommodation within the Borough. Whilst the Market Research Report suggests that there is a rise in domestic holidays to the countryside in the United Kingdom, Page 6 of this Report confirms that these statistics are not specific to the Hinckley and Bosworth Borough, nor the wider East Midlands region.

- 8.21 It is considered that the Applicant has failed to demonstrate that the development would add to Hinckley and Bosworth's local distinctiveness, nor complement the tourism themes of the Borough. Ultimately, it is not considered that the Applicant has demonstrated that the current scheme fully complies with the requirements of Policy 23 of the adopted Core Strategy.

Summary

- 8.22 In summary, Paragraph 3 of the NPPF confirms that the NPPF should be read as a whole, and the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.
- 8.23 The development would suffer from poor transport sustainability, and future users of the scheme would be highly likely to be dependent on the use of private motorised transport to access the site. This would be contrary to, and in conflict with Policy DM17 of the SADMP. The proposal would be in a countryside location and would not comply with any of the limitations in Policy DM4(a) to (e) of the SADMP, and the Applicant has failed to demonstrate that the development would comply with the requirements of Policy 23 of the adopted Core Strategy. By virtue of these factors, the acceptability of the development is subject to the assessment of all other material considerations. Other material considerations are set out within the next sections of this Report

Design and Impact upon the Character of the Area

- 8.24 Policy DM4(i) of the SADMP states that development in the countryside will be considered sustainable where it does not have a significant adverse effect on the intrinsic value, beauty, open character, and landscape character of the countryside.
- 8.25 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.
- 8.26 The commercial use of the site as a tourism facility would be considered to alter the character of the agricultural site in principle. To reduce the impact of this development and prevent any permanent detrimental impact on the rural character of the area and the wider countryside, a planning condition could be utilised to ensure that the proposed use would runs with the Applicant and not with the land.
- 8.27 Furthermore, the main built form of the proposal would consist of six single storey glamping pods, which would be approximately 160m south of the main public views of the site from Rogues Lane. Paragraph 4.5 of the Design and Access Statement confirms that the proposed accommodation units would be temporary structures that do not benefit from permanent foundations.
- 8.28 The permeable surfacing details of the proposed parking area and the track within the site could be secured via planning condition to ensure a satisfactory appearance for the development in this rural location.

- 8.29 Paragraph 3.2 of the Design and Access Statement confirms that all existing trees and hedges around the site would be retained. This could also be secured via planning condition to ensure that the proposal protects the rural character of the site and the surrounding area.
- 8.30 In summary, by virtue of the capacity of the development, the size, scale, height, and temporary nature of the proposed built form, and through the use of planning conditions, on balance, the proposal would not be considered to result in any significant adverse impacts to the character of the site or the surrounding area in these site-specific circumstances. The proposal would therefore be considered to comply with Policies DM4 and DM10 of the SADMP.

Impact upon Residential Amenity

- 8.31 Policy DM10(a) and (b) of the SADMP states 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.
- 8.32 The development would consist of single storey structures and would be over 35m south of Five Acres, 116m from the recently permitted structure to the northeast, and over 85m from the residential the converted residential properties to the south. Given the above, and the capacity of the development the proposal would not be considered to result in any significant harm to neighbouring residential amenity.
- 8.33 Although the existing commercial uses at Cold Comfort Farm would be immediately adjacent to the southern boundary of the site, the development would not feature any permanent residential uses. The restriction of any permanent residential uses within the site could be secured via planning condition to protect the residential amenity of any future users of the site. The Council's Environmental Health Department raised no objections to the development, and by virtue of these factors, the scheme would not be considered to result in any significant adverse impacts to the future users of the development.
- 8.34 By virtue of these factors, the proposal would not be considered to result in any significant adverse impacts to neighbouring residential amenity in accordance with Policy DM10 of the SADMP and the Good Design Guide, subject to conditions.

Impact upon Parking Provision and Highway Safety

- 8.35 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. All proposals for new development and changes of use 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 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision. Any reduction below minimum standards will require robust justification.
- 8.37 The proposal would be accessed from Rogues Lane via Middleton Lane. Based on the records available to Leicestershire County Council, no Personal Injury Collision have been recorded along Middlefield Lane, or within 500m on Rogues Lane on either side of its junction with Middlefield Lane within the last five years up to the end of July 2025. No amendments are proposed to the existing access and based on the Proposed Road Access Plan the existing access onto Middlefield Lane would be 4.5m in width. Given the low levels of traffic the proposal would be likely to generated, and in light of the previous commercial use of the wider site as a dog day care centre, which was approved via planning application 18/00353/FUL, Leicestershire County Council as the Local Highway Authority would not consider further improvements to the existing access to be justified in these site-specific circumstances.
- 8.38 The Proposed Site Plan demonstrates that seven off-street vehicle parking spaces would be provided for the development, including one electric vehicle space. The Local Highway Authority confirmed that this level of parking provision would be acceptable for this proposed use, and there would be sufficient space to turn and exit the site within a forward gear.
- 8.39 By virtue of these factors, the proposal would not be considered to create an unacceptable impact on highway safety or the road network in these site-specific circumstances. Therefore, the scheme would be regarded as in accordance with Policies DM17 and DM18 of the SADMP.

Planning Balance

- 8.40 To conclude, Paragraph 3 of the NPPF confirms that the NPPF should be read as a whole, and the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.
- 8.41 The development would suffer from poor transport sustainability, and future users of the scheme would be highly likely to be dependent on the use of private motorised transport to access the site. This would be contrary to, and in conflict with Policy DM17 of the SADMP.
- 8.42 The proposal would also be in a countryside location and would not comply with any of the limitations in Policy DM4(a) to (e) of the SADMP, and the Applicant has failed to demonstrate that the development would comply with the requirements of Policy 23 of the adopted Core Strategy.
- 8.43 Notwithstanding the above, by virtue of the capacity of the development, the size, scale, height, and temporary nature of the proposed built form, and through the use of planning conditions, on balance, the proposal would not be considered to result in any significant adverse impacts to the character of the site or the surrounding area in these site-specific circumstances.

- 8.44 In light of the limited impact of the development on the character of the surrounding area, the NPPF's presumption in favour of sustainable behaviour, and given the fact that Paragraph 88(c) of the NPPF states that planning decisions should enable sustainable rural tourism and leisure developments, which respect the character of the countryside, the benefits of the development would be considered to, on balance, outweigh any significant adverse impacts caused by the poor transport sustainability of the application site in these site-specific circumstances. Taking national and local planning policies into account, and regarding all relevant material considerations, it is therefore recommended that planning permission to be granted, subject to the imposition of appropriate conditions.

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, it is recommended that planning permission to be granted, subject to the imposition of appropriate conditions.

11. Recommendation

11.1 **Grant planning permission** subject to planning conditions detailed 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 Country 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 received by the Local Planning Authority as follows:

- Proposed Drainage Plan (231154 01 04) (submitted: 29.04.2025)
- Proposed Layout Plan (231154 01 02) (submitted: 29.04.2025)
- Proposed Lighting Plan (231154 01 07) (submitted: 29.04.2025)
- Proposed Pod Plans (231154 01 05) (submitted: 29.04.2025)
- Proposed Road Access Plan (231154 01 06) (submitted: 29.04.2025)
- Proposed Storage Hut Plans (231153 01 08) (submitted: 29.04.2025)
- Site Location Plan (231154 01 01) (submitted: 29.04.2025)

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. Prior to the commencement of the development hereby permitted, a Habitat Management and Monitoring Plan (HMMP) for significant on-site enhancements, prepared in accordance with the approved Biodiversity Gain Plan, shall be submitted to, and approved in writing by the Local Planning Authority. The HMMP shall include, but not be limited to, the following details:

- (a) a non-technical summary; and
- (b) the roles and responsibilities of the people or organisation(s) delivering the HMMP; and
- (c) the planned habitat creation and enhancement works to create or improve habitat to achieve the on-site significant enhancements in accordance with the approved Biodiversity Gain Plan; and

- (d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
- (e) the monitoring methodology in respect of the created or enhanced habitat to be submitted to the local planning authority; and
- (f) details of the content of monitoring reports to be submitted to the Local Planning Authority including details of adaptive management which will be undertaken to ensure the aims and objectives of the Biodiversity Gain Plan are achieved.

Notice in writing shall be given to the Council when the:

- i. initial enhancements, as set in the HMMP, have been implemented; and
- ii. habitat creation and enhancement works, as set out in the HMMP, have been completed after 30 years.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted in years 1, 3, 5, 10, 15, 20, 25, and 30 to the Council, in accordance with the methodology specified in the approved HMMP.

The Council shall only issue approval of the habitat creation and enhancement works when:

- (1) The habitat creation and enhancement works set out in the approved HMMP have been completed; and
- (2) a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure that the enhancements to biodiversity on site are delivered, managed, and monitored for a period of at least 30 years from the completion of the development in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016), and the mandatory requirements of Schedule 7A of Part 1 of Section 9(3) of the Town and Country Planning Act 1990.

- 4. Prior to the installation of any glamping pods or the storage hut within the site, representative sample of the types and colours of materials to be used on the external elevations of the structures hereby permitted shall be submitted in writing to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented in accordance with those approved materials.

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).

5. Prior to the installation of any glamping pods or the storage hut within the site, a Biodiversity Enhancement Strategy for protected, priority and threatened species shall be submitted to, and approved in writing by, the Local Planning Authority. The Biodiversity Enhancement Strategy shall be prepared by a suitably qualified ecologist and include, but shall not be limited to, the following details:
 - (a) Purpose and conservation objectives for the proposed enhancement measures; and
 - (b) detailed designs or product descriptions to achieve stated objectives; and
 - (c) locations of proposed enhancement measures by appropriate maps and plans (where relevant); and
 - (d) persons responsible for implementing the enhancement measures; and
 - (e) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details shall be retained in that manner thereafter.

Reason: To enhance protected, priority and threatened species in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016), the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and Section 40 of the NERC Act 2006 (as amended).

6. Prior to the first use of the development hereby permitted, the parking and turning facilities shall be implemented in accordance with the Proposed Road Access Plan (231154 01 06) (submitted: 29.04.2025). 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).

7. Prior to the first use of the development hereby permitted, a scheme of hard and soft landscaping works, including boundary treatments, for the site including an implementation scheme, shall be submitted in writing to, and approved in writing by, the Local Planning Authority. The scheme shall be

carried out in full accordance with the approved landscaping scheme in the first planting and seeding seasons following the occupation of the development or the completion of the development, whichever is sooner. The soft landscaping scheme shall be maintained for a period of five years from the date of planting. During this period, any trees or shrubs which die or are damaged, removed, or seriously diseased shall be replaced by trees or shrubs of a similar size and species to those originally planted at which time shall be specified in writing by the Local Planning Authority.

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).

8. All mitigation measures and/or works shall be carried out in accordance with the details contained in Section 4 (Discussion and Recommendations) of the Ecological Impact Assessment (submitted: 25.08.2025).

Reason: To conserve protected and priority species in accordance with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016), the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and Section 40 of the NERC Act 2006 (as amended).

9. The development hereby permitted shall be used as an overnight tourism facility (Use Class C1) for six glamping pods and for no other purpose. The development shall not be used as a sole or main residence, and no person shall occupy any part of the accommodation for a period exceeding four weeks. No person shall occupy the accommodation with a period of two weeks following the end of a previous period of occupation by that same person. Should the permitted Use Class C1 use of the site cease for a period of two or more years, the structures shall be removed from the site and the site restored to grassland.

Reason: In the interests of general highway safety because a more traffic-intensive use at the site would be inappropriate due to the limitations of the vehicular access and/or the local road network and in the interests of visual amenity because the application site is outside of any area where planning permission would normally be forthcoming for residential development and is only permitted as a site for holiday purposes in the interests of contributing to tourism and the economy of the area in accordance with Policies DM4, DM10, and DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016), and the National Planning Policy Framework (2024).

a. **Notes to Applicant(s)**

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.

2. Your attention is drawn to the Biodiversity Net Gain Condition within the Decision Notice. The development is subject to the Biodiversity Gain Condition. A Biodiversity Gain Plan needs to be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development. The application can be made online here: https://www.hinckley-bosworth.gov.uk/info/200249/view_planning_applications_and_decisions/1476/does_the_property_comply_with_planning_conditions.
3. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
4. To erect temporary directional signage, you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
5. All businesses have a duty of care to ensure that any waste is handled safely and within the law. Please ensure that there is adequate space on the property to store the waste containers for the business.

All waste produced by a business including (but not limited to) paper, cardboard, cans, retail packaging, and food wrappers/ waste is commercial waste. For this reason, it has to be legally discarded in a certain way via a trade waste service or transfer service and cannot be disposed of through the residential service. Bins should be maintained and stored so that they don't cause problems to neighbouring premises due to smells and should be stored correctly in a suitable container which needs to be closed or lidded.

Businesses should arrange their own business/ trade waste collection service. If you give your waste to someone else, you must be sure that they are authorised to take it, transport it, and recycle or dispose of it safely.