



Hinckley & Bosworth
Borough Council

Delegated Report

Planning Reference	25/00267/FUL
Applicant(s)	Arthur McDonagh
Ward	Ratby, Bagworth and Thornton
Application Site	Land Adjacent Poultry Farm, Desford Road, Desford
Proposal	Creation of four traveller pitches
Case Officer	Faizal Jasat (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 provision of four traveller pitches for use by the applicant's family. As confirmed by the LCC Traveller Sites & Liaison Officer, it is standard practice for pitches to contain space for two caravans, one for accommodation and one for travelling.

3. Description of the Site and the Surrounding Area

- 3.1. The application site lies in the countryside and comprises a strip of land approx. 40m wide by 177m in length. The site lies between a poultry farm to the west and the former Bradwardine Equestrian stables to the east, which is in the applicant's ownership/tenancy. An agricultural field adjoins the site to the north. The site can be accessed directly from Desford Lane.

4. Relevant Planning History

- 23/00723/FUL
- Demolition and replacement of existing bungalow and stables and associated works
- Permitted 20.02.2024

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.
- 5.2 One neutral response has been received making the following comments:
- Concern for occupier amenity (noise and odour) as a result of the operation at the neighbouring poultry farm

6. Consultation

- 6.1 No objections received from all relevant consultees, subject to conditions and informatives:
- LCC Ecology
 - LCC Highways
 - LCC Minerals & Waste
 - LCC Travellers Sites & Liaison Officer
 - HBBC Pollution
 - HBBC Drainage
 - National Forest Company

7. Policy

- 7.1 Core Strategy (2009):
- Policy 19: Provision of Sites for Gypsies, Travellers and Travelling Show People
- 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 DM10: Development and Design
 - Policy DM17: Highways and Transportation
 - Policy DM18: Vehicle Parking Standards
- 7.3 National Planning Policies and Guidance:
- National Planning Policy Framework (NPPF) (2024)
 - National Design Guide (2019)
 - Planning Policy for Traveller Sites (PPTS) (2024)
 - Planning Practice Guidance (PPG)
- 7.4 Other Relevant Guidance:

- HBBC's Good Design Guide (2020)
- HBBC's Gypsy and Traveller Accommodation Assessment (GTAA) (2016)
- Leicestershire Highway Design Guide (LHDG) (2024)

8. Appraisal

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

- Principle of development
- Land supply of deliverable sites
- 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 4 of the National Planning Policy Framework (NPPF) confirms that the Framework should be read in conjunction with the Government's Planning Policies for Traveller Sites (PPTS) and when making decisions on applications of these types of development, regard should also be had to the policies in this Framework, where relevant.
- 8.3 Paragraph 2 of both the NPPF and the PPTS confirm 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 Paragraph 3 of the NPPF confirms that it should be read as a whole.
- 8.4 Paragraphs 23 to 28 within Policy H of the PPTS detail how planning applications should be determined for Gypsy and Traveller sites.
- 8.5 Paragraph 24 of the PPTS confirms that planning applications should be assessed and determined in accordance with the presumption in favour of sustainable development and the application of specific policies within the NPPF and the PPTS.
- 8.6 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.
- 8.7 The current Development Plan consists of the adopted Core Strategy and the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP).
- 8.8 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.

- 8.9 Paragraph 26 of the PPTS confirms that local planning authorities should very strictly limit new traveller site development in the open countryside that is away from existing settlements or outside areas in the Development Plan.
- 8.10 Chapter 15 of the NPPF requires planning policies and decisions to conserve and enhance the natural and local environment. Paragraph 187(b) 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.
- 8.11 This is supported by 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.
- 8.12 Therefore, the proposed development does not relate to, or comply with, any of the criteria above in Policy DM4 of the SADMP, but this does not mean that the development is not sustainable. For example, it is acknowledged that the proposed development is within an established gypsy and traveller site.
- 8.13 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 the report.
- 8.14 In summary, the Development Plan is the starting point for decision making, and the NPPF and the PPTS are material considerations within the determination of planning applications for gypsy and travellers, which should be read in conjunction with each other and as a whole.
- 8.15 The development is outside of any identified settlement boundaries in the designated open countryside and is offered no support by Policy DM4 of the SADMP or Paragraph 26 of the PPTS. As such, the application does not accord with

Development Plan Policy and is unacceptable in principle, subject to the assessment of all other material considerations. Other material considerations are set out within the next sections of the report.

Land Supply of Deliverable Sites

- 8.16 Chapter 5 of the NPPF requires planning policies and decisions to deliver a sufficient supply of homes to support the Government's objective of significantly boosting the supply of homes without unnecessary delay. The overall aim should be to meet an area's identified housing need, including an appropriate mix of housing types for the local community.
- 8.17 Paragraph 11(d) of the NPPF states that planning decisions should apply a presumption in favour of sustainable development where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date. Footnote Paragraph 27 of the NPPF confirm that the PPTS sets out how gypsy and travellers' housing needs should be assessed for those covered by the definition in Appendix 1 of that document.
- 8.18 Policy 18 of the adopted Core Strategy sets out the criteria for the provision of sites for gypsies, travellers, and travelling show people within the Borough. However, this policy is largely superseded by the Planning Policy for Traveller Sites (PPTS) (2024). Therefore, the targets for residential pitches that are identified within Policy 18 of the adopted Core Strategy are considered to be out-of-date.
- 8.19 The Council's most up-to-date Gypsy and Traveller Needs Assessment (2016) identified a need for seven pitches, including the two existing pitches within this site, and a supply of seven pitches. However, evidence on the need for gypsy and traveller accommodation remains to be updated.
- 8.20 The County Council's Gypsy Liaison Officer also stated that due to age of the Council's Gypsy and Traveller Accommodation Assessment (GTAA) (2016), this document is not considered to be relevant within the determination of this current application.
- 8.21 The Council has commissioned consultants to undertake a study to investigate the need for pitches to accommodate gypsies, travellers and travelling show people in the Borough. However, it is accepted that since 2016 there has been limited additional gypsy and traveller accommodation granted in the Borough.
- 8.22 Due to the absence of a new needs assessment for deliverable sites for gypsy and travellers, and due to the out-of-date targets within Policy 18 of the adopted Core Strategy and the out-of-date assessment within the GTAA, it is unlikely that the Council can demonstrate an up-to-date five-year supply of deliberate gypsy and traveller sites.

- 8.23 Paragraph 28 of the PPTS states that if a local planning authority cannot demonstrate an up-to-date five-year supply of deliverable sites, the provisions of Paragraph 11(d) of the NPPF apply.
- 8.24 For decision-taking, Paragraph 11(d) of the NPPF requires planning permission to be granted unless:
- i. The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
 - ii. 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.
- 8.25 Footnote 9 of the NPPF states that these key policies include Paragraphs 66 and 84 of Chapter 5 (Delivering a Sufficiently Supply of Homes), 91 of Chapter 7 (Ensuring the Vitality of Town Centres), 110 and 115 of Chapter 9 (Promoting Sustainable Transport), 129 of Chapter 11 (Making Effective Use of Land), and 135, and 139 of Chapter 12 (Achieving Well-Designed Places).
- 8.26 Paragraph 25 of the PPTS highlights that local planning authorities should consider the following issues, amongst other relevant matters, when considering planning applications for traveller sites:
- (a) the existing level of local provision and need for sites; and
 - (b) the availability (or lack) of alternative accommodation for the applicants; and
 - (c) other personal circumstances of the applicant; and
 - (d) that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites; and
 - (e) that they should determine applications for sites from any travellers and not just those with local connections.
- 8.27 As detailed within this Report, it is accepted that since 2016 there has been limited additional gypsy and traveller accommodation granted in the Borough, and it is unlikely that the Council can demonstrate an up-to-date five-year supply of deliverable gypsy and traveller sites.

- 8.28 The County Council's Gypsy Liaison Officer confirmed that the gypsy and traveller site at Aston Firs within the Borough of Blaby, which is owned and managed by Leicestershire County Council, is at capacity, and there are a number of families living on this site that have grown up children who would like to start their own families with nowhere to move to.
- 8.29 The Applicant has provided some details in relation to their personal circumstances to justify their proposed development. The County Council's Gypsy Liaison Officer confirmed that the development is proposed to accommodate the Applicant's family, and the families associated with this development are well known to the County Council's Multi-Agency Travellers Unit (MATU) who have evidence of lifestyle and work patterns that confirm their ethnicity satisfies the definition of Gypsy and Traveller within the PPTS. The Liaison Officer also stated that the Applicant has lived in Leicestershire since childhood, and their children were also born within Leicestershire.
- 8.30 In light of the above, the benefit associated with the provision of four gypsy and traveller residential pitches are considered to attract significant positive weight in the planning balance.

Design and Impact upon the Character of the Area

- 8.31 Paragraph 26 of the PPTS confirms that local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate, the nearest settlement community, and avoid placing an undue pressure on local infrastructure.
- 8.32 Policy 18 of the adopted Core Strategy states that planning permission for new gypsy and traveller sites will be granted providing the site is capable of sympathetic assimilation into the surroundings and is appropriate to the scale of the nearest settlement and its local services and infrastructure.
- 8.33 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.
- 8.34 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.
- 8.35 Any public views of the site are likely to be transient and by passing motor vehicles, and the site is viewed in the context of the neighbouring poultry farm, which is of a significant footprint and massing. Furthermore, the mature boundary hedgerows sufficiently screen any long-distance views of the site. Therefore, the development is not considered to result in any significant adverse impacts in these site-specific circumstances. By virtue of these factors, the development respects the existing character and use of the site in accordance with Policies DM4 and DM10 of the SADMP, Policy 18 of the adopted Core Strategy, and Paragraph 26 of the PPTS.

Impact upon Residential Amenity

- 8.36 Policy 18 of the adopted Core Strategy states that planning permission for new gypsy and traveller sites will be granted providing the site will not cause unacceptable nuisance to existing neighbours by virtue of noise and other disturbance caused by movement of vehicles to and from the site, and that the site is appropriate to provide a safe and healthy environment for residents.
- 8.37 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.
- 8.38 There are some isolated dwellings in reasonably close distance of the site but sufficiently separated by the surrounding uses and Desford Lane. However, the limited number of pitches is not considered to result in any significant adverse impacts to the residential amenity of the occupiers of the site.
- 8.39 There were some concerns raised by officers and one neighbouring comment regarding potential noise and odour impacts from the neighbouring poultry farm which operates year-round. The Environmental Health Team have been consulted and additional queries raised after an initial response of "no objection". The Environmental Health Team stated that the applicant has bought the wider site (Bradwardine) for residential purposes, including the application site. It is therefore assumed they are fully aware of the potential impact. The EHO confirmed that their consideration is different when an applicant purchases a site for their own occupation rather than a developer buying a site to develop for other occupiers. They have also confirmed that there are other residential dwellings in the close vicinity and there has not been a significant complaint. On this basis there are no grounds to refuse and no conditions are required.
- 8.40 By virtue of these factors, the scheme is not considered to result in any harm to the residential amenity of neighbouring residents, nor the future occupants of the development. Therefore, the scheme is considered to comply with Policy DM10 of the SADMP.

Impact upon Parking Provision and Highway Safety

- 8.41 Policy 18 of the adopted Core Strategy states that planning permission for new gypsy and traveller sites will be granted providing the site has safe highway access, provision for parking, and servicing.
- 8.42 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.

- 8.43 The Applicant was requested to submit a Road Safety Audit and improvements to the existing access off Desford Road which has been received and verified by the LHA.
- 8.44 The Local Highway Authority's advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe, subject to the conditions, and in particular, the cessation of the existing access on Desford Road. Therefore, the scheme is regarded as in accordance with Policies DM17 and DM18 of the SADMP and does not conflict with paragraph 116 of the National Planning Policy Framework (2024).

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 site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1 of Planning Policy for Traveller Sites (2024).

Reason: To ensure compliance with Policy 18 of the adopted Core Strategy (2009) and the Planning Policy for Traveller Sites (2024).

3. There shall be no more than 4 pitches on the site. No pitch shall, at any time, contain more than 2 caravans or more than one static caravan (with a caravan being as defined in the Caravan Sites and Control of Development Act 1960 and the Caravan Sites Act 1968).

Reason: In the interests of visual amenity and to safeguard the intrinsic value, beauty, open character, and landscape character of the open countryside in accordance with Policies DM4 and DM10 of the Site Allocations and Development Management Policies Development Plan Document (2016), and Chapter 15 of the National Planning Policy Framework (2024).

4. There shall be no commercial activities undertaken at the site, including the external storage of goods or materials not ancillary to the residential use or the keeping of horses, and no vehicles over 3.5 tonnes shall be stationed, parked or stored on the site.

Reason: In the interests of visual amenity and to safeguard the intrinsic value, beauty, open character, and landscape character of the open countryside in accordance with Policies DM4 and DM10 of the Site Allocations and Development Management Policies Development Plan Document (2016), and Chapter 15 of the National Planning Policy Framework (2024).

5. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Savoy Consulting drawing number DWG-01 have been implemented in full.

Reason: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with Policy DM17 of the SADMP (2016) and the National Planning Policy Framework (2024).

6. No part of the development hereby permitted shall be occupied until such time as vehicular visibility splays of 2.4 metres by 125 metres to the south and 2.4 metres by 200 metres to the northeast have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

Reason: To afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety, and in accordance with Policy DM17 of the SADMP (2016) and the National Planning Policy Framework (2024).

7. The development hereby permitted shall not be occupied until such time as the parking and turning facilities have been implemented in accordance with Site Layout - Stanfords Vector Map Plan No: 1680 - Received by the LPA on 8th October 2025. Thereafter the onsite parking and turning provision shall be kept available for such use(s) 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 Policy DM17 of the SADMP (2016) and the National Planning Policy Framework (2024).

8. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmac, or similar hard bound material (not loose aggregate) for a distance of at least 11 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.

Reason: To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety and in accordance with Policy DM17 of the SADMP (2016) and the National Planning Policy Framework (2024).

9. The development hereby permitted shall not be occupied until such time as the existing gates to the vehicular access have been permanently removed. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 11 metres of the highway boundary, nor shall any be erected within a distance of 12 metres of the highway boundary unless hung to open away from the highway.

Reason: To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway and in accordance with Policy DM17 of the SADMP (2016) and the National Planning Policy Framework (2024).

10. Development hereby permitted shall not be used for a period of more than one month from being first brought into use unless the existing vehicular access on to Desford Road (between Desford and Kirby Muxloe) that becomes redundant as a result of this proposal has been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety and in accordance with Policy DM17 of the SADMP (2016) and the National Planning Policy Framework (2024).

11. All mitigation measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (Ref: Brad0825_PEA) (August 2025) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details."

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (as amended).

12. Prior to any works above slab level, a Biodiversity Enhancement Strategy for protected, Priority and threatened species, prepared by a suitably qualified ecologist in line with the recommendations of the Preliminary Ecological Appraisal (Ref: Brad0825_PEA) (August 2025) shall be submitted to and approved in writing by the local planning authority.
The content of the Biodiversity Enhancement Strategy shall include the following:
 - a) Purpose and conservation objectives for the proposed enhancement measures;
 - b) detailed designs or product descriptions to achieve stated objectives;
 - c) locations of proposed enhancement measures by appropriate maps and plans (where relevant);
 - 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 and allow the LPA to discharge its duties under paragraph 187d of NPPF 2024 and s40 of the NERC Act 2006 (as amended).

13. Prior to occupation, a "lighting design strategy for biodiversity" in accordance with Guidance Note 08/23 (Institute of Lighting Professionals) shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (as amended).

14. 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 authority, prior to commencement of development, including:

- a) a non-technical summary;
- b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- 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;
- 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;
- 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 LPA 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:

o initial enhancements, as set in the HMMP, have been implemented; and o 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.

Unless otherwise agreed in writing, 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 until:

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

Reason: To satisfy the requirement of Schedule 7A, Part 1, section 9(3) of the Town and Country Planning Act 1990 that significant on-site habitat is delivered, managed, and monitored for a period of at least 30 years from completion of development.

15. No development shall take place until a scheme of hard and soft landscaping works, including boundary treatments, for the site, including an implementation scheme, has been 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. 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 Policies DM4 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

16. 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:
Site Layout - 1680 - received 08/10/2025 Site Location Plan - 1680/SL - received 08/10/2025 Caravan Swept Path Analysis - DWG-02 - received 08/10/2025

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).

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.
2. The Applicant's attention is drawn to the licensing requirements for the proposed development under the Caravan Site and Control of Development Act 1960. Please contact Hinckley and Bosworth Borough Council's Environmental Services Team for further information on 01445 238 141.
3. Planning Permission does not give you approval to work on the Highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>
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. Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused.

Important: Biodiversity Gain Condition

6. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:
 - (a) Biodiversity Gain Plan has been submitted to the planning authority, and
 - (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Hinckley & Bosworth Borough Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.

7. Surface water should be managed by sustainable methods, preferably those which disperse runoff by infiltration into the ground strata: i.e. soakaways, pervious paving, filter drains, swales, etc. and the minimisation of paved area, subject to satisfactory porosity test results and the site being free from a contaminated ground legacy. If the ground strata are insufficiently permeable to avoid discharging some surface water off-site, flow attenuation methods should be employed, either alone or in combination with infiltration systems and/or rainwater harvesting systems.
8. Any proposed access drives, parking and turning areas, paths and patios should be constructed in a permeable paving system, with or without attenuation storage, depending on ground strata permeability. On low-permeability sites surface water dispersal may be augmented by piped land drains, installed in the foundations of the paving, discharging to an approved outlet (See Environment Agency guidance on the permeable surfacing of front gardens).