



DESIGN & ACCESS STATEMENT

TO SUPPORT THE DEVELOPMENT OF A GLAMPING SITE AT

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- 1.0 Executive Summary..... 2
- 2.0 Policy..... 3
- 3.0 Site Context..... 9
 - 3.1 Location9
 - 3.2 Proposed Site Information.....10
 - 3.3 Site Access11
 - 3.4 Site Photos12
 - 3.5 Flood Risk.....13
 - 3.6 Public Rights of Way15
 - 3.7 Justification for Proposed Use16
- 4.0 Design 18
 - 4.118
 - 4.2 Landscaping19
 - 4.3 Drainage Strategy20
 - 4.4 Lighting Strategy21
 - 4.5 Proposed Units.....22
 - 4.6 Use23
 - 4.7 Installation24
- 5.0 Sustainability.....26
- 6.0 Summary27

Proposed is the installation of 3no. Shepherd huts for overnight guest use, associated decking, raised footpaths, reuse of an old parking & turning area, secure bicycle storage and recycling/refuse storage. Also intended is minor landscaping of the site, planting of native species trees, hedgerow, shrubbery and meadow grass with wildflowers throughout the site.

All huts will be connected to a new private package treatment plant, an Ecoflo System which will discharge to the nearby stream. All hard landscaping will be constructed from permeable materials and all huts will be surrounded by a gravel border to allow roof run-off to easily infiltrate the ground.

The chosen high-end shepherd huts will be constructed off-site by the applicant and delivered as a full unit ready for installation.

The application site is situated in north Leicester, a quick 5-minute drive northwest of Ratby. The site location will be easily accessible from across the country via both car and public transport. The proposal supports sustainable travel by including E.V. charging points, secure bicycle storage and lending.

The small-scale, sustainable development will provide subtle and discreet countryside holiday accommodation for tourists visiting the area on short breaks and weekend stays. The site is proposed to be in operation year-round, making it an excellent option for visitors to retreat and access everything the area has to offer in all seasons.

In designing the proposed site, Hinckley & Bosworth Borough Council Local Plan 2006 – 2026 was referenced, and the following policies were considered. It is believed that the proposal is compliant with each of the following policies:

H&BBC Site Allocations and Development Management Policies DPD and Core Strategy (adopted Dec 2009)

- **DM 1: Presumption in Favour of Sustainable Development**

This policy states *'Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.'*

It is believed that this development aligns with this policy due to the development also aligning with the many policies listed below.

- **DM 2: Delivering Renewable Energy and Low Carbon Development**

This policy states that proposals will be supported where they align with the following;

- a) *All reasonable steps have been taken to avoid or mitigate any adverse impacts including, but not limited to, landscape, noise, visual and cumulative impacts; and*
- b) *The proposed development accords with other policies of this plan, with specific regard to DM11 and DM12.*

The development is thought to align with this policy in many ways. The proposed development is of a high-quality design and will make a positive contribution to its context. The scale and nature of the development is acceptable in this location. It appropriately responds to and safeguards the existing site character and context, creates character and interest and has been designed with health, amenity, well-being and safety in mind.

The proposal appropriately responds to the wider landscape and safeguards the environment and natural features of the rural site. There are no historic assets near the site. The site design has been carefully considered to ensure it is harmonious in its location and is appropriate in terms of scale, mass, form, siting, design, materials, texture and colour in relation to the surrounding area. The development will protect and retain important natural features including trees, hedgerows and meadow areas during the construction and operation of the site. The site design incorporates high levels of soft landscaping that will connect to surrounding green infrastructure and networks.

The proposal will prioritise movement by foot, bicycle and public transport, by including a linkage to existing footpaths.

The installation of lighting bollards along footpaths for safety when walking out at night will create an environment for people to feel safe. The health and amenity of occupiers and surrounding uses will be protected. The proposal will not result in overlooking, overbearing, results in a loss of daylight, and/or unacceptable levels of light pollution, noise, vibration, odour, emissions and dust or any other amenity issues.

The proposed development will minimise its dependence on fossil fuels and contribute to the mitigation of climate change through adopting a sustainable approach to energy use.

E.V. charging and secure bicycle storage will be available to guests to encourage sustainable travel choices. See section 5.0 of this document for more information regarding sustainability choices.

- **DM 4: Safeguarding the Countryside and Settlement Separation and Policy 17: Rural Needs**

It is thought that the development aligns with this policy due to the strong link glamping has with countryside recreation. The chosen rural location is crucial to the success of this tourism development as a countryside location is vital for glamping businesses to thrive. Glamping guests tend to be looking for a peaceful getaway in nature where they can relax, rejuvenate, and escape their everyday lives. The proposed site will successfully deliver this expectation while also providing social benefits and economic support to the surrounding area. As well as this, the chosen location also shares the land with an existing family business, although not linked, it is thought that the close proximity will outweigh any negative impact.

The development will also support local employment with the creation of two full-time roles for site cleaning, maintenance and management at the site opening and growing thereafter.

- **DM 6: Enhancement of Biodiversity and Geological Interest**

A Biodiversity Net Gains Assessment accompany this application which demonstrates a net gain of 22.35% for habitats, and 100% for hedgerows. Upon planning permission being granted, a habitat management and monitoring plan and biodiversity net gain plan will be prepared and submitted to the Borough Council as part of the application.

The proposed development will not adversely impact any designated or potentially designated sites or result in the loss or deterioration of irreplaceable biodiversity or geological features or habitats. See Preliminary Ecological Appraisal for further information. A new traditional orchard habitat will be created as part of the landscaping scheme, a feature which has been lost in the district - this will contribute to biodiversity restoration in the wider context.

The application site has not been identified as having any geological value.

The design of the site has been carefully considered to ensure the development maintains the character and quality of the existing landscape.

No trees are to be removed additional shrubs and wildflower meadows have been proposed around the site to enhance the landscape features. Most of the site has been left as open green space together with new enhanced grasslands.

The site makes use of an existing access with existing tracks leading to the parking area, a small section of this is to be expanded to provide adequate parking for guests. The site will be well maintained, and the units have been carefully positioned to ensure no negative visual impact has been created.

- **DM 7: Preventing Pollution and Flooding, DM 10 Development and Design and Policy 24: Sustainable Design and Technology**

Due to the site being within the open countryside, there is no main sewerage connection available. Therefore, a sustainable private treatment system has been proposed to provide suitable drainage for the units.

For specific drainage details please refer to drawing 240239-01-04.

SuDS principals have been integrated into the site design with the use of permeable materials for the existing vehicular track, parking/turning area and new footpaths while all huts will have a 250mm wide by a min 200mm deep gravel border to all draining sides for roof runoff to allow surface water to easily infiltrate the ground.

As mentioned above, the installation of PIR lighting bollards along footpaths for safety when walking out at night will not have any negative impact due to them only being on for a matter of seconds when walking past.

As previously mentioned, with the site being within open countryside it is surrounded by several larger settlements and within walking and cycling distance to the nearest public transport, it is expected that the site will be easily accessible. As well as that, to aid in sustainable transport and renewable energy, 1EV charging spots have been provided and these will be advertised to guests.

The site is currently not at its best, the applicant intends to bring the land back to its peak through a series of planting and restoration.

The proposal aligns with this policy by providing a safe environment and building for guests. The huts will not be rented out to party groups and no antisocial behaviour or music will be permitted on site to reduce noise pollution. All lighting bollards will be motion sensor lights that will only go on when in use to not disturb the local wildlife. The site is not at risk of flooding and will not cause any flooding, all surfaces will be constructed of permeable material to allow surface water drainage.

Due to the positioning of the units and their orientation, it is believed the proposal would not propose any harm to the residential amenities of any surrounding properties in relation to outlook, privacy, light, noise and odour.

The site has been proposed with multiple biodiversity enhancements to help screen the units and provide an ecological gain. Through the use of native planting, shrubs, hedgerows, trees and meadow areas, it is thought to aid with the protection of the natural environment and local character.

At the end of its lifetime, the site can easily be returned to its original state due to the non-invasive construction methods of ground screws and the very little groundwork required and as previously mentioned above, all units will have a gravel border to collect any runoff from the roof. All buildup will be constructed of permeable material to aid with any surface water.

- **DM 11 Protecting and Enhancing the Historic Environment and DM 12 Heritage Assets**

There are no Historic or Heritage assets located near or on-site.

- **DM 17 Highways and Transportation, Policy 14: Rural Areas: Transport and DM 18 Vehicle Parking Standards**

This proposal has taken into account the impact on the highway network and the environment and incorporates safe and accessible connections to the transport network to enable travel choices, including non-car modes, for guests and employees. Existing access will be utilised which is of a suitable size and condition to serve surrounding properties, and an existing area of permeable build-up will be utilised for site parking to provide 3 parking bays.

The site is surrounded by existing public rights of ways allowing them to explore these on foot or via bicycles. Guests will be encouraged to utilise these during their stay.

Included within this proposal, are appropriate parking and turning facilities for 3no vehicles, one per hut. Guests will need to walk a short distance from the parking area to reach their huts. The site will be equipped with a secure bike store for guest use to encourage the use of bicycles during their stay.

The parking area will feature secure cycle storage for guest use.

- **DM 24: Cultural and Tourism Facilities and Policy 23: Tourism Development**

The proposed site is well related to several attractions near Ratby and Markfield and is well connected to the wider area via nearby bus services, with numerous public walking and cycle routes also passing nearby.

Glamping sites promoting outdoor recreation and spending time in nature require a countryside location to achieve this. The small-scale development will respect the character of the countryside and will not adversely affect local infrastructure. Conversely, it will benefit nearby businesses, tourist attractions and the local economy by providing a retreat from the city in a peaceful, natural environment and luxury glamping huts. See the supporting Market Research document for additional information.

Due to the design and construction of the proposed huts, these fall under the definition of a caravan under the Caravan Act. They are temporary in nature and will be mounted on ground screws, allowing the site to easily revert to its current use at the end of their lifetime. They are designed to integrate well with their surroundings and will utilise materials such as larch which will weather over time.

National Planning Policy Framework: Supporting a prosperous rural economy

88. Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, beautiful new buildings;
- b) the development and diversification of agricultural and other land-based rural businesses;
- c) sustainable rural tourism and leisure developments which respect the character of the countryside; and d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

89. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

The site is located in the countryside and noted as a form of rural development, as mentioned above it should be recognised that some sites are required to be located in rural areas which may not be well served by public transport. Given the nature of glamping, it is known to thrive in remote locations where guests can be submerged in nature.

The development has been carefully designed with the above in mind and is believed to be an appropriate scale and design to remain sensitive to the surrounding area. The existing trees around the site help to conceal the development well so no negative visual impact is created.



3.0 Site Context

3.1 Location

The proposed site access is situated on Markfield Road which runs directly under the M1 and connects into the city of Leicester only 7.6 miles away. The village of Ratby is located approximately 1.8 miles to the south while several towns including Markfield, Hinckley and Loughborough are all within a 20-mile radius. Cities such as Leicester = Coventry, Northampton and Birmingham are within or around an hour from the site and London is approximately 2 and a half hours away.

Bus stops are located in both the villages of Ratby and Markfield which are both under 2 miles from the site. Visitors can easily reach the proposed site and explore the local area using public transport, reducing reliance on private cars and supporting sustainable transport.

Many tourist spots and local attractions are within a suitable travel distance to the site as outlined in the accompanying Market Research document. Therefore, it is perfectly suited for visitors looking to enjoy the natural beauty of the area and support existing tourism.

The proposal will encourage more guests to the area and create an economic benefit to local businesses and the local economy in nearby rural towns and villages.

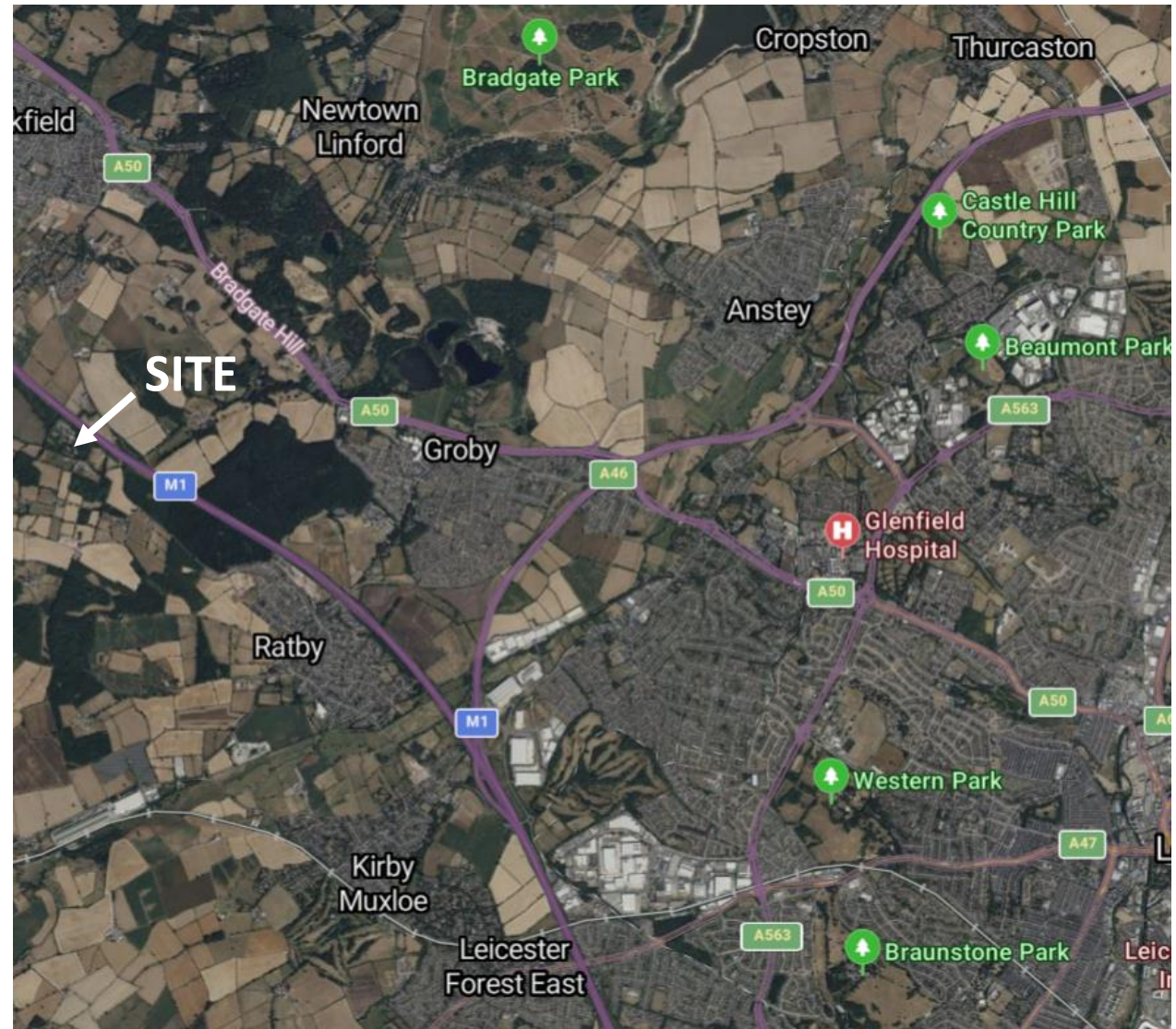


Figure 1. Aerial view of site location. Source: Bing Maps

3.2 Proposed Site Information

In the LP 2006-26, it can be seen that the proposed site lies outside of any settlement boundaries with the nearest being Ratby. As such, the principal designation governing the site is 'Countryside'.

The site is not within a conservation area or special designation; however, it is adjacent to a Local Wildlife Site and a Natural and Semi-Natural Open space lies south of the established site access on Markfield Road.

The existing site is made up of two fields, one is open grassland and the other is overgrown grassland and a storage facility for a member of the Applicants family business. Both fields have a boundary of woodland with the western boundary also containing a year-round stream. The site's boundaries are made of a mix of bushes/hedgerows and tree planting. The site slopes gently from northwest to southeast with the huts being situated at the highest point, running along the existing pond boundary.

Neighbouring businesses are a stable situated approx. 52 metres to the south of the nearest proposed hut, Whittington Rough Caravan Park approx. 65m north of the site. There are no residential dwellings nearby to the site. Due to the low number of huts proposed and ample screening provided by existing established vegetation, it is considered unlikely that the proposal would adversely impact local amenities in terms of excessive noise, privacy, overlooking, etc.



Figure 2. Aerial view of site. Source: Bing Maps

3.3 Site Access

The glamping site will be reached by following Markfield Road and the M1 and the unnamed existing access track. It is felt that the additional traffic generated by the glamping site will not negatively impact other road users.

Visibility is good in both directions from the site entrance onto the public road where the access lies perpendicular, as can be seen in figures 3 and 4 below.



Figure 3. Facing north on Markfield Road.



Figure 4. Facing south on Markfield Road.

3.4 Site Photos



View 1. Existing access on Markfield Road facing northwest.



View 2. Facing right at access onto Markfield Road.



View 3. Facing left at access onto Markfield Road.



View 4. Facing northwest on private shared track towards site.



View 5. Facing northwest on private shared track towards site.



View 6. Facing north towards site existing access.



View 7. Facing towards carpark (to be cleared) existing hardcore underneath existing business materials.



View 8. Facing south from north of furthest right hut.



View 9. Facing northwest through existing trees to main site area.

3.5 Flood Risk

It has been identified from flood maps that the site lies in low zone with regard to surface water, river, and sea flooding. It is therefore anticipated that a flood risk assessment is not required.

All hard landscaping will be constructed from permeable materials to allow water to freely infiltrate the ground. Likewise, a pebble border around the huts will be provided for roof run-off. See drawing 'Drainage Plan' for additional information.

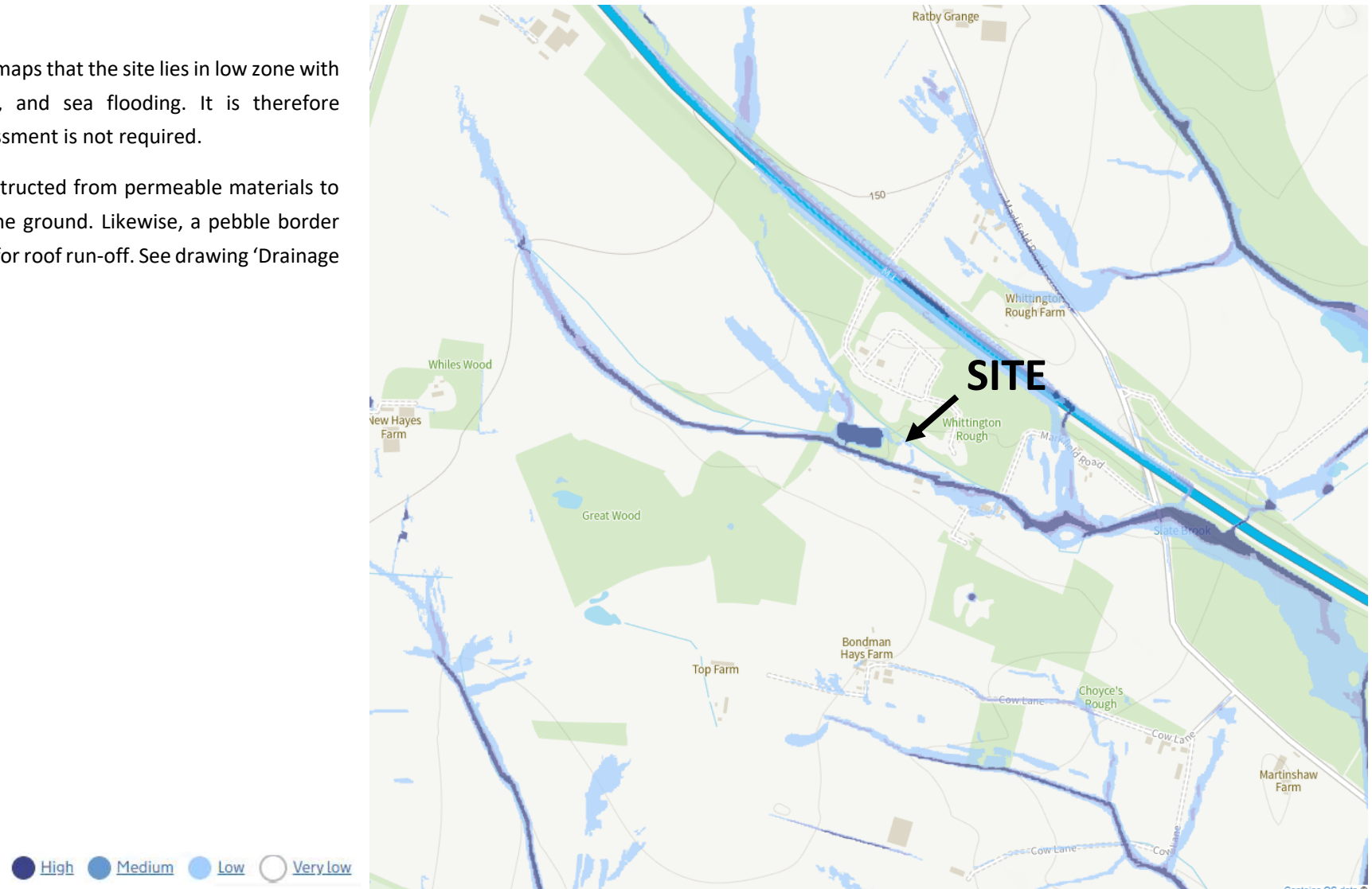


Figure 5. Map of Surface Water Flood Risk. Source: gov.uk

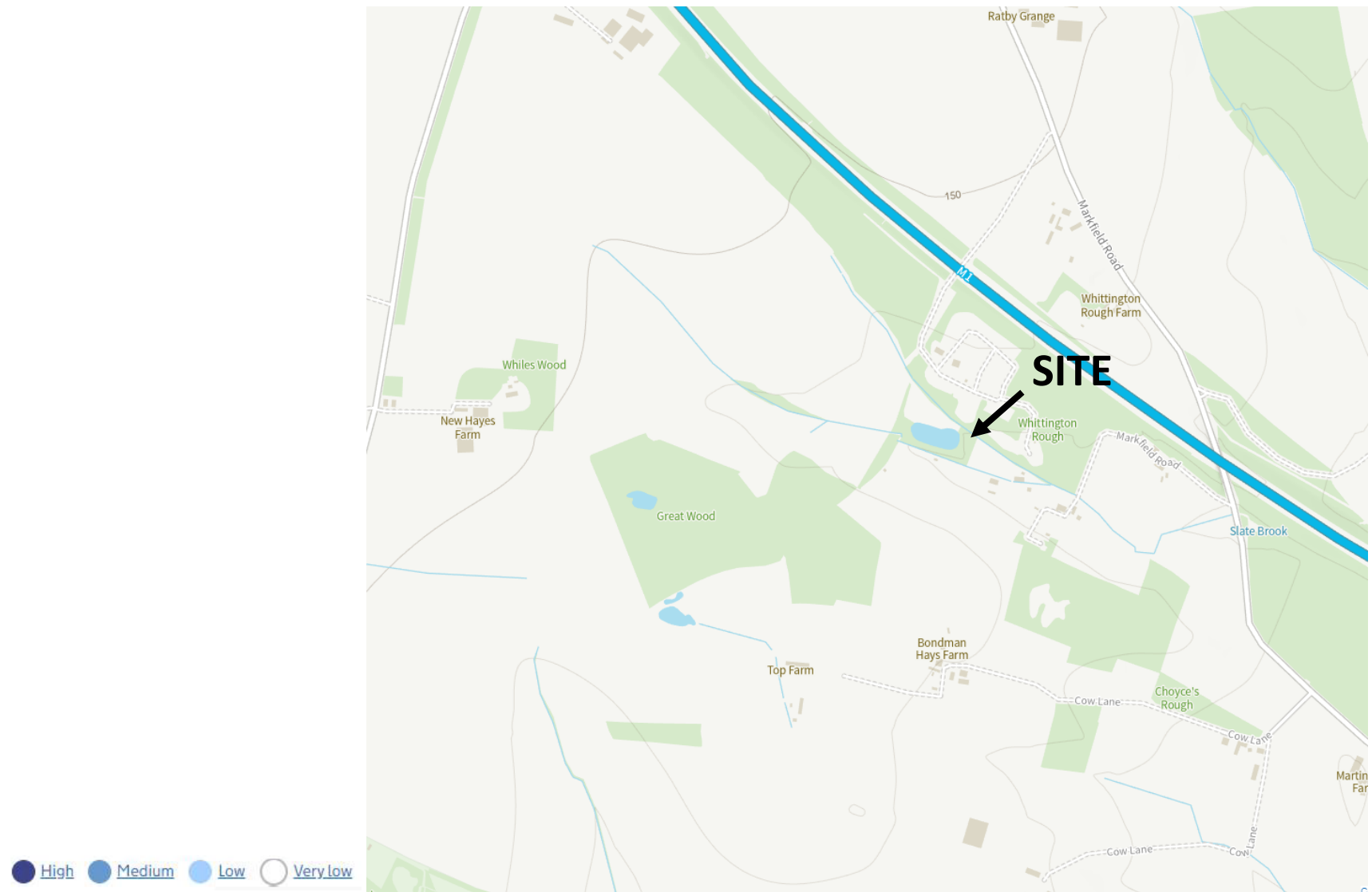


Figure 6. Map of Flood Risk from rivers and sea. Source: gov.uk

3.6 Public Rights of Way

It appears that a public right of way (PROW) is located near the proposed site. The Applicant will ensure that this right of way is maintained and not hindered either during construction or after development is complete. Views from the right of way will not be affected by this proposal.

This public right-of-way footpath and several others in the surrounding area will allow guests to easily explore the area on foot or bicycle, reducing the need for cars. These routes will be promoted within the huts to encourage guest use as many routes lead to both Ratby and Markfield.

Layers	
 Footpath, Bridleway, Byway	
 National Trails / Coastal Path	
 Right to Roam	
 Cycle Network	

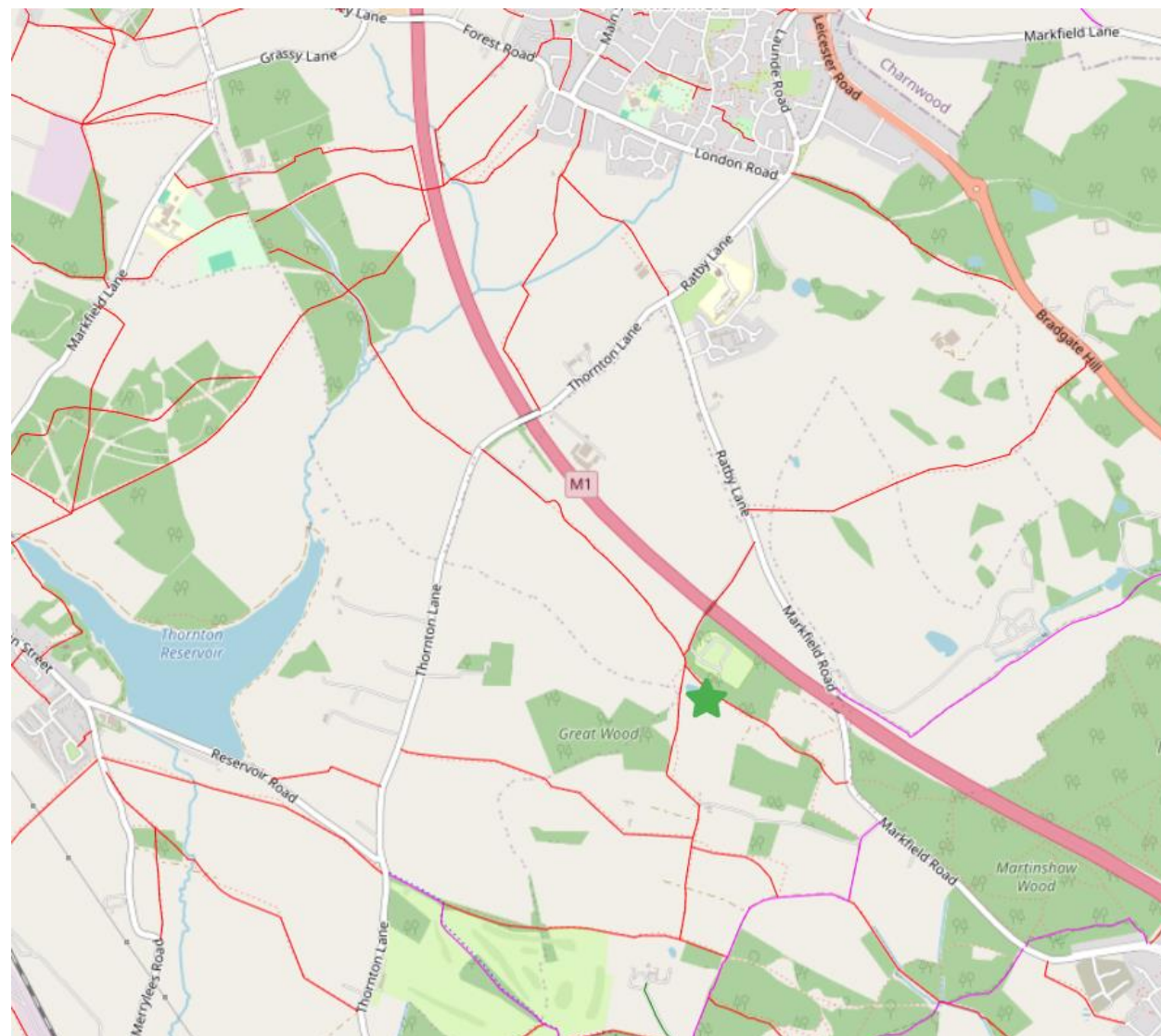


Figure 7. Map of Public rights of way – site indicated by green star. Source: footpathmap.co.uk

3.7 Justification for Proposed Use

The proposed glamping site will offer contemporary, luxury holiday accommodation to visitors within a suitable travel distance of Leicester, Birmingham, Northampton and further afield across the country, thus being suitable for weekend trips and short stays.

The area and surroundings are rich in tourist attractions such as Bagworth Heath Woods, Tropical Birdland, National Trust Stoneywell and many others within the city of Leicester itself. Nearby towns offer plenty of cafes, restaurants and local shops for guests to visit and as such, the proposal will create an economic benefit to local businesses and services. The proposed accommodation will allow visitors to spend time outdoors to relax in a natural setting as well as explore the surrounding area.

Glamping installations require minimal groundwork and non-harmful construction practices. We, therefore, believe the proposed small-scale shepherd huts, built from natural materials, will provide an ecologically viable accommodation solution, suited to the area.

The concept of luxury glamping is now gaining popularity throughout the UK, with standards and guests' expectations on the rise. This site is intended to be amongst the best available in the area and provide an exciting new alternative, offering guests a secluded retreat in nature and high-quality, modern glamping accommodation.



4.1 Proposed Layout

From the existing access on Markfield Road, guests will follow the track towards the site where they will turn into the updated site access that is currently used as a yard for a member of the applicant's family business. The proposed parking and turning area is an already existing hardcore area, currently, it is covered and is used for storage materials for the business. This hardcore area will be cleared of debris and the existing access gate will be set back to make room for a new gate into the site parking area.

From the parking area, guests will walk along the permeable footpath. The footpath will be raised to avoid any seasonal wet ground. The guests will find the huts sitting alongside the existing pond where they will face north over the pond itself. The huts are situated approximately 10 meters apart to aid in privacy and sound.

The huts are situated at the highest point in the land with the gradient of the site falling southeast towards the parking area.

See drawing 'Proposed Layout Plan' for further information.

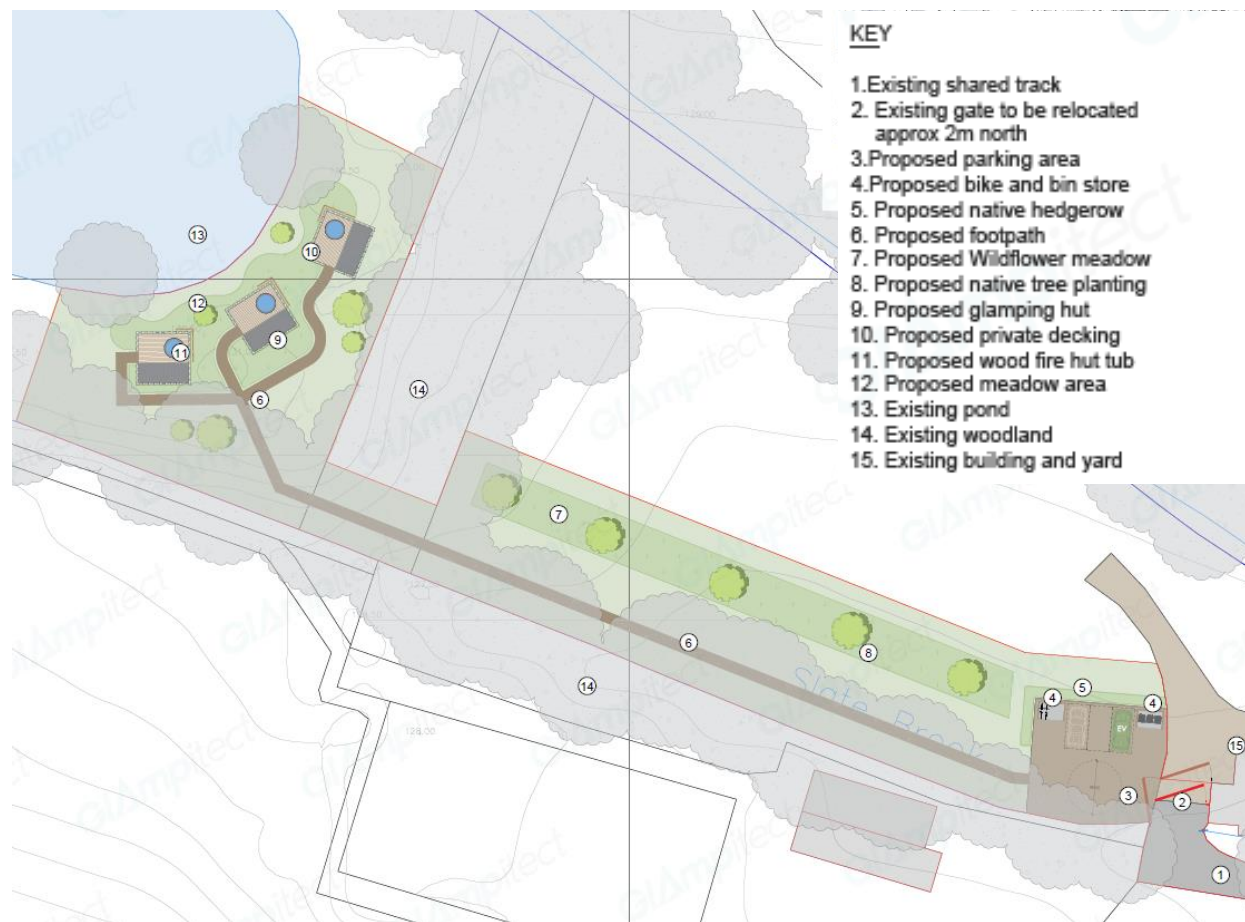


Figure 8. Proposed Layout Plan

4.2 Landscaping

The proposed site has a slight downward slope running from northwest to southeast with the huts sitting at the flattest and highest point of the site. As a result, very little or minor levelling may only be required to create suitable footings for the huts (small footings or ground screws). Where needed, a minor cut-and-fill exercise will be carried out so there will be no need for the removal of any earth from the site. Any broken ground will be re-instated (turfed where required).

The intention is to maintain the existing topography of the site, thus preventing the need for any retaining structures. The huts will be installed on adjacent ground levels and, therefore will be at varying levels relative to each other.

The design of the glamping site has been developed with landscaping, ecology and biodiversity at the forefront. Landscape features include:

- Introducing a new native hedgerow throughout the site of the site for screening and habitat creation for small mammals and birds.
- Planting native meadow grass and wildflowers around huts to benefit pollinating insects.
- Improving access and character of the public footpath.
- Providing habitat opportunities with the installation of dead wood piles as well as bat and bird boxes.
- Minimising lighting to avoid disturbance to wildlife and dark skies.

4.3 Drainage Strategy

The huts will be connected to a new package water treatment plant located southeast See drawing 'Drainage Plan' for further information.

The drainage system will be an off-grid Ecoflo system which runs purely on coconut husks, the filtered and cleaned output will be discharged to the year-round running stream along the western site boundary.

The existing vehicular parking/turning area was constructed with a porous build-up of free-draining stone. All new footpaths are to be constructed with a build-up of permeable gravel with timber borders.

All huts are to have a 250mm wide by a min 200mm deep gravel border to all draining sides.



Figure 9. Proposed Drainage Plan

4.4 Lighting Strategy

5no. LED lighting bollards with PIR sensor will be provided along footpaths for safety when walking at night.

The chosen lighting will minimise effects on local wildlife, not cause disruption to neighbours and is suitable for use in dark sky areas.

Benefits of low-level lighting bollards:

- LED mains are wired.
- Low-level height, only 40cm high.
- LED bulbs installed into this pillar lamp are in such a manner that they shine downwards onto cascading reflectors, keeping all light at low level.
- Integrated PIR sensor, keeping light levels low and only on when required.
- Range 2-8metres, set at 5m as shown.
- Lighting duration (5 seconds to 6 minutes) are configurable.
- Detects movement at an angle of 90 degrees.



Figure 10. Lighting Plan

4.5 Proposed Units

3no. high-quality shepherd huts are to be installed, to be constructed off-site and delivered as full units. See drawing 'Hut Plan and Elevations' for more details.

The hut is considered to be a temporary structure and has been designed to meet the specifications to be defined as a caravan under the Caravan Act. It is a single-story unit (approx. 3m tall) so no restriction of neighbouring views will occur. Since the huts will be clad in natural materials, they will also be in harmony with the surrounding landscape and will naturally weather over time.



Figure 11. Proposed hut drawings

4.6 Use

The site will be operated as a typical (year-round) holiday let, with the shepherd huts being rented out on a per-nightly basis. Patrons will likely be couples and small families as the chosen target markets by the site operators. Party groups will not be permitted.

The site will be marketed as a peaceful and relaxing retreat in nature, which should mean noise from guests is not a consideration, with minimal likelihood of noise and disruption to neighbouring properties and road users etc.

There is no intention to use the units for long-term lease / permanent residences. The compact footprint of the huts would not be suited to this in any case.

Land Usage Item	Area Used	% Of Site
Ownership Area (Blue Line Boundary)	99,135 m ²	-
Site Area (Red Line Boundary)	4,935 m ²	5 % (of blue line)
Shepherd huts (3no. units)	36 m ²	0.7 %
Bin and Secure Bicycle Storage	10 m ²	0.2 %
Permeable parking and turning area	192 m ²	3.8 %
Permeable Footpaths	354 m ²	7.1 %

4.7 Installation

4.7.1 Stage 1 – Access

The minimal increase in traffic associated with the glamping site will have a negligible impact on the surrounding area with a maximum of 3no. vehicles on-site at any one time. The existing access is of suitable condition and width to provide easy and safe vehicle access. The existing access will provide initial access for the installation of plant and services and will then become the main visitor access as well as provide access for any maintenance vehicles when the site is in operation.

4.7.2 Stage 2 - Groundwork

The slightly sloping gradient across the site will mean some minor groundwork may be required to level the ground for the footings of the units. The existing topography will be retained, with no retaining walls or structures required.

All units will connect to a new package water treatment plant and be discharged to the adjacent stream. See drawing 'Proposed Drainage Plan' for further information. Service ducting will be laid for power, water and telecoms as required. Pipework will be run for water and cables for electricity and telecoms will be pulled. All service installation and groundwork will be conducted by local contractors.

4.7.3 Stage 3 – Unit Install

3no. huts are to be prefabricated off-site and delivered as a full unit, ready to connect to services. By manufacturing the huts off-site, construction waste will be kept to a minimum and a high-quality finish can be achieved more easily than traditional construction. The choice of shepherd huts aims to minimise disruption to the site as much as possible due to their temporary nature.

Any new native hedgerow, shrubbery and wildflowers planted will match species of the local area as closely as possible.

4.7.4 Stage 4 – Roads, Parking & Clean up

No more plant/transport access is required other than to build up the new vehicular track and parking / turning area and footpath. These will be constructed with permeable materials to avoid the use of concrete/tarmac and a dedicated surface water drainage system.

Finally, a total clear-out of the site will be carried out to ensure no leftover waste from the build stage is left. All cleaning waste will be recycled where possible and safely disposed of otherwise.



The shepherd huts are designed and manufactured to be energy efficient, using materials with a low environmental impact such as reclaimed wood, recycled materials or composite materials made from recycled content wherever possible. Additionally, locally sourced materials will be used as much as possible. Low VOC (volatile organic compound) paints and finishes will be employed to ensure good indoor air quality. Floors and walls will be well-insulated with high-quality insulation to minimise heat loss during colder seasons and reduce the need for heating or cooling. Double glazing will be utilised throughout to also reduce heat loss. LED light fittings will be installed as standard throughout.

Water-saving sanitary fittings and appliances within the units will deliver water efficiency to the site. A sustainable surface water drainage strategy (SuDS) will be implemented across the site with all hard landscaping to be constructed from permeable materials to allow water to freely infiltrate the ground without the need of a dedicated surface water drainage system. Minimal surface water run-off from the huts will discharge into pebble borders around the units.

Appropriate implementation of measures will minimise environmental impacts arising from any site works; the site will be constructed with efficient construction methods as stated in Stage 3 above thus reducing any waste and carefully considered groundworks will result in no removals required from the site. The site has been designed to integrate harmoniously with the surrounding natural environment to minimise disruption and preserve natural features.

An efficient operational waste management and recycling strategy will be carried out by the operator as required by the council. The waste and recycling bins will be located near the parking area for easy access by guests and will be moved to the public roadside by the site operator on collection days.

The proposed glamping site will provide a new and exciting accommodation option for the surrounding area, offering a unique relaxing and sustainable stay in nature. Demand for this type of rural accommodation is high throughout the country, which has also been shown to be true of other glamping sites within this part of the country.

The development will increase footfall for local businesses and through correct marketing, should increase the length of time tourists remain in the local area. This will be beneficial to the local economy including tourist attractions, restaurants, other businesses and local services. The Applicant intends to build relationships with local businesses in the area to offer their goods and services to guests, including taxi services, shops, cafes, and restaurants to name but a few. The operator will promote these services within the huts, along with providing the guests with local knowledge of the many beauty spots to visit, allowing them to connect with nature and the surrounding area.

The operator also intends to use local businesses where possible to carry out groundworks and installation of services, utilising local suppliers and local labour. The development will also support local employment with the creation of 2 part-time roles for site cleaning and maintenance.

The construction of a glamping site in this location using shepherd huts with a small footprint and of a temporary nature can be achieved in less time, with less intrusive construction methods and less environmental impact, than traditional permanent tourist accommodation builds require. This is clearly favourable in an area of countryside rich in natural beauty.

Through a thoughtful and considered approach, the design for this proposal emphasises the integration of a small-scale glamping development with the natural landscape to ensure a comfortable and enjoyable experience for all guests. The project aims to promote sustainability and a harmonious connection between the built environment and the rural surroundings. Based on the points discussed throughout this document, it is reasonable to suggest that the proposed glamping accommodation is warranted in this location, to cater for increasing visitor demand, without sacrificing the area's beauty, ecology or heritage assets.