

Delegated Report

Planning Ref: 26/00277/CONDIT
Applicant: Julie Clark- Savage Marine Ltd
Ward: Newbold Verdon With Desford and Peckleton



Hinckley & Bosworth
Borough Council

Site: Forest House, Leicester Lane, Desford, Leicestershire

Proposal: Variation of conditions 1 and 3 of planning permission 25/00472/REM (Outline 22/01160/OUT) to amend plans, parking, turning and cycle parking facilities

1. Recommendations

- 1.1. That the application be approved subject to the conditions outlined at the end of the report.

2. Planning Application Description

- 2.1. The application seeks to vary the approved plans from the approved reserved matters application for the construction of a new light industrial/office unit on land adjacent to Forest House, Leicester Lane, Desford. The unit would enable the applicant to relocate their existing business operation (Savage Marine Ltd) to their home address.
- 2.2. Savage Marine Ltd design and manufacture light fittings for the superyacht industry and marine leisure market. They are considered at the forefront of the industry and a leading supplier in this field. The business currently operates from a rental unit at Harrowbrook Industrial Estate in Hinckley. The applicants have stated that the disjointed layout of the existing rental unit, coupled with the acceleration of the business mean the premises are no longer suitable; and are hindering productivity and further growth. The applicant is therefore seeking approval for a new unit that will not only provide the additional space needed but can be tailored to showcase the business' niche operations.
- 2.3. The amendments proposed include:
- Reduction in the scale of the building with the width of the building decreasing by 5m
 - Removal of the first floor terrace area and internal reconfiguration
 - The above results in a reduction of the total GIA
 - Amendments to the fenestration of the building
 - As the design of the building is to be amended the landscaping and site plans have been updated to reflect the new footprint and roof plan of the proposed building however the landscaping, parking, access and turning facilities are the same as previously approved.
- 2.4. The building would continue to be sited to the east of the site. Further to the design principles outlined at outline planning stage and approved at reserved matters stage the building has a dutch barn, agrarian style with standing seam vaulted metal roof and black zinc cladding to the elevations. The light industrial elements continue to be located on the ground floor with ancillary offices located at first floor.
- 2.5. Three visitor spaces and cycle parking continues to be proposed to the front/north of the building alongside the access and turning for light goods vehicles. 15 staff parking

spaces are proposed to the rear of the site, alongside the bin store. A staff garden is also proposed to the rear of the building.

3. Description of the Site and Surrounding Area

- 3.1 The application site is located within the countryside to the west of Forest House - a residential dwelling with a number of outbuildings and consent for a further barn conversion. The site is at the edge of Hinckley and Bosworth Borough, immediately to the north of Blaby District Council administrative area. The site lies approximately 1.5km south east (straight line distance) from the settlement boundary of Desford. The site is set back approximately 140m from Leicester Lane which lies to the north.
- 3.2 The land is currently used for agricultural purposes and with the exception of Forest House and its associated buildings the site is immediately surrounded by agricultural land. The topography of the site is relatively flat with hedgerow to most field boundaries and a dense spinney of trees to the south of the site.

4. Relevant planning history

22/01160/OUT

Proposed commercial unit (Use Class E) (outline application- access only)

Approved- 30/08/2024

25/00472/REM

Approved of reserved matters (appearance, landscaping, layout and scale) of outline planning permission 22/01160/OUT

Approved- 27/11/2025

5. Publicity

- 5.1. The application has been publicised by sending out letters to the occupiers of neighbouring properties. A site notice was also posted within the vicinity of the site.
- 5.2. No comments have been made

6. Consultation

- 6.1 No comments have been received from Desford Parish Council
- 6.2 No objections were raised by LCC Highways and LCC Ecology who noted the amendments were acceptable.

7. Policy

- 7.1. Core Strategy (2009)
- Policy 7: Key Rural Centres
 - Policy 8: Key Rural Centres Relating to Leicester
 - Policy 14: Rural Areas: Transport
- 7.2. Site Allocations and Development Management Policies DPD (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 DM13: Preserving the Borough's Archaeology
 - Policy DM17: Highways and Transportation
 - Policy DM18: Vehicle Parking Standards
 - Policy DM20: Provision of Employment Sites
- 7.3. Desford Neighbourhood Plan (2021)
- Policy H1: Settlement Boundary
 - Policy ENV 3: Biodiversity General
 - Policy T1: Traffic Management
 - Policy E2: Support for new employment opportunities
- 7.4. National Planning Policies and Guidance
- National Planning Policy Framework (NPPF) (2023)
 - Planning Practice Guidance (PPG)
 - National Design Guide (2019)
- 7.5. Other relevant guidance
- Good Design Guide (2020)
 - Leicestershire Highway Design Guide
 - Leicestershire and Rutland Historic Environment Record

8. Appraisal

- 8.1. As this application seeks to vary the conditions from the previously approved reserved matters application the principle of development has been established. Furthermore, owing to the nature of the proposed amendments there would be no change to flood risk and drainage, residential amenity or archaeology matters and therefore the contents of the previous officer report remain applicable and shall not be repeated here. The following represent the key issues:

- Impact upon Highway Safety
- Design and Impact on the landscape and visual amenity
- Ecology and Biodiversity

Impact upon Highway Safety

- 8.2. Policy DM17 of the SADMP supports development that makes best use of public transport, provides safe walking and cycling access to facilities, does not have an adverse impact upon highway safety. 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)).
- 8.3. Policy DM10(g) states that where parking is to be provided, charging points for electric or low emission vehicles should be included, where feasible.
- 8.4. Policy T1 of the Desford Neighbourhood Plan states that *"With particular regard to the rural highway network of the Parish and the need to minimise any increase in vehicular traffic all housing and commercial development must:*
- a) *Be designed to minimise additional traffic generation and movement through the villages.*
 - b) *Incorporate sufficient off-road parking in line with housing policy H6;*

- c) Not remove or compromise the use of any existing off-road parking areas unless a suitable equivalent alternative is provided.*
- d) Provide any necessary improvements to site access, communal parking and the highway network either directly or by financial contributions*
- e) Consider, where appropriate, the improvement and where possible the creation of footpaths and cycleways to key village services.”*

- 8.5. Policy E2 of the Desford Neighbourhood Plan requires new employment development to not generate unacceptable levels of traffic movements.
- 8.6. Paragraph 115 of the NPPF states that it should be ensured that safe and suitable access to the site can be achieved for all users. Paragraph 116 of the NPPF outlines that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.7. The LHA have reviewed the amendments and have confirmed that whilst the scale of the building and its design is amended, all matters relating to the highway (access, turning, parking, cycling parking etc) remain the same. Therefore, the impacts of this proposed development are not considered to be severe to pose an unacceptable impact on highway safety. The proposal is judged to comply with Policy DM17 and Policy DM10 of the SADMP, Policy E2 of the Desford Neighbourhood Plan and the aforementioned policies of the NPPF subject to conditions.

Design, Landscape and Visual Impact

- 8.8. Policy DM4 of the adopted 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; and it does not undermine the physical and perceived separation and open character between settlements; and it does not create or exacerbate ribbon development. The site is located within open countryside, outside of the settlement boundary and is therefore considered against this policy.
- 8.9. Policy DM10(c), (d) and (e) of the SADMP seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features and the use and application of building materials respects the materials of existing, adjoining/neighbouring buildings and the area generally and incorporates a high standard of landscaping.
- 8.10. Policy E2 of the Desford Neighbourhood Plan is supportive of new employment opportunities providing they are of a size and scale which does not adversely affect the character, infrastructure and environment of the Parish itself and the neighbourhood plan area, including the countryside.
- 8.11. Section 7 of the Councils Good Design Guide (2019) outlines specific guidance for what will be expected from the design of commercial buildings.
- 8.12. Paragraph 139 of the NPPF states development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance. Local policy is considered to accord with the NPPF.

- 8.13. The previous officer assessment noted that the building would be sited reasonably close to the existing cluster of buildings at Forest House and would not be visually isolated. There are examples of stables, large farm buildings as well as the linear development along Leicester Lane and as such the principle of a building in the location is acceptable. The proposed design responds to the agricultural character of surrounding buildings and is judged to be a high-quality design as was inferred at outline stage. This assessment remains valid. The removal of the rear terrace and alterations to the fenestration does not diminish the design quality and agrarian character of the approved building.
- 8.14. The proposal continues to include the retention of the existing hedgerow to the north of the site and avoids the RPA of the retained tree to along the norther boundary. New native hedgerow surrounding the remaining boundaries. Shrubs and tree planting is proposed across the alongside wild flower planting in the proposed boards of the parking areas. Gravel is proposed to the access track (away from the highway) and parking areas, this is considered acceptable in this rural context.
- 8.15. Overall, the proposal presents high quality design which responds to the rural context and therefore it is considered that the development would not have a significant adverse effect on the intrinsic value, beauty, open character and landscape character of the countryside. The development is judged to comply with policies DM4 and DM10 of the SADMP and policy E2 of the Desford Neighbourhood Plan.

Ecology and Biodiversity

- 8.16. Policy DM6 of the SADMP states that development proposals must demonstrate how they conserve and enhance features of nature conservation and geological value including long term future management. Paragraph 180 of the NPPF states that development proposals should contribute to and enhance the natural environment by minimising impacts on and providing net gains for biodiversity.
- 8.17. The proposed variations will result in a revised location of the proposed bat boxes only, the bird boxes remain in a similar position as approved as does the landscaping scheme. LCC Ecology department have confirmed they have no objections to the revised locations from an ecological perspective.
- 8.18. The application is considered be acceptable with respect to ecology and biodiversity matters and complies with Policy DM6 of the SADMP.

Conclusions and Conditions

- 8.19. Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.20. The proposed amendments are considered to be acceptable in highways, residential amenity, flooding/drainage, archaeological, ecological and design terms. Therefore it is recommended that the application is approved.
- 8.21. Application 25/00472/REM was subject to five conditions:
- Condition 1- Refers to the approved plans/documents and requires amendment to reflect the updated plans.

- Condition 2- Requires submission of a scheme protecting nearby dwellings from noise. This has not been discharged and is still necessary. On reflection, it is not necessary for this condition to be discharged prior to commencement and this will be amended to a pre-slab level trigger.
- Condition 3- Relates to parking, turning and other highway arrangements and requires amendments to reflect the updated site plan
- Condition 4- Relates to drainage and does not require amendment
- Condition 5- Relates to external lighting and does not require amendments.

9. Equality implications

9.1 Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states:-

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 in the consideration 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. Recommendation

9.1 **Grant planning permission** subject to:

- Planning conditions outlined at the end of this report.

9.2 **Conditions and Reasons / Reasons**

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

Site Location Plan 8658_0102_1001_Rev PL1
 Proposed Site Plan Dwg No. 8658_0303_1001 Rev PL1
 Proposed Ground Floor Plan Dwg No. 8658_0303_1002 Rev PL1
 Proposed First Floor Plan Dwg No. 8658_0303_1003 Rev PL1
 Proposed Roof Plan Dwg No. 8658_0303_1004 Rev PL1

Proposed Elevations Dwg No. 8658_0303_1005 Rev PL1
Proposed Landscaping Dwg No. 8658_0303_1011 Rev PL1
Bat Box Specifications
Bird Box Specifications
As submitted on 23rd March 2026
Public Right of Way Details Dwg No. 8658_0302-1010 Rev PL2
As submitted 7th October 2025
Construction Traffic Management Plan
As submitted 12th May 2025

Reason: To ensure a satisfactory form of development and satisfactory external appearance in accordance with Policies DM1, DM6, DM10, DM11, DM12, DM17 and DM18 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

2. No development above slab level shall commence until a scheme for protecting nearby dwellings from noise has been submitted to and approved by the Local Planning Authority. Thereafter all works which form part of the scheme shall be completed prior to commencement of permitted use.

Reason: To ensure that the development does not have a detrimental impact upon neighbouring residential amenity in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. The development hereby permitted shall not be brought into use until such time as the parking, turning and cycle parking facilities have been implemented in accordance with Proposed Site Plan', drawing number 8658_0303_1001 Rev PL1. Thereafter the onsite parking, turning and cycle provision shall be kept available for such use 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. To enable vehicles to enter and leave the site in a forward direction, and that secure cycle parking is provided in the interests of highway safety and to promote travel by sustainable modes in accordance with Policy DM17 and DM18 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016) and the National Planning Policy Framework (2024).

4. The development hereby permitted shall be carried out in accordance with the submitted Drainage Technical Note. The works that form part of the scheme shall be completed prior to commencement of the development and shall be retained and maintained as such in perpetuity.

No surface water to enter the foul or combined water systems by any means.

Reason: To ensure that the development is provided with a satisfactory means of drainage as well as reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016)

5. External lighting shall only be illuminated during working hours.

Reason: To protect the appearance of the area and character of the countryside in accordance with Policy DM4 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

Informatives

- Prior to construction, measures should be taken to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works.
- Public Rights of Way must not be re-routed, encroached upon, or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.
- If there are any Public Rights of Way which the applicant considers impracticable to retain on their existing lines, a separate application for diversion is required. It should be submitted under the Town and Country Planning Act 1990 to the Local Planning Authority. The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion Order has been confirmed and become operative.
- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required.
- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.
- No new gates, stiles, fences, or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way, and the County Council may be obliged to require its immediate removal.