

Delegated Report

Planning Ref: 23/00926/FUL
Applicant: FP McCann Ltd
Ward: Cadeby Carlton M Bosworth & Shackerstone



Hinckley & Bosworth
Borough Council

Site: FP McCann Brascote Lane Cadeby Leicestershire *A Borough to be proud of*

Proposal: Proposed replacement of office and welfare facility, reconfiguration of parking, installation of solar panels and 2no. EV charging points and associated works.

1. Recommendations

1.1. Grant planning permission subject to:

- Planning conditions outlined at the end of this report.

2. Planning Application Description

2.1. This application seeks full planning permission for the demolition of the existing office and welfare facility, and the erection of a replacement office and welfare facility, reconfiguration of parking, installation of solar panels and 2no. EV charging points and associated works.

2.2. The proposed office building would be three storeys in height, and include open plan office space, board rooms, meeting rooms, canteen, storage space and other rooms. The total footprint of the building would be 697m², with a width of approximately 17m and a length of approximately 41m. The ridge height would be 14.85m and the eaves height 10m. The proposed building would be constructed using precast concrete modular components. External walls would comprise of brick-faced panels.

2.3. The applicant has confirmed that the proposed development would not require additional staff, nor will it result in any additional traffic movements for materials in/out of the site. Access is proposed via the existing internal access roads and the upgraded access point as approved through 22/00420/FUL. The proposal will rely on the in-situ landscaping and boundary vegetation which serves the existing office and welfare facilities on site, along with some additional planting as part of the parking area reconfiguration.

2.4. The proposed development would be sited upon an existing hard-surfaced area of the site which is currently used for staff and visitor car parking. The proposed development will not result in any net loss of parking provision at the site.

3. Description of the Site and Surrounding Area

3.1. The application site lies in the countryside to the east of the rural hamlet of Cadeby, to the northeast of the A447 (Hinckley Road) and to the south east of Brascote Lane. The existing FP McCann pre-cast concrete production site has been established for over 30 years, taking the place of the former Cadeby quarry, and measures over 18 hectares in total.

3.2. The application site measures 0.85 hectares and includes the site access, temporary office buildings and welfare block (to be demolished) and the existing car parking area which is to be reconfigured and extended as part of this proposal. There is a mature hedgerow with an open field beyond the western boundary,

Brascote Lane to the north, an existing produce storage yard to the east, and the original production buildings to the south.

- 3.3. To the east of the site there are two dwellings and commercial operations at the Naneby Hall Farm complex. These dwellings are both set back from the application site by approximately 90m. To the west of the site are a further two isolated dwellings. These are Rock Cottage (in the ownership of the applicant) and Freshfields which is located 150m west of the application site at the closest point.
- 3.4. A Public Right of Way (Bridleway ref. S25) runs alongside Brascote Lane as it bisects the site in a west-east direction.

4. Relevant Planning History

There is an extensive planning history at this site. The key relevant applications are listed below:

75/00986/4	Erection of building for the manufacture of concrete products	Permitted	15.12. 1975
83/00799/4	Manufacturing unit for concrete products	Permitted	08.12.1983
86/00345/4	Formation of new vehicular access, erection of administration reception block, erection of extensions to existing concrete products manufacturing unit and extension of area used for the stocking of concrete products	Permitted	21.07.1986
88//00144/4	Extension to existing manufacturing unit and erection of dry batching concrete plant	Permitted	09.05.1988
96/00808/FUL	Erection of factory unit	Permitted	13.11.1996
02/00359/FUL	Demolition of batching plant and factory, erection of two factory units, new batching plant and extension to storage yard	Permitted	18.07.2002
03/00519/FUL	Erection of factory unit and batching plant (revised scheme)	Permitted	26.06.2003
04/00152/FUL	Erection of office and canteen buildings	Permitted	14.07.2004
04/00584/FUL	Extensions to factory unit and raising ridge height of original factory	Permitted	06.07.2004
07/00094/FUL	Erection of new office building	Permitted	23.04.2007
07/00403/FUL	Erection of industrial building	Permitted	30.05.2007

14/00369/CONDIT	Removal of condition 4 of planning permission 12/00370/FUL for the extension to the production unit	Permitted	16.10.2014
16/01092/FUL	Extensions to manufacturing building, erection of concrete batching plant, formation of additional car parking areas, change of use of land to Class B2 (General Industry) for new product storage area including ancillary security and landscaping works and the permanent diversion of a public footpath.	Permitted	28.03.2017
17/00530/CONDIT	Variation of conditions 2, 11 and 16 of planning permission 16/01092/FUL to reposition one of the approved factory extensions and the approved concrete mixing plant.	Permitted	24.08.2017
19/00624/FUL	Extension to existing precast concrete production building	Permitted	23.09.2019
22/00420/FUL	Proposed erection of roof tile facility	Permitted	27.04.2023

5. Publicity

- 5.1. The application has been publicised by sending out letters to local residents. A site notice was also posted within the vicinity of the site.
- 5.2. No responses have been received as a result of public consultation.

Consultation

- 5.3. No objection, some subject to conditions, have been received from:-

Environment Agency
 Leicestershire County Council (Highways)
 Leicestershire County Council (Ecology)
 Leicestershire County Council (Minerals)
 Leicestershire County Council (Drainage)
 Environmental Health (Pollution)
 HBBC Drainage
 HBBC Waste
 Conservation Officer

Cadeby Parish Council: No objection:

In principle the council does not object to the application and recognises the need to consolidate the building, but questions is there enough car parking? The new building is 3.5 times the size of the existing building. There is a concern that the height of the building could have an impact on the rural vista and the surrounding

environs, does it need to be 3 storeys high? This could change the face of the countryside in the future if there are other applications in the future. Should there be electric vehicle charging points?

Officer comment: This report addresses the visual impact of the proposed design and scale of the replacement building later in this report. The application description indicates that there will be 2no. EV charging points.

6. Policy

6.1. Core Strategy (2009)

- No directly relevant policies.

6.2. Site Allocations and Development Management Policies DPD (2016)

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM3: Infrastructure and Delivery
- 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 DM11: Protecting and Enhancing the Historic Environment
- Policy DM12: Heritage Assets
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards
- Policy DM19: Existing Employment Sites
- Policy DM20: Provision of Employment Sites

6.3. Leicestershire Minerals and Waste Local Plan (2019)

- Policy M11: Safeguarding of Mineral Resources

6.4. National Planning Policies and Guidance

- National Planning Policy Framework (NPPF) (2023)
- Planning Practice Guidance (PPG)
- Planning (Listed Buildings and Conservation Areas) Act 1990

6.5. Other relevant guidance

- Cadeby Conservation Area Appraisal, Management Plan and Map (2007)
- Employment Land and Premises Review (2020)
- Leicestershire Highway Design Guide
- Landscape Character Assessment (2017)
- Landscape Sensitivity Assessment (2017)

7. Appraisal

7.1. Key Issues

- Assessment against strategic planning policies
- Design and impact upon the character of the area
- Impact upon neighbouring residential amenity
- Impact upon highway safety
- Flood Risk and Drainage
- Ecology and biodiversity

- Impact on Heritage Assets
- Mineral Safeguarding

Assessment against strategic planning policies

- 7.2. Paragraph 2 of the National Planning Policy Framework (NPPF) states that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and that the NPPF is a material consideration in determining applications. 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.
- 7.3. The development plan in this instance consists of the adopted Core Strategy (2009), the adopted Site Allocations and Development Management Policies (SADMP) Development Plan Document (2016) and Leicestershire Minerals and Waste Local Plan (2019).
- 7.4. The adopted Core Strategy provides an over-arching long-term vision for the Borough but does not contain any policies that are directly relevant to the proposal. It does however include spatial objectives that seek to strengthen and diversify the economy, support strong and vibrant rural communities and protection and enhancement of the natural environment and biodiversity.
- 7.5. Policy DM19 of the adopted SADMP and the Employment Land and Premises Review (2020) identifies the existing site as a category 'B' employment site where 100% employment use should be retained, and which has a rural location but with low prominence.
- 7.6. As the site is located in the countryside Policy DM4 of the adopted SADMP is applicable. Policy DM4 of the adopted SADMP seeks to protect the intrinsic value, beauty, open character, and landscape character of the countryside from unsustainable development. However, the policy also states that development in the countryside will be considered sustainable where: it involves the change of use, re-use or extension of existing buildings which lead to an enhancement of the immediate setting; or, it significantly contributes to economic growth and job creation subject to there being no significant adverse impact on the character and appearance of the countryside.
- 7.7. Whilst the development is not strictly reusing or extending the existing buildings, it is replacing existing development on site which is no longer fit for purpose. The site is an established and identified employment area within the Development Plan and whilst not creating additional jobs thus not contributing to significant economic growth and job creation it will provide for improved and enhanced facilities at this employment site and ultimately job retention. The site as a whole does provide a significant contribution to economic growth. Therefore whilst not strictly in accordance with any of the criteria within policy DM4, it is not judged to be unsustainable development in principle considering the site and application specific detail. The proposal is judged to meet the social and economic aims of sustainable development through the improvements to the existing facilities/business on site.
- 7.8. Furthermore the proposed development is acceptable in principle in accordance with Policy DM19 of the SADMP which seeks to safeguard employment sites. .

Design and impact upon the character and appearance of the area

- 7.9. Policy DM4 requires that development proposals in the countryside do not have any significant adverse effects on the intrinsic value, beauty, open character and landscape character of the countryside. Policy DM10 of the adopted SADMP seeks to ensure that development complements or enhances the character of the surrounding area with regard to scale, layout, design and materials.
- 7.10. Hinckley and Bosworth Borough Council's Landscape Character Assessment (2017), defines the site as being located within the Bosworth Parkland Landscape Character Area C (LCA C). The key characteristics are defined as follows:
- Rolling farmland and parkland with gentle slopes which rise and fall reaching a high point around the town of Market Bosworth;
 - Scattered trees, woodland and smaller fields of pasture around settlements add interest to the regular pattern of enclosure fields divided by low hawthorn hedges;
 - A rural and peaceful character with development limited to scattered farm buildings and historic settlements well-integrated into the landscape by vegetation and small scale of buildings;
 - Parkland of Bosworth Park with avenues and Bosworth Hall country estate;
 - Recreation and tourism - Market Bosworth Country Park and a good network of public footpaths and routes popular with cyclists. Destinations include Market Bosworth, the Battlefield Visitor Centre, the Battlefield Line Railway and the Ashby Canal;
 - Bosworth Battlefield has strong heritage associations;
 - Historic villages of Cadeby and Sutton Cheney, with attractive red brick buildings and farm cottages, have a strong relationship with the surrounding agricultural landscape; and,
 - Market Bosworth provides an important focus within the area and St Peter's church provides a key landmark.
- 7.11. A number of Public Rights of Way are located across the wider setting of the site, including Footpath S66 which runs parallel to Brascote Lane to link Bridleway S25 with the Hinckley Road (A447). Bridleway S25 intersects the application site itself. Footpath S16 runs through agricultural land, parallel to the northern boundary of the site. As the proposed development will not result in any increased traffic movements and these public routes shall not be affected.
- 7.12. The site at present contains several temporary buildings which are currently used as office and welfare space towards the northern part of the site, surrounded by a staff car parking area. The proposed office and welfare building would replace these, and the parking area would be re-configured to ensure that sufficient on-site parking is available. The wider site includes several large industrial buildings, machinery and storage areas associated with the site's concrete manufacturing operation.
- 7.13. Visibility of the site is restricted by the localised presence of both mature woodland / vegetation together with the existing built form and boundary features of the existing FP McCann concrete manufacturing facility. Visibility is primarily restricted to immediate locations and from receptors located to the north and south (Brascote Lane and Footpaths S65 and S25). Views of the site are therefore either generally limited due to a combination of distance between the site and visual receptors, topography and a mature intervening vegetation. Closer views from Brascote Lane

and Footpath S25 are in the context of the existing buildings and operations within the site.

- 7.14. The proposed office block would be considerably larger than the existing temporary office block and is proposed to be three-storeys in height with a pitched roof, measuring 41m in length with a ridge height of almost 15m, with a total cubic massing in excess of 7,000m³. The proposed materials are to be red textured brickwork on external elevations, with dark grey concrete roof tiles and blue aluminium framed windows.
- 7.15. Whilst it is acknowledged that the building would be more visually prominent from certain vantage points, it is not considered that there would be any unacceptable degree of visual harm caused by the proposed office block. This is for several reasons, partly due to the surrounding context that the building would lie within, which includes large industrial buildings, and the fact that the site location and visual receptors limit the visual impact of the proposal. Additionally, the existing temporary office buildings are not of a high design quality, and the proposed building is considered to enhance the visual appeal of the site by introducing a permanent office building befitting of the scale of the operation.
- 7.16. Furthermore, the existing office and welfare buildings are temporary modular units which are not of a high design quality and are not necessarily a suitable design for an established business and commercial operation of this scale. The proposed building would be of a high quality design, using modern construction methods and suitable materials, improving the visual appearance of the site.
- 7.17. Therefore, it is considered that the proposed development would complement the existing appearance of the site, and result in an enhancement of the character of the surrounding area due to the design and siting of the proposal, and the existing characteristics of the site. Therefore, it is considered that the proposed scheme would not result in any significant conflict with Policies DM4 and DM10 of the adopted SADMP.

Impact upon neighbouring residential amenity

- 7.18. Policy DM10 of the adopted SADMP requires that development would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings including matters of lighting, air quality, noise, vibration and visual intrusion. Policy DM7 of the adopted SADMP requires all reasonable steps to be taken to avoid light pollution, noise or vibrations of a level which would disturb areas valued for amenity and avoid poor air quality.
- 7.19. There are a number of isolated dwellings located around the application site, the closest and most notable being Naneby Hall Farm and Cottage. The site boundary is approximately 75 metres east of the eastern boundary of Naneby Hall Cottage. This distance extends to approximately 130m from the rear elevation of the dwelling to the front elevation of the proposed office building. Due to the distance separation and the well-established boundary treatments to the eastern boundary of the Cottage and western boundary of the site, it is not considered that there would be any overbearing or loss of privacy impacts caused by the development.
- 7.20. Environmental Health (Pollution) raises no objection to the proposal and this is accepted on the basis that there will be no increase in activity on the site.

- 7.21. In summary, the proposal would not result in any significant adverse impacts on the amenities of the occupiers of any nearby properties and therefore the proposal would be in accordance with Policies DM7 and DM10 of the adopted SADMP.

Impact upon highway safety

- 7.22. Policy DM17 of the adopted SADMP supports development that would not have any significant adverse impacts on highway safety. Policy DM18 requires new development to provide an appropriate level of parking provision. Policy DM3 of the adopted SADMP seeks the provision of improved infrastructure where necessary. Paragraph 110 of the NPPF states that a safe and suitable access to sites should be achieved and that development should only be refused on transport grounds where the residual cumulative impacts of development are severe.
- 7.23. The site is to be accessed via a private road which is a continuation of Brascote Lane and was approved via application 22/00420/FUL. The LHA advise that given it is stated the proposals would not result in an increase in staff numbers at the site, it has no objection to the continued use of the existing access arrangements, or the proposed development using the arrangements required by the LHA as part of application 22/00420/FUL.
- 7.24. The LHA advise that the proposal would not have a severe impact on the level of traffic using Brascote Lane or turning onto/ off Ashby Road, given the proposals would not result in additional staff being employed at the site.
- 7.25. The proposed development would not result in any net loss of parking provision at the site. In addition, the removal of the existing office and welfare buildings would free up additional space for parking and this will offset those spaces which may be lost as a result of the proposed building. While the submitted application form states there are currently 150 car parking spaces proposed and that 150 spaces are currently available, approximately 190 parking spaces are shown on the drawing, including two electric car charging points. The LHA notes that there are no disabled parking spaces shown on the drawing and would strongly advise that provision of spaces is considered by the Applicant, particularly given the overall number of spaces across the site. This has been highlighted as an informative.
- 7.26. Public Footpath S16 runs adjacent to the North of the proposed development, and Public Bridleway S25 runs through the proposed development along the access road providing an access for the facility. Given the proposals would not result in a change in traffic levels to/ from the site, the LHA consider they are unlikely to have an effect on the existing routes.
- 7.27. A condition is recommended by LCC Highways to ensure adequate parking and turning facilities within the site. An additional pre-commencement condition is recommended requesting the submission of a construction traffic management plan.
- 7.28. The proposed development site sits within an existing hardstanding area and the applicant has confirmed that minimal groundworks will be required. The primary purpose of this condition is to prevent mud and debris on the public road and to avoid on-street parking issues. The LPA considers that this type of condition is more appropriate for greenfield sites and/or in urban areas.
- 7.29. The applicant has also confirmed that there is ample parking provision on site and many HGVs enter/exit the site daily as part of normal operations. All vehicles are said to be routinely inspected before leaving the site as part of existing quality protocols and the same rules will apply to construction traffic. In addition, many of the building materials to be used in this development will be provided from the

existing on-site factory, further minimising the potential impact from construction traffic. Aside from the construction of some foundations there will be no other excavation works on site and there will be no vehicle movements over bare ground. The possibility of deleterious material being deposited on the highway is therefore low. In summary, the LPA does not therefore consider that a pre-commencement condition for a construction traffic management plan is necessary in this case.

- 7.30. In summary, subject to a condition relating to, the proposal would therefore be in accordance with Policies DM17 and DM18 of the adopted SADMP.

Flood Risk and Drainage

- 7.31. Policy DM7 of the adopted SADMP requires that any adverse impacts from flooding as a result of development would be prevented.
- 7.32. The site is located wholly within Environment Agency Flood Zone 1 which is at the lowest risk of flooding. The applicant has stated that an existing drainage system exists on site which captures rainfall and surface water. The proposals include rainwater drainage connections from the proposed structures to this existing infrastructure. The proposed development will not result in any increase in surface water volumes, nor will it restrict surface water flows. The proposed development will not affect the flood plain or exacerbate flood risk. HBBC Drainage have no objections to the proposal and do not recommend any conditions.
- 7.33. The proposal would therefore be in accordance with Policy DM7 of the adopted SADMP.

Ecology and biodiversity

- 7.34. Policy DM6 of the adopted SADMP seeks to conserve and enhance features of nature conservation and ecological habitats. LCC ecology have been consulted but did not comment on the proposal.
- 7.35. The proposed development is located entirely within an area which has already been developed for B2 Industrial uses. The development site is hard surfaced and does not contain any features of ecological importance. The proposal would rely on the in-situ landscaping and boundary vegetation which serves the existing office and welfare facilities on site.
- 7.36. Furthermore, LCC Ecology have been consulted and have no objections or comments regarding the proposal.
- 7.37. In summary it is considered that there would be no ecological harm caused by the proposal and it would therefore be in accordance with Policy DM6 of the SADMP.

Impact on heritage assets

- 7.38. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Area) Act 1990 require local planning authorities to pay special attention to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess and the desirability of preserving or enhancing the special character or appearance of conservation areas.
- 7.39. Policies DM11 and DM12 of the adopted SADMP and Section 16 of the NPPF seek to protect, conserve, and enhance the historic environment and heritage assets. Development proposals should ensure the significance of a conservation area is

preserved and enhanced and that proposals are compatible with the significance of listed buildings and their setting.

- 7.40. The proposal is located approximately 600m east of the village of Cadeby at its nearest point. Cadeby is a designated conservation area and includes a small number of listed buildings within its historic core. The proposal therefore has the potential to affect designated heritage assets by virtue of its location within their wider setting.
- 7.41. There is no known key historic, functional, or other relevant relationships between the application site and the above heritage assets so it makes no direct contribution to their significance. There is no clear intervisibility between the existing FP McCann Depot site and any listed buildings within the village due to the presence of existing built form, topography, and vegetation. There is very limited visibility of some of the taller existing FP McCann Depot structures from the along the main A447 Hinckley Road as it forms the eastern boundary of the conservation area. Where visible it is considered that due to their industrial character and appearance these features are a minor negative presence within the wider setting of the conservation area.
- 7.42. The proposed development would introduce an additional tall structure which could be seen in glimpses from the eastern edge of the conservation area. It is considered that the proposed development would result in a negligible visual change along the eastern boundary of the Cadeby Conservation Area and would cause no harm to its significance. As a result, the proposal would comply with Policies DM11 and DM12 of the Site Allocations and Development Management Policies DPD, Section 16 of the National Planning Policy Framework and the statutory duty of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Mineral Safeguarding

- 7.43 The site is located in the mineral safeguarding area for sand and gravel and policy MS11: Safeguarding of Mineral Resources of the Leicestershire Minerals and Waste Local Plan (LMWLP) would normally apply. However, in line with the comments provided by LCC as the Minerals Planning Authority, Table 4 of the LMWLP sets out those types of development which are exempt from safeguarding including, at (c) 'applications that are in accordance with the development plan where the plan took account of the prevention of unnecessary mineral sterilisation and determined that prior extraction should not be considered when development applications came forward'. The application site allocated as existing employment land in the SADMP. Whilst it is not clear whether the issue of unnecessary mineral sterilisation was taken account of during the preparation of the plan, the proposed development is for the upgrade and replacement of existing facilities at the site and would not encroach into greenfield land. With that in mind, the Minerals Planning Authority has no objections to the proposals and the proposal is judged to comply with policy MS11.

8. Equality Implications

- 8.1. 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.

8.2. 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.

8.3. There are no known equality implications arising directly from this development.

9. Conclusion and Planning Balance

9.1. The site forms part of an employment allocation under Policy DM19 of the SADMP and is located within the open countryside defined by the local plan. Policy DM4 requires that development proposals in the countryside do not have any significant adverse effects on the intrinsic value, beauty, open character, and landscape character of the countryside. Whilst it is acknowledged that the proposed building would be significantly larger than the existing temporary office block, it is not considered that it would cause significant adverse impact upon the character of the area, and the design quality and choice of materials will help to enhance the visual appearance of the area. Therefore, the proposed scheme would not result in any conflict with Policies DM4 and DM10 of the adopted SADMP in this regard.

9.2. It has been demonstrated that there would be no adverse impacts as a result of additional noise, disturbance or light pollution to nearby residential properties from the development. No significant adverse impacts have been identified in respect of highway safety, and the scheme would preserve the character or appearance of the Cadeby Conservation Area.

9.3. Whilst not strictly complying with the criteria of development acceptable within the countryside in policy DM4, in summary, the proposal represents improvements to the existing operations on site resulting in a better working environment for employees and visitors. The proposed development will not result in an expansion of the existing operational footprint, nor will it result in any intensification of the existing activities on site.

9.4. The development will not generate additional employment, but it will support and renew the established industrial enterprise, in accordance with the strategic objectives set out in the Local Plan and the priorities within the NPPF, which seek to support economic growth, innovation and productivity through sustainable development. In this case the development is judged to be sustainable development within the countryside.

9.5. Overall, the proposal would be in accordance with Policies DM1, DM4, DM6, DM7, DM10, DM11, DM12, DM17, DM18, DM19 and DM20 of the adopted SADMP, policy MS11 of the LMWLP and the overarching principles of the NPPF and is therefore recommended for approval subject to conditions.

10. Recommendation

10.1. **Grant planning permission** subject to:

- Planning conditions outlined at the end of this report.

10.2. 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 51 of the Planning and Compulsory Purchase Act 2004.

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

- Location Plan (CAD/OFF/PD-01)
- Proposed Site Layout (CAD/OFF/PD-02)
- Proposed Floorplans 1 (CAD/OFF/PD-03)
- Proposed Floorplans 2 (CAD/OFF/PD-04)
- Proposed Elevations 1 (CAD/OFF/PD-05)
- Proposed Elevations 2 (CAD/OFF/PD-06)

Reason: To ensure a satisfactory appearance and impact of the development to accord with Policies DM1, DM4 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. The materials to be used on the external elevations of the proposed development hereby permitted shall be in complete accordance with the submitted application details as follows:

- Proposed Elevations 1 (CAD/OFF/PD-05)
- Proposed Elevations 2 (CAD/OFF/PD-06)

Reason: To ensure that the development has a satisfactory external appearance in accordance with Policy DM4 and DM10 of the Site Allocations and Development Management Policies Development Plan Document (2016).

4. The development hereby permitted shall not be occupied until such time as the parking (and turning facilities) have been implemented in accordance with FP McCann drawing number CAD/OFF/PD-020. 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 DM18 of the SADMP and the National Planning Policy Framework (2023).

5. The schedule of hard and soft landscaping works, including boundary treatments, for the site shall be carried out in full accordance with the landscaping proposals as outlined in the Proposed Site Layout (CAD/OFF/PD-02). The approved landscaping scheme shall be carried out in the first planting season following the first occupation of the site and 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).

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 buildingcontrol@hinckley-bosworth.gov.uk or call 01455 238141.
2. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
3. The Public Right(s) 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.
4. The Public Right(s) of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
5. 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.
6. 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.
7. 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.
8. Government guidelines (Inclusive Mobility published by DfT) recommend that 6% of parking should be allocated to disabled people, unless otherwise covered by local planning regulations. The applicant is advised that these guidelines should be followed as part of the parking provision for the site, and a minimum of 12 disabled parking spaces should be provided on the basis that there will be a total of 190 spaces.