

## Delegated Report

**Planning Reference** 25/00060/FUL  
**Applicant(s)** National Grid UK Limited  
**Ward** Barlestone, Nailstone, and Osbaston



Hinckley & Bosworth  
Borough Council

**Application Site** Land NE of ALDI Distribution Centre, Wood Road, Nailstone

**Proposal** Installation of an electrical substation, transformers, new vehicular access, and associated site infrastructure

**Case Officer** Sullivan Archer (Senior Planning Officer)

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### 1. Recommendations

#### 1.1. Grant planning permission subject to:

- Planning conditions detailed at the end of this report.

### 2. Planning Application Description

2.1. This planning application seeks full planning permission for the installation of an electrical substation, transformers, new vehicular access, and associated site infrastructure at land northeast of the ALDI Distribution Centre, Wood Road, Nailstone. The site shall utilise a new 4.5m wide gated vehicular access onto Wood Lane from the southeast of the site. The development is required to provide additional power to the ALDI Distribution Centre.

2.2. The electrical substation externally measures 6.5m in width by 21.5m in length and has a maximum height of 5.5m. The roof and walls of the structure are constructed with JI Roof PIR trapezoidal panels in a RAL 6009 Fir Green finish. The substation is accompanied by two electrical transformers that each externally measure 5.6m in width by 10.4m in depth and have a maximum height of 4.5m. The infrastructure is bounded by 2.4m high palisade fencing and the site boundary is bounded by 1.2m high post and rail fencing.

### 3. Description of the Site and the Surrounding Area

3.1. The 3,980sqm application site is approximately 450m to the northeast of the ALDI Regional Distribution Centre, to the west of Bagworth in the designated open countryside and the National Forest. The site is triangular in shape and comprises grassland that does not benefit from any public access, and the western proportion of the site features an existing active 11kv brick-built substation with transformer bunds, hard standing and associated equipment. Overhead powerlines, including a pylon and timber post power lines, run adjacent to the application site.

3.2. The application site is identified within the Land at Nailstone Colliery Public Open Space Site ('Interlink Country Park') within the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP) and Appendix 7 of the Council's Open Space and Recreation Study.

3.3. The site is bounded by Wood Road to the east of the site. Wood Road is an adopted and classified 'B' road (B585) that is subject to the National Speed Limit. Beyond Wood Road is a small run of two-storey terraced housing and a former restaurant building. There are open agricultural fields to the north, west, and south of the site. Public Footpath Q85 runs 185m to the north of the site in an east-to-west direction. The site is connected to the solar farm at Crown Farm, Bagworth Road, Nailstone to the southeast of the site via underground cables.

#### **4. Relevant Planning History**

4.1 N/A.

#### **5. Publicity**

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

#### **6. Consultation**

6.1 There have been no objections from the following consultants:

- Hinckley & Bosworth Borough Council (HBBC)'s Drainage Officer
- HBBC's Environmental Services' Pollution Officer
- Leicestershire County Council (LCC)'s Ecology Department
- Local Highway Authority (LHA) (subject to conditions)

#### Ecology

6.2 The County Council's Ecology Department have a holding objection to the development subject to the provision of a condition assessment, an evaluation of potential impacts on roosting bats and breed birds in relation to the removal of trees, and the Biodiversity Net Gain Metric in an Excel format. A revised Ecological Impact Assessment and Biodiversity Net Gain Metric was submitted on 26 February 2025.

6.3 The Ecology Department confirmed that the revised Biodiversity Net Gain Metric provided a satisfactory evaluation of baseline habitats and demonstrated that a 10% net gain in Biodiversity is achievable on site, as required by Schedule 7A of the Town and Country Planning Act 1990.

- 6.4 The Ecological Appraisal was also updated to include the bat roost potential of the tree proposed for removal from the site and extended breeding bird precautionary methods of working. As such, the Ecology Department were satisfied that ecological concerns had been addressed for this application and site and had no further comments.

#### Highways

- 6.5 On 27 February 2025, Leicestershire County Council as the Local Highway Authority (LHA) did not consider that the application as submitted fully assesses the highway impact of the proposed development and further information was required, including proposed access drawings, a Stage One Road Safety Audit (RSA1) with a Designer's Response, swept path analysis of the site access and clarity on the existing access to the site. Therefore, on 08 April 2025, the Applicant submitted a Transport Note.
- 6.6 On 01 July 2025, the LHA in its view considered that the impacts of the development on highway safety would not be unacceptable and when considered cumulatively with other developments, the impacts on the road network would not be severe, subject to four planning conditions. The Applicant agreed to these conditions on 03 July 2025.

#### Other Responses

- 6.7 Nailstone Parish Council did not respond to the planning application.
- 6.8 No further responses have been received.

### **7. Policy**

- 7.1 Core Strategy (2009):

- Policy 21: National Forest

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

- Policy DM1: Presumption in Favour of Sustainable Development
- Policy DM4: Safeguarding the Countryside and Settlement Separation
- Policy DM6: Enhancement of Biodiversity and Geological Interest
- Policy DM7: Preventing Pollution and Flooding
- Policy DM8: Safeguarding Open Space, Sport, and Recreational Facilities
- Policy DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards

### 7.3 National Planning Policies and Guidance:

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

### 7.4 Other Relevant Guidance:

- Good Design Guide (2020)
- Leicestershire Highway Design Guide (LHDG) (2024)

## 8. Appraisal

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

- Principle of development
- Design and impact upon the character of the area
- Impact upon residential amenity
- Impact upon parking provision and highway safety

#### Principle of Development

8.2 Paragraph 2 of the National Planning Policy Framework (NPPF) identifies that planning law requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF is a material planning consideration in planning decisions.

8.3 Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The three overarching objectives of sustainable development (economic, social, and environmental) are detailed within Paragraph 8 of the NPPF. Therefore, in accordance with Paragraph 11 of the NPPF, planning decisions should apply a presumption in favour of sustainable development.

8.4 However, Paragraph 12 of the NPPF confirms that the presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making.

8.5 The current Development Plan consists of the adopted Core Strategy and the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP).

8.6 Both the Core Strategy and the SADMP are over 5 years old and were adopted prior to the publication of the current NPPF. Paragraph 34 of the NPPF states that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary.

- 8.7 Nevertheless, in accordance with Paragraph 232 of the NPPF, due weight should be given to existing policies according to their degree of consistency with the NPPF.

*Assessment of the Principle of Development on Allocated Public Open Space*

- 8.8 Policy DM8 of the SADMP states that planning permission will not be granted for proposals resulting in the loss of land or buildings in recreational or sporting use and areas of open space as identified in the most recent Open Space, Sport and Recreational Facilities Study, except where:
- (a) A replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities Study, in an appropriate location serving the local community; or
  - (b) It is demonstrated that there is a surplus of recreational land, facilities or open space of the same typology exceeding the needs of the local community; or
  - (c) The development of a small part of a larger site in recreational use would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community.
- 8.9 The application site is identified within the Land at Nailstone Colliery Public Open Space Site ('Interlink Country Park') ('NAI133PP') within the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP) and Appendix 7 of the Council's Open Space and Recreation Study. Therefore, Policy DM8 of the SADMP should apply to the determination of this planning application, to which the development proposal would be in conflict with.
- 8.10 However, the SADMP identifies this area of public open space as an area allocated for new employment land. This can also be seen by the fact that this identified area of public open space includes the former Nailstone Colliery site, which received planning permission in 2006 for its redevelopment into Use Class B units and has since been converted into an ALDI Distribution Centre via 20/00224/FUL.
- 8.11 It is noted that there is no public access into the site, and, based on historical satellite imagery, the site has been separated and distinct from the wider area of public open space by established hedgerows and the remains of the former Nailstone Colliery for a minimum of 25 years.
- 8.12 By virtue of these factors, it is not considered that the application site represents public open space, nor that it has any physical or material association with the wider Interlink Country Park public open space site. Therefore, whilst the development results in the loss of public open space in accordance with the Council's Open Space and Recreation Study, this is not considered to result in any material loss of land of open space in practice in these site-specific circumstances. As a result, the scheme is considered to be in accordance with Policy DM8 of the SADMP.

*Assessment of the Principle of Development in the Countryside*

- 8.13 Chapter 15 of the NPPF requires planning policies and decisions to conserve and enhance the natural and local environment. Paragraph 187(b) specifically highlights that this should be achieved by, *“Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services.”*
- 8.14 This is supported by Policy DM4 of the SADMP, which states that the Council will protect the intrinsic value, beauty, open character, and landscape character of the countryside from unsustainable development.
- 8.15 To ensure this, Policy DM4 of the SADMP only considers development in the countryside sustainable where:
- (a) It is for outdoor sport or recreation purposes (including ancillary buildings) and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries; or
  - (b) The proposal involves the change of use, re-use or extension of existing buildings which lead to the enhancement of the immediate setting; or
  - (c) It significantly contributes to economic growth, job creation and/or diversification of rural businesses; or
  - (d) It relates to the provision of stand-alone renewable energy developments in line with Policy DM2: Renewable Energy and Low Carbon Development; or
  - (e) It relates to the provision of accommodation for a rural worker in line with Policy DM5 - Enabling Rural Worker Accommodation.
- 8.16 Therefore, the proposed development does not relate to, or comply with, any of the criteria within Policy DM4 of the SADMP, but this does not mean that the development is not sustainable.
- 8.17 Importantly, Policy DM4 of the SADMP also requires that development meets five further requirements to be considered as sustainable development. These are discussed in detail further in the report.
- 8.18 Given the above, the Council considers that the proposal is offered no support by Policy DM4 of the SADMP. As such, the application does not accord with Development Plan Policy and is unacceptable in principle, subject to the assessment of all other material considerations. Other material considerations are set out within the next sections of the report.

Design and Impact upon the Character of the Area

- 8.19 Policy DM4(i) and (v) of the SADMP states that development in the countryside will be considered sustainable where:
- i.) It does not have a significant adverse effect on the intrinsic value, beauty, open character, and landscape character of the countryside; and
  - v.) If within the National Forest, it contributes to the delivery of the National Forest Strategy in line with Core Strategy Policy 21.
- 8.20 In accordance with Policy 21 of the adopted Core Strategy, developments that contribute to the National Forest Strategy shall be supported provided that:
- The siting and scale of the proposed development is appropriately related to its setting within the Forest; and
  - The development respects the character and appearance of the wider countryside; and
  - The development does not adversely affect the existing facilities and working landscape of either the Forest or the wider countryside.
- 8.21 Policy DM10(c) of the SADMP states that developments will be permitted where they complement or enhance the character of the surrounding area with regard to scale, layout, density, mass, design, materials and architectural features.
- 8.22 The proposal is offered no support by Policy DM4 of the SADMP, and is considered to be unacceptable in principle, subject to the assessment of all other material considerations. Therefore, the scheme has the potential to cause harm to the character of the surrounding area and the designated countryside. This is heightened by the fact that the site is visually prominent from Wood Road.
- 8.23 Whilst the development is not supported in principle by Policy DM4 of the SADMP, it is noted that the application site features an existing substation and associated paraphernalia, and the site is adjacent to existing pylons and overhead powerlines. Therefore, the proposal is not considered to appear in conflict with the character of the site. Furthermore, although the proposals bring the development closer to the public highway, the structures are single storey and are constructed with a fir green finish to reduce their impact on the wider character of the area. In addition, whilst no details of the colour of the palisade fencing have been provided at this stage. It is considered that these details can form part of a landscaping and boundary treatment planning condition to ensure that the palisade fencing matches the colour of the proposed buildings, which shall create consistency within the site and reduce the development's impact on the wider character of the area.
- 8.24 By virtue of its size, scale, design, appearance, location, and the existing visual experience of the site, the development is considered to complement the character of the surrounding area in accordance with Policies DM4 and DM10 of the SADMP, Policy 21 of the adopted Core Strategy, and the Good Design Guide.

### Impact upon Residential Amenity

- 8.25 Policy DM10(a) and (b) of the SADMP states development will be permitted provided that it would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting and noise and that the amenity of occupiers would not be adversely affected by activities within the vicinity of the site.
- 8.26 The Good Design Guide requires the way buildings to relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity.
- 8.27 The application site contains an existing substation. The proposed development is single storey in massing and the closest transformer (T2) is 22.8m from the nearest dwelling, 4 Wood Road. Therefore, the development is not considered to result in any significant adverse impacts to the residential amenity of neighbouring dwellings due to any overbearing impacts or loss of light.
- 8.28 The application has been submitted with a Noise Impact Assessment (NIA) to determine the impact of the development on neighbouring residential amenity.
- 8.29 The NIA states that the development is considered to have impacts that are below the Lowest Observed Adverse Effect Level (LOAEL) and therefore no specific mitigation measures are required in these site-specific circumstances. The Council's Environmental Services Department have no objections to the development and therefore the scheme is not considered to result in any adverse noise pollution impacts to neighbouring residential amenity.
- 8.30 By virtue of these factors, the proposal is not considered to result in any significant adverse impacts to residential amenity in accordance with Policy DM10 of the SADMP and the Good Design Guide.

### Impact upon Parking Provision and Highway Safety

- 8.31 Paragraph 115(b) of the NPPF states that planning decisions should ensure that developments provide safe and suitable access to the site for all users. In accordance with Paragraph 115(d) of the NPPF, any proposal should ensure that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 8.32 Ultimately, 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, following mitigation, would be severe, taking into account all reasonable future scenarios in accordance with Paragraph 116 of the NPPF.

- 8.33 To support this, Policy DM17 of the SADMP states that development proposals need to demonstrate that there is not a significant adverse impact upon highway safety, and that the residual cumulative impacts of development on the transport network are not severe.
- 8.34 All proposals for new development and changes of use should reflect the highway design standards that are set out in the most up to date guidance adopted by the relevant highway authority (currently this is the Leicestershire Highway Design Guide (LHDG)) (2024).

#### *Highway Safety*

- 8.35 The Local Highway Authority (LHA) holds Personal Injury Collision (PIC) data up to the end of December 2024 and advised that one PIC has occurred within 500m either side of the existing/ proposed accesses within the last five years. This occurred at the junction of Wood Road with Battram Road and was recorded as slight in severity. This involved two vehicles travelling in opposite directions and did not appear to involve a vehicle undertaking a turning manoeuvre at the junction.
- 8.36 On this basis, the LHA is satisfied that the proposals are unlikely to exacerbate an existing highway safety concern.

#### *Proposed Site Access*

- 8.37 The scheme includes the provision of a new access onto Wood Road to the south of the site. The proposed access is constructed with a 6m junction radii and an access width of 4.5m. Gates are proposed 5m back from the public highway.
- 8.38 The Applicant has submitted swept path analysis of a panel van and a 10m rigid vehicle accessing and egressing the site from all directions and turning within the site. The Applicant has stated that National Grid have confirmed that during the operational phase of the development, the largest anticipated vehicles will be transit vans. The Applicant has also stated that in the event of a larger delivery such as an HGV, it is accepted that fences may need to be removed or temporary hardstanding areas constructed at the access. The Applicant has stated the internal layout of the site has also been designed to allow for HGVs to turn with low kerbs and additional areas of hardstanding. This is accepted by the LHA.
- 8.39 As requested by the LHA, the Applicant has submitted an independent RSA1 of the proposed access arrangements, which is included within Appendix 2 of the TN. The RSA1 has raised no concerns in terms of highway safety.
- 8.40 The LHA requested clarity as to whether the Applicant could permanently close the existing access on to Wood Road and re-instate the access with full height kerbs. The Applicant has stated the access does not belong to National Grid or ALDI and they only have access rights over it. Notwithstanding this, after liaising with the LPA, the Applicant has submitted a revised Proposed Site Plan that confirms that access to the site via existing access track is removed and fenced off. This is welcomed by the LHA.

- 8.41 The LHA also asked the Applicant to confirm whether the access was in the optimum location within land under the Applicant's control to achieve the maximum available visibility splays.
- 8.42 Following a site visit on 01 May 2025, the LHA accepted that the proposed access would offer a substantial improvement in terms of visibility over the existing access, which is on the inside of a bend.
- 8.43 To achieve the visibility splays shown on the drawing, a substantial length of hedgerow and potentially non-highway trees will require removal or a reduction in height to a maximum of 0.6m and is likely to require regular maintenance.
- 8.44 It should however be noted that the proposed new access does not have visibility splays in accordance with the Design Manual for Roads and Bridges (DMRB) desirable minimum standards. Furthermore, visibility is not provided in accordance with the DMRB absolute minimum standards, however the Applicant may be able to remove further vegetation to the southwest to aid with visibility in that direction
- 8.45 Overall, the LHA considered the proposed access to be acceptable under the site-specific circumstances due to:
- The improved visibility to access the site, without an intensification in use; and
  - A reduction in the use of an existing access with poor visibility; and
  - The limited amount of use of the access (routine monthly inspections with one van and two people for approximately one hour and to attend any faults/maintenance, typically five days per year)

#### *Construction Traffic*

- 8.46 Whilst not a material planning consideration, the LHA requested clarity in respect of how HGVs would safely ingress/ egress the site during construction and using the existing access given its geometry.
- 8.47 The LHA reviewed the submitted Site Safety, Health Environment & Quality Plan, which details that adequate parking will be provided on site for all employees to remove the hazard and public inconvenience of parking in the vicinity of the works. It is also stated that no vehicles will be allowed to reverse onto the public highway from the site entrance and must be banked out onto the main road due to there being a sharp bend near the site.
- 8.48 In addition, the document states that all site access roads will be capped with recycled stone to minimise dust and mud and to offer a degree of protection to the site whilst works continue.
- 8.49 Notwithstanding the above, the LHA advised that it is still unclear how HGVs would safely enter / exit the site through the existing access, given its location and geometry. No reference has been made to wheel washing facilities, which would also be required to prevent mud and stones from being deposited in the highway.

- 8.50 On this basis, the LHA advised that a Construction Traffic Management Plan (CTMP) should still be provided by the Applicant via planning condition, which specifically highlights parking/ turning areas within the site, wheel washing facilities and how HGVs would access the site.
- 8.51 It should also be noted that whilst the proposals are considered acceptable by the LHA based on the level of use once the development has been completed, construction would result in a temporary increase in HGVs and other vehicles using either the existing or new site access. The Applicant will therefore need to clearly demonstrate as part of the CTMP how access to the site will be managed, whether this be a Temporary Traffic Regulation Order for speed reductions, stop/go boards or temporary traffic signals.
- 8.52 In addition, the CTMP should stipulate the hours/days the contractors will require the traffic management, this would help the LHA review whether specific conditions for the works were required, i.e. manual control of the traffic signals or all works to take place between 9am and 3pm Monday to Friday with no works at the weekends.

#### *Internal Layout*

- 8.53 Policy DM18 of the SADMP requires developments to demonstrate an adequate level of off-street parking provision.
- 8.54 The LHA confirmed that there is sufficient parking space available within the site and sufficient running space to enable the largest anticipated vehicle to the site to access and egress the site in a forward gear.

#### *Summary*

- 8.55 By virtue of these factors, it is considered that the proposal does not create an unacceptable impact on highway safety or the road network, subject to planning conditions. Therefore, the scheme is regarded as in accordance with Policies DM17 and DM18 of the SADMP, and the LHDG.

## **9. Equality Implications**

- 9.1 Section 149 of the Equality Act 2010 created the public sector equality duty. Section 149 states: -
- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

9.2 Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the determination of this application.

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

9.4 The decision has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including General Data Protection Regulations (2018) and The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

## 10. Conclusion

10.1 Taking national and local planning policies into account, and regarding all relevant material considerations, it is recommended that planning permission to be granted, subject to the imposition of appropriate conditions.

## 11. Recommendation

11.1 **Grant planning permission** subject to:

- Planning conditions detailed at the end of this report.

### 11.2 Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.

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

- Existing Site Plan (LE42-12-0001D) (submitted: 29.01.2025)
- Proposed Build Plan and Elevation (LE42-12-0003A) (submitted: 29.01.2025)
- Proposed Site Elevations (LE42-12-0004B) (submitted: 29.01.2025)
- Proposed Site Plan (Rev F) (submitted: 23.05.2025)

- Sie Location Plan (G19A42-SF01B) (submitted: 29.01.2025)

**Reason:** To ensure a satisfactory form of development in accordance with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

3. Notwithstanding the submitted Site Safety, Health Environment & Quality Plan, no development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of, traffic management at the construction access(es) on the B585 during construction, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

**Reason:** In the interests of highway safety, to reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users and to ensure that construction traffic does not lead to on-street parking problems in the area.

4. No part of the development hereby permitted shall be first used until such time as the access arrangements shown on Connect Consultants drawing number 19105-014 Rev. D have been implemented in full.

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

5. No part of the development hereby permitted shall be first used until such time as vehicular visibility splays of no less than 2.4 metres by 61 metres to the north and 2.4 metres by 81 metres to the south have been provided at the site access. These shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

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

6. The development hereby permitted shall not be brought into use until such time as the parking (and turning facilities) have been implemented in accordance with National Grid drawing number drawing number LE42\_12\_0002 Rev. F. 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 the National Planning Policy Framework (2024).

7. The development hereby permitted shall not be brought into use until a scheme of hard and soft landscaping works, including boundary treatments, for the site including an implementation scheme, has been submitted in writing to, and approved in writing by, the Local Planning Authority. The proposed boundary treatment, including the proposed palisade fencing, shall be finished in 6009 Fir Green or similar that shall first be approved by the Local Planning Authority.

The scheme shall be carried out in full accordance with the approved landscaping scheme in the first planting and seeding seasons following the occupation of the development or the completion of the development, whichever is sooner.

The soft landscaping scheme shall be maintained for a period of five years from the date of planting. During this period, any trees or shrubs which die or are damaged, removed, or seriously diseased shall be replaced by trees or shrubs of a similar size and species to those originally planted at which time shall be specified in writing by the Local Planning Authority.

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

8. The development hereby approved shall be constructed with JI Roof PIR trapezoidal panels in fir green as per the approved Proposed Build Plan and Elevation (LE42-12-0003A) (submitted: 29.01.2025).

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

9. The development hereby approved shall be carried out in full accordance with the mitigation and enhancement measures detailed within Sections 4 (Impacts and Mitigation) and Table 2 (Enhancement Features) of the Ecological Impact Assessment (2646 ECIA VB 2) (submitted: 26.02.2025).

**Reason:** In order to protect the protected wildlife species and their habitats that are known to exist on site to accord with Policy DM6 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

a. **Notes to Applicant**

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at [building.control@blaby.gov.uk](mailto:building.control@blaby.gov.uk) or call 0116 272 7533.
2. Your attention is drawn to the Biodiversity Net Gain note within the Decision Notice. The development is subject to the Biodiversity Gain Condition. A Biodiversity Gain Plan needs to be submitted to, and approved in writing by, the Local Planning Authority prior to commencement of development. The application can be made online here: [https://www.hinckley-bosworth.gov.uk/info/200249/view\\_planning\\_applications\\_and\\_decisions/1476/does\\_the\\_property\\_comply\\_with\\_planning\\_conditions](https://www.hinckley-bosworth.gov.uk/info/200249/view_planning_applications_and_decisions/1476/does_the_property_comply_with_planning_conditions).
3. Leicestershire County Council as the Local Highway Authority advised that it may seek to resist any future development proposals that come forward within the application site which could result in an intensification in use of the proposed access on the grounds of highway safety and therefore being contrary to Policy 2 (access to the existing highway network) of the Leicestershire Highway Design Guide.
4. Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>
5. The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: [networkmanagement@leics.gov.uk](mailto:networkmanagement@leics.gov.uk)
6. To erect temporary directional signage, you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
7. Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not

been secured in respect of the construction access, the section 184 application will be refused.

8. The suitability of the ground strata for soakaway drainage should be ascertained by means of the test described in BRE Digest 365, and the results approved by the Building Control Surveyor before development is commenced. The soakaway must be constructed either as a brick or concrete-lined perforated chamber with access for maintenance or alternatively assembled from modular surface water storage/soakaway cell systems, incorporating silt traps. Design and construction of all types of soakaways will be subject to the approval of the Building Control Surveyor.
9. Any access drives, parking and turning areas, paths and patios should be constructed in a permeable paving system, with or without attenuation storage, depending on ground strata permeability. On low-permeability sites surface water dispersal may be augmented by piped land drains, installed in the foundations of the paving, discharging to an approved outlet.