

Delegated Report

Planning Ref: 25/00816/FUL
Applicant: Lysander
Ward: Markfield, Stanton & Fieldhead



Hinckley & Bosworth
Borough Council

Site: Land East of Interlink Way South, Stanton Under Bardon

Proposal: The installation of stairs and ramps in the service yard (cross-boundary application with North West Leicestershire District Council)

Case Officer: Ashleigh Gade (Senior Planning Officer)

1. Recommendations

- 1.1. **Grant planning permission** subject to:
- Planning conditions detailed at the end of this report
- 1.2. It is noted that Planning Permission has been granted by North West Leicestershire District Council for the proposed development.

2. Planning Application Description

- 2.1. This application seeks full planning permission for the removal and replacement of existing ramps and stairs and revision to existing internal vehicle parking areas at Land East of Interlink Way South, Stanton Under Bardon.
- 2.2. The proposal involves the removal of three existing ramps and two existing stairs providing access from the north-western elevation of the existing warehouse building. It also involves the removal of existing line-marking in the delivery vehicle parking area north-west of the building, adjacent Interlink Way South.
- 2.3. The proposal involves the replacement of the above-detailed features through installation of two ramps and associated stairs. The replacement ramps are to be oriented parallel to the existing warehouse building rather than at 90-degrees, allowing for the vehicle parking area to be increased. The increase to the vehicle parking area provides for an additional six parking spaces in the original formation and two additional spaces to the north.
- 2.4. The proposed ramps are to be of steel construction with bright colour-coated finish for traffic safety purposes. The stairs are to have a zinc finish.
- 2.5. It is important to note that the application site lies cross-boundary between Hinckley and Bosworth Borough Council and North West Leicestershire District Council. The majority of the development site lies within North West Leicestershire, however most

of the development works lie to the south of the site which the distribution between authorities is more evenly balanced.

- 2.6. The area of the proposal located within Hinckley and Bosworth includes both proposed stairs, the southern ramp and the majority of the northern ramp, as well as a large portion of the revised southern parking area and a small portion of the revised northern parking area.

3. Description of the Site and the Surrounding Area

- 3.1. The application site is located within the designated open countryside, to the north-west of the village of Stanton Under Bardon. The site is located within Interlink Park, an established Employment Site.
- 3.2. The application site lies cross-boundary between two local authorities with the majority of the site being located within North West Leicestershire District Council and the remainder sited within Hinckley and Bosworth Borough Council.
- 3.3. The area of the application site located within Hinckley and Bosworth comprises hardstanding to the north-west of the existing warehouse building and a line of trees along the western site boundary. The hardstanding within the application site is comprised of internal movement areas as well as vehicle parking spaces.
- 3.4. The application site as a whole across both authorities comprises an existing gated access point including the associated gatehouse building, a large area of hardstanding containing vehicle parking for cars and lorries, and internal circulation areas.
- 3.5. The wider site is an Amazon UK storage and distribution warehouse with car parking areas to the north-east, lorry parking to the west and east, delivery vehicle parking to the north-west, and internal circulation areas surrounding the building. To the boundaries of the site are established plantings of screening trees.
- 3.6. The site is accessed from Interlink Way East which is an adopted and unclassified road subject to a speed limit of 30mph. The site is also adjacent Interlink Way South but gains no access from this road.
- 3.7. To the north, west and south of the site are other sites within the Interlink Park industrial estate. To the east of the site, across West Lane, are a distant cluster of residential properties, and Cliffe Hill Quarry.

4. Relevant Planning History

- **99/00086/REM**
- Erection of distribution warehouse and associated offices car/lorry parking service yard and ancillary buildings
- Approval of Reserved Matters
- 31.03.1999

- **15/00908/FUL**
- Addition of 4 access doors to southern elevation of distribution building
- Planning Permission
- 05.11.2015

- **21/00627/FUL**
- Alterations to the internal circulation routes, the erection of gate houses, erection of security gates and associated works including lighting (cross boundary application with North West Leicestershire)
- Planning Permission
- 01.06.2022

- **21/00733/FUL**
- Alterations to an existing warehouse including the erection of external plant, and external door, the installation of an internal mezzanine and associated works
- Planning Permission
- 21.04.2022

- **22/01106/NMA**
- Non-material amendment to planning permission 21/00627/FUL to amend the approved plans to allow for alterations to the location and size of the gatehouses, erection of a kiosk, and the addition of external staircases, Armco barriers and security gates
- Approved
- 07.10.2022

5. Publicity

- 5.1 The application has been publicised by the posting of a site notice in the vicinity of the site.
- 5.2 No responses have been received.

6. Consultation

- 6.1 The following consultees advised that they had no comment and/or no objection to the proposal:
- East Midlands Airport
 - Leicestershire County Council (LCC) Minerals
 - LCC Highways
 - National Forest Company
 - North West Leicestershire District Council
 - Hinckley and Bosworth Borough Council (HBBC) Drainage
 - HBBC Environmental Services (Pollution)
 - HBBC Waste
- 6.2 No response was received from the following consultees:

- Friends of Charnwood Forest
- Stanton Under Bardon Parish Council

7. Policy

7.1 Core Strategy (2009):

- Policy 12: Rural Villages
- Policy 21: National Forest
- Policy 22: Charnwood 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 DM10: Development and Design
- Policy DM17: Highways and Transportation
- Policy DM18: Vehicle Parking Standards
- Policy DM19: Existing Employment Sites

7.3 National Planning Policies and Guidance:

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

7.4 Other relevant guidance:

- HBBC Good Design Guide (2020)
- Employment Land and Premises Study (2024)
- Leicestershire Highway Design Guide (LHDG) (2024)

8. Appraisal

8.1 The key issues in respect of this application are:

- Assessment against strategic planning policies
- Design and impact upon the character of the area
- Impact upon residential amenity
- Impact upon parking provision and highway safety
- Other matters

Assessment Against Strategic Planning Policies

- 8.1 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.

- 8.2 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.
- 8.3 The current Development Plan consists of the adopted Core Strategy and the adopted Site Allocations and Development Management Policies Development Plan Document (SADMP). Both the Core Strategy and the SADMP are over 5 years old and were adopted prior to the publication of the current NPPF.
- 8.4 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. 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.
- 8.5 Policy DM4 of the SADMP states that Council will protect the intrinsic value, beauty, open character and landscape character of the countryside from unsustainable development. To ensure this, DM4 only considers development in the countryside to be 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.
- 8.6 Importantly, Policy DM4 of the SADMP requires that development meets five further requirements to be considered sustainable development. These are discussed in further detail further in this report.
- 8.7 Notwithstanding the application site's location within the designated open countryside, it is critical to note that the site is also within a designated and existing employment site.
- 8.8 Policy DM19 of the SADMP states that the Borough Council will seek to retain employment sites classified as Category A in their entirety for B1, B2 and B8 uses. The development of non-B Class uses in Category A sites will only be allowed in

exceptional circumstances and proposals must demonstrate that they would not have a significant adverse impact on surrounding employment uses.

- 8.9 The application site is located within Interlink Park (STA20) which is identified as a Category A existing employment site within the SADMP and within the Council's Employment Land and Premises Study.
- 8.10 The proposal makes no alterations to the existing use of the site and would be ancillary to the existing Class B operations. It is therefore considered that the principle of development is acceptable in accordance with Policy DM19 of the SADMP.

Design and Impact upon the Character of the Area

- 8.11 Chapter 12 of the NPPF confirms that good design is a key aspect of sustainable development, and the creation of high quality, beautiful, and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 of the NPPF details the six national policy requirements of development to ensure the creation of well-designed and beautiful places.
- 8.12 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.
- 8.13 The proposal involves the removal and replacement of existing ramps and stairs internal to the existing site and attached to the existing central warehouse building. The removal and replacement of the ramps and stairs allow for reconfiguration of this area of the site which will assist in improving site operations.
- 8.14 The scale of the proposed ramps and stairs is consistent with the structures that they would replace and are modest in scale compared to wider development on the site, in particular the warehouse building itself.
- 8.15 The proposal results in reduced surface area of the existing hardstanding being utilised by ramps. As such, the proposal allows for the expansion of the existing delivery vehicle parking area adjacent to the warehouse doors.
- 8.16 The proposed ramps and stairs would be of metal construction. These materials are consistent with existing development on the wider site and appropriate in the context of a site within an established industrial estate.
- 8.17 The proposal has no impact on the existing boundary vegetation which provides visual screening from Interlink Way East and South and, in addition to the existing boundary fencing and gatehouse structures, reduces views into the development site from areas external to the site.
- 8.18 It is therefore considered that the proposal would have limited visual impact beyond the application site and would otherwise be appropriate in terms of design, scale, layout and materials, consistent with Policy DM10 of the SADMP.

Impact upon Residential Amenity

- 8.19 Paragraph 135(f) of the NPPF requires that planning decisions ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 8.20 Policy DM10(a) and (b) of the SADMP state that 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.
- 8.21 The Good Design Guide requires the way buildings relate to each other, and their orientation and separation distances, to provide and protect acceptable levels of amenity.
- 8.22 The proposed development is located on the north-western side of the existing warehouse building which places it internal to the wider Interlink Park industrial site and well separated from the nearest residential properties.
- 8.23 The nearest residential properties to the application site are located to the north-east of the existing warehouse building along South Lane. These residences are separated from the application site by a minimum of 300 metres, as well as being visually separated from the development by the existing warehouse building and the landscape screening buffer planted along West Lane.
- 8.24 The proposal improves internal access to existing warehouse doors but does not increase the number of these warehouse doors, nor make any other changes to the warehouse building itself. The small number of additional parking spaces are not considered to represent a significant increase in the intensity of operations at the site.
- 8.25 It is anticipated that noise impacts arising from the proposal would be generally consistent with the existing operations of the site, which are well established.
- 8.26 It is noted that HBBC's Environmental Health (Pollution) Officer raised no objections to the scheme. No objections were received from nearby properties.
- 8.27 It is therefore considered that the proposal would not have an adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, in accordance with Policy DM10 of the SADMP and the Good Design Guide.

Impact upon Parking Provision and Highway Safety

- 8.28 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.

- 8.29 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.
- 8.30 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. Policy DM18 of the SADMP requires that new development provide an appropriate level of parking provision.
- 8.31 All proposals for new development 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).
- 8.32 The application site is located on existing hardstanding which comprises internal circulation areas and parking space for delivery vehicles and lorries. The proposed reorientation of the ramps and stairs allows for a modest expansion to the existing parking area, resulting in the overall provision of eight additional parking spaces.
- 8.33 The Local Highway Authority (LHA) have reviewed the proposal and have no objections, noting that the development would have no material impact upon the public highway.
- 8.34 It is therefore considered that the proposal results in a modest increase to delivery vehicle parking spaces that would not have an unacceptable impact upon highway safety or the wider road network, consistent with Policies DM17 and DM18 of the SADMP and the requirements of the LHDG.

Other Matters

- 8.35 Policy DM6 of the SADMP relates to the enhancement of biodiversity and geological interest and states that development proposals must demonstrate how the conserve and enhance features of nature conservation and that on site features should be retained, buffered and managed favourably to maintain their ecological value.
- 8.36 The existing vegetated buffer of trees adjacent the application site along Interlink Way South and Interlink Way East would be unaffected by the proposal. The development will occur wholly on land that is already comprised of hardstanding.
- 8.37 The proposal is exempt from Biodiversity Net Gain requirements under the de minimis exemption as it impacts less than 25 square metres of non-priority onsite habitats and less than 5 metres of non-priority linear habitats.

- 8.38 As such, it is considered that the proposal would likely have a neutral ecological impact and therefore would not be in conflict with Policy DM6 of the SADMP.
- 8.39 Policy DM7 of the SADMP seeks to prevent development from resulting in adverse impacts from pollution or flooding. It seeks that development not contribute to poor air quality, cause noise or vibrations of a level that would disturb areas valued for their tranquillity, and that development not create or exacerbate flooding.
- 8.40 The proposal does not result in the expansion of the existing hardstanding on site. There is no associated change to the nature of operations on the site, or to the intensity of use.
- 8.41 HBBC's Environmental Health (Pollution) and Drainage officers have reviewed the proposal and have no objections.
- 8.42 It is therefore considered that the proposal would not give rise to pollution or flooding concerns and would not be in conflict with Policy DM7 of the SADMP.

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 be granted, subject to the imposition of appropriate conditions and obligations.

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 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:

- Site Location Plan, Drg No. 25038 - ASA - 00 - EX.SI - D - ARC - 0001 _ (S0 - P3)
- Proposed Site Plan,Drg No.25038-ASA-00-EX.SI-D-ARC-0002 (S0-P2)
- Proposed Elevations,Drg No.25038-ASA-00-EX.SI-D-ARC-0005 (S0-P1)
- Proposed Ramp Details,Drg No.25038-ASA-00-EX.SI-D-ARC-0006 (S0-P1)
- Proposed MOE Stair Detail,Drg No.25038-ASA-00-EX.SI-D-ARC-0007 (S0-P2)

All received by the Local Planning Authority on 29 August 2025.

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

3. The materials to be used on the external elevations shall accord with the approved plans and the information within the application form.

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).

4. The development hereby approved shall not be brought into first use until the parking layout shown on the Proposed Site Plan, Drawing No. 25038-ASA-00-EX.SI-D-ARC-002 (S0-P2) received by the Local Planning Authority on 29

August 2025 has been fully implemented. Thereafter, the onsite parking and turning provision shall be kept available for such uses in perpetuity.

Reason: To ensure that a satisfactory parking and turning layout is provided within the site in the interests of highway safety and in accordance with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

Notes to Applicant

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at building.control@blaby.gov.uk or call 0116 272 7533.