



DESIGN & ACCESS STATEMENT

TO SUPPORT THE DEVELOPMENT OF A GLAMPING SITE AT

Cold Comfort Farm,
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Pinkley,
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Proposed is the installation of 6 glamping pods for overnight guest use, associated decking, footpaths, permeable track, parking & and turning area, secure bicycle storage, service hut, and recycling/refuse storage. Also intended is minor landscaping of the site, planting of native species trees, hedgerows, shrubbery, and meadow grass with wildflowers throughout the site.

All pods will be connected to a new private package treatment plant and soakaway. All hard landscaping will be constructed from permeable materials and all pods will be surrounded by a gravel border to allow roof run-off to easily infiltrate the ground.

The application site is situated outside the market town of Hinckley. The site location will be easily accessible from across the country. The proposal supports sustainable travel by including E.V. charging points and secure bicycle storage for guest use.

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

In designing the proposed site, the Hinckley & Bosworth Borough Local Development Framework 2009 was referenced alongside the Site Allocations and Development Management Policies DPD, and the following policies were considered. It is believed that the proposal is compliant with each of the following policies:

Hinckley & Bosworth Borough Local Development Framework 2009

- Spatial Strategy and Policies: Rural Areas

The core strategy states that focus will be made on the Hinckley sub-regional centre due to the existing services. The proposed site is located approximately 1.5 miles north of Hinckley, allowing guests easy access to the existing services and facilities.

The site is also located approximately 1.2 miles south of the smaller village of Stoke Golding. This village is noted as one of the key rural centres where attention should be given to ensure they remain vibrant.

- Policy 7 – Key Rural Centres

This policy notes that in order to support the rural villages and key rural centres, the council will *'support the development of the tourism industry in line with policy 23'*. Although the site is not within the village, given the close proximity of Stoke Golding and Hinckley, the site can benefit both effectively.

- Policy 23 – Tourism Development

The proposed holiday accommodation would positively contribute to the economic well-being of the surrounding area, more details of this can be found in the supporting market research report. It is thought due to the design and layout of the site, the pods would be appropriate for the landscape and the surrounding area. The site benefits from existing screening with additional landscaping proposed to help the units integrate well.

Site Allocations and Development Management Policies DPD

- DM1 – Presumption in Favour of Sustainable Development

It is thought the proposed development will deliver sustainable development through economic, social and environmental factors. These are identified throughout the accompanying submission documents. It is thought the proposal is compliant with the relevant planning policies and has delivered a sustainable development that would be beneficial to the area.

- DM4 – Safeguarding the countryside and settlement separation

It is noted the proposed site is within the countryside designation. This policy states development proposed within the countryside will be considered sustainable where it is for outdoor sport or recreation purposes and it can be demonstrated that the proposed scheme cannot be provided within or adjacent to settlement boundaries.

Although the site is located near the settlement of Hinckley, it is predominantly in the countryside. Given the nature of glamping and the connotations and expectations that follow, it is safe to assume a glamping site would not be welcomed within a settlement where it would conflict with existing land uses such as residential areas.

The new glamping site would provide a range of new job opportunities, contributing to the economic growth of the borough. It is expected that a minimum of 2-part time roles will be required, and it is expected that more roles to be required as time goes on.

The proposed design and layout have been specifically chosen to ensure the value, beauty, and open character of the countryside are not tainted and will not be affected by this proposal. Existing elements have been used where possible and additional biodiversity enhancements have been proposed to help integrate the development further into the existing landscape.

- DM10 – Development and Design

The proposed glamping site has been specifically designed to ensure no adverse effects are created on neighbouring properties and residents. The occupiers of the proposed development will be situated in close proximity to ensure the smooth running of the site however there is no risk to their amenities and will not be affected by the activities in the vicinity of the site.

Only 6 pods are proposed to ensure the scale is appropriate to the existing landscape character. The units have been positioned around the boundary of the existing land to ensure development is contained and not scattered.

- DM17 – Highways and Transportation & DM18 – Vehicle Parking Standards

The proposed development has included appropriate E.V. charging facilities and secure bike storage for guest use. The area will provide safe and convenient access for walking and cycling into the town of Hinckley, a local footpath allows easy access from the site entrance.

Parking will be within the site boundaries therefore no concern over on-street parking should arise. The additional vehicles associated with this development should not create an adverse effect on the existing traffic within the area.

- DM24 – Cultural and Tourism Facilities

As previously mentioned, the site is well located for guests to access the larger town of Hinckley via foot or cycling. Hinckley provides guests with multiple bus stops allowing public transport connections to surrounding towns and cities. Additionally, Hinckley train station provides quick connections to Leicester and Birmingham with further connections to London.

3.0 Site Context



View of the proposed glamping site facing south west.

3.1 Location

The proposed development is located outside the market town of Hinckley, approximately 16 miles south west of Leicester and 17 miles north of Coventry. The area and surroundings are rich in tourist attractions, with many walking/biking opportunities, shops, pubs, and other attractions/activities. The proposal will create a significant economic benefit to the surrounding area and local businesses. With easy road access via the M69 and M1 with links to Leicester, Coventry, Northampton, and Birmingham.

Many tourist spots and attractions are within a suitable travel distance to the site. It is perfectly suited for visitors looking to enjoy the natural beauty of this area and the proposal will create a significant economic benefit to the surrounding area and local businesses.

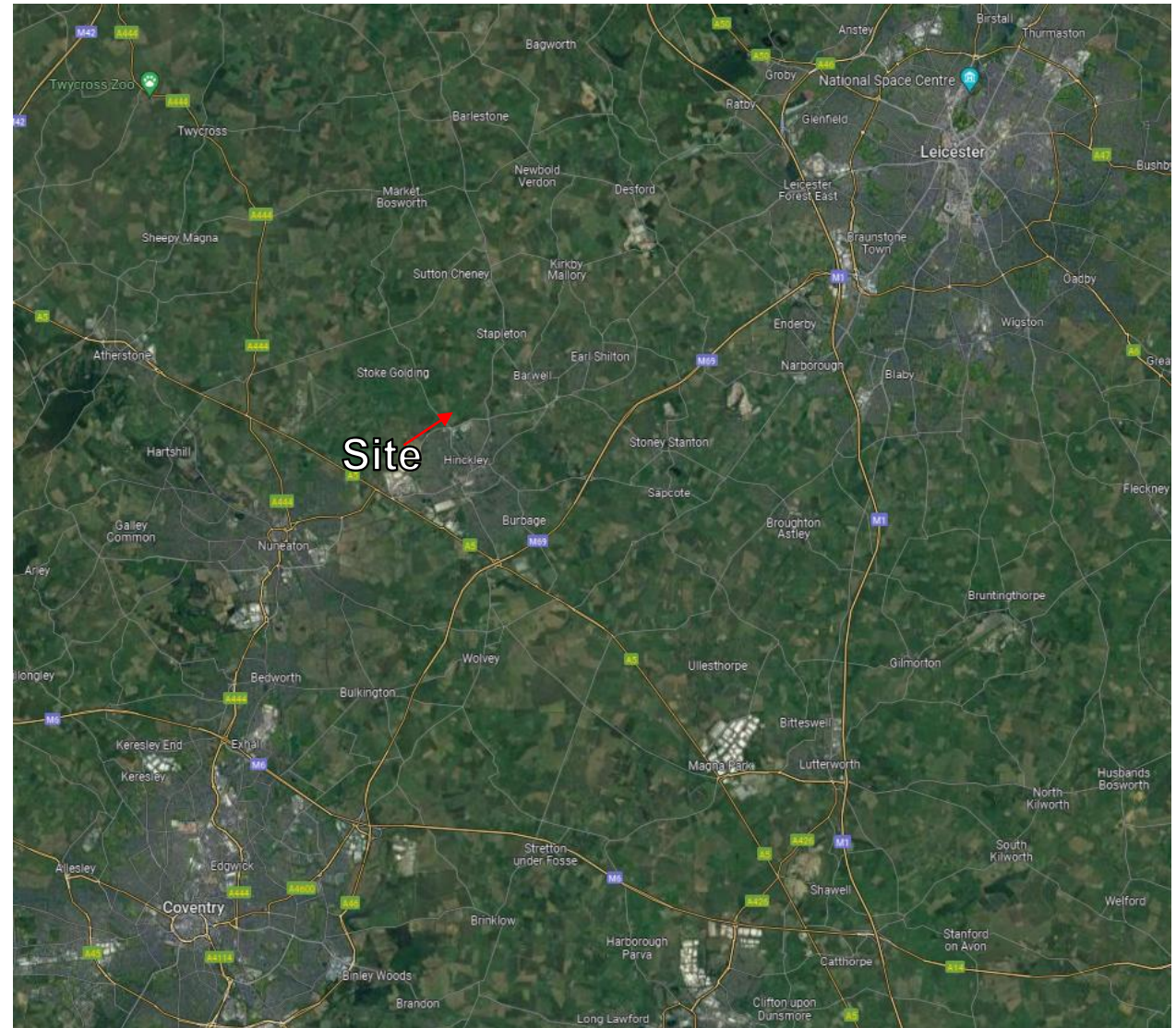


Figure 1. Aerial view of site location. Source: Google Maps

3.2 Proposed Site Information

The site area will occupy approx. 6,096 m² of the applicant's land. The vast majority of the site will be left as open green space, utilising only what is necessary for the glamping area. The 6no. guest units will be well spaced apart in distance to give each visitor a good amount of privacy, for social distancing, and to control the carry of sound.

Rogue's Lane will be the access route to reach the glamping site area, guests would then follow an unnamed road, which provides safe access in and out of the site.

All existing trees and hedges around the site are to be retained as part of this proposal.

All boundaries to the site will remain untouched with additional screening and timber fencing proposed around the new parking area. We have also proposed appropriate trees and shrubbery indigenous to the area around the units to provide screening to and from the units. It is therefore not expected that noise from the units will impact any neighbouring properties.



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

3.3 Site Access

The glamping site will be reached by following Rogue's Lane to an unnamed road. It is felt that the additional traffic generated by the glamping site will not negatively impact other road users. An existing access will be utilised for guest access, where an existing track will lead guests to a new parking area.

Visibility in both directions from the site entrance onto the unnamed road can be seen below in Figures 3 and 4.



Figure 3. Facing South on unnamed road.



Figure 4. Facing north on unnamed road.

3.4 Site Photos



View 1. Existing access into the site.



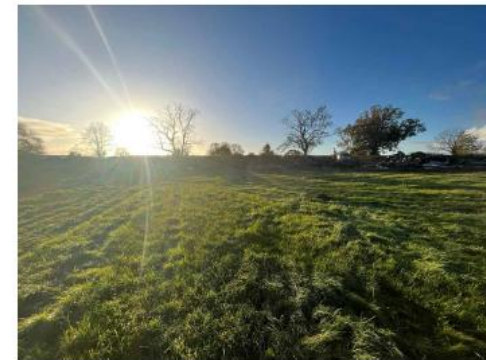
View 2. Existing track facing south at access point.



View 3. Existing track facing north at access point.



View 4. Proposed pod location facing northwest.



View 5. Proposed pod location facing west.



View 6. Access point from Rogue's Lane towards site.

3.5 Flood Risk

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

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

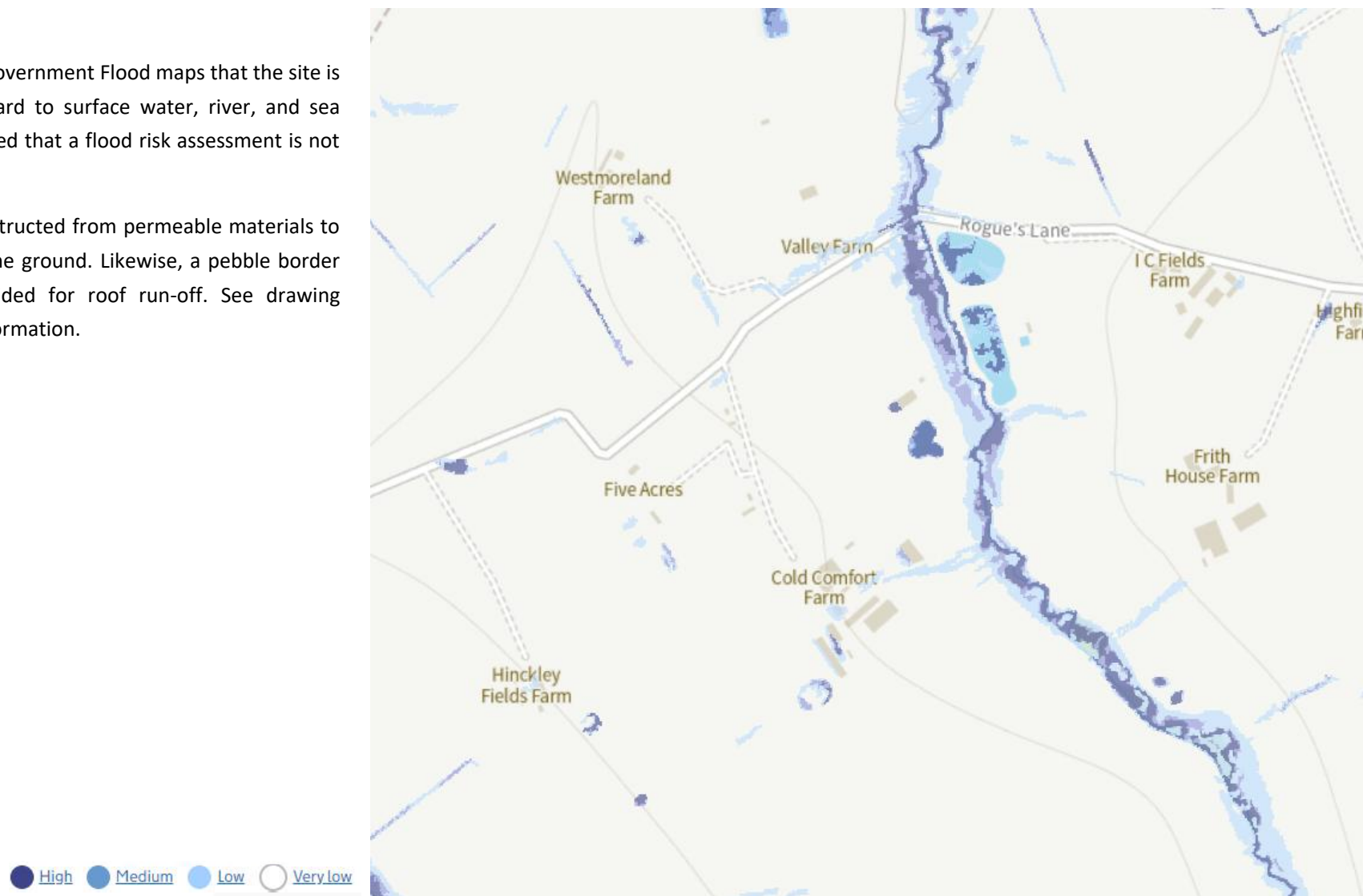


Figure 5. Map of Surface Water Flood Risk. Source: gov.uk



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

3.6 Public Rights of Way

There is no immediate public right of way adjacent to the proposed pod site.

To the west of the site, lies an existing public footpath that can be utilised by guests during their stay.

This public right-of-way footpath, along with several others in the surrounding area, will allow guests to easily explore the area on foot or bicycle, reducing the need for cars. These routes will be promoted within the pods to encourage guest use.

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



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

3.7 Justification for Proposed Use

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

The area and surroundings are rich in tourist attractions. Nearby towns offer plenty of cafes, restaurants, and local shops for guests to visit and as such, the proposal will create an economic benefit to local businesses and services. The proposed accommodation will allow visitors to spend time outdoors to relax in a natural setting as well as explore the surrounding area.

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

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

4.0 Design



Front view of proposed pods along the western boundary.

4.1 Proposed Layout

From the existing access, an existing track will be utilised to lead guests into a new parking/turning area. This will accommodate 7 bays, one per pod and one electric vehicle charging point. From here guests will access the units via the permeable track and footpaths.

Adjacent to the parking area, a small service hut/bike store is proposed along with refuse/recycling facilities. Timber fencing has been proposed around the parking area.

The site will consist of 6 glamping units, proposed for guest use. All units will be sited facing east and northwest away from any residential properties with views across the countryside.

Each pod will benefit from a front decked area and native shrubs/planting around each unit to provide privacy for guests.

New native tree planting has been proposed around the boundaries of the site, this is to help conceal the development further into the landscape and to create a more natural feel to the site.

See drawing 'Proposed Layout Plan' for further information.



Figure 8. Proposed Layout Plan

4.2 Landscaping

The proposed site has a slightly uneven surface. As a result, some minor levelling may be required to create suitable footings for the pods (ground screws). Any broken ground will be re-instated (turfed where required).

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

The design of the glamping site has been developed with landscaping, ecology, and biodiversity at the forefront. A preliminary ecology survey has been carried out on land to the east of the site, as part of a previous planning application, this identified no protected species or concerns in the area. Recommendations from this survey have been considered and additional landscape features have been included, such as:

- Introducing new native hedgerows throughout the site of the site for screening and habitat creation for small mammals and birds.
- Planting native meadow grass and wildflowers around pods to benefit pollinating insects.
- Including bird boxes on all new trees to provide additional nesting opportunities for small bird species.
- Planting native shrubs throughout the site and around each pod.
- Minimising lighting to avoid disturbance to wildlife and dark skies.

4.3 Drainage Strategy

The pods will be connected to a new package water treatment plant and soakaway, located to the east of the site. See drawing 'Drainage Plan' for further information.

New vehicular track and parking/turning area are to be constructed with a porous build-up on free-draining stone. All new footpaths are to be constructed with a build-up of permeable gravel with timber borders.

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



Figure 9. Proposed Drainage Plan

4.4 Lighting Strategy

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

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

Benefits of low-level lighting bollards:

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

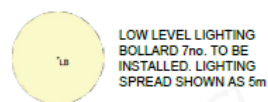


Figure 10. Lighting Plan

4.5 Proposed Units

6 high-quality glamping pods are to be installed, they will be constructed off-site and delivered as full units by manufacturer Pod Factory. See drawing 'Pod Plan and Elevations' for more details. Two models are proposed to give guests a variety when booking.

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

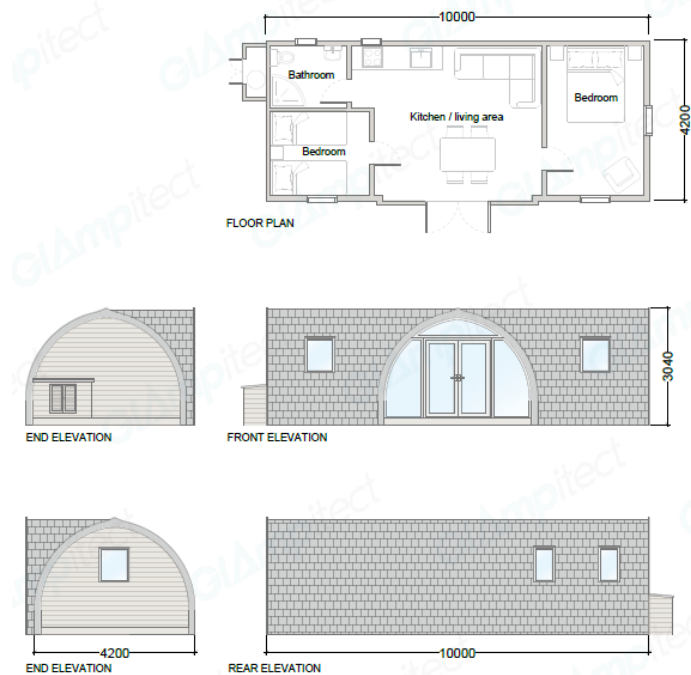
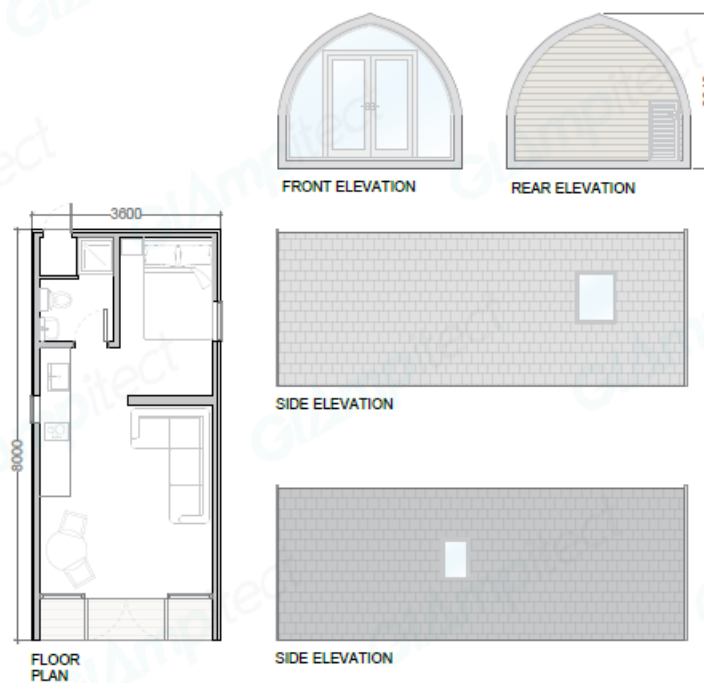


Figure 11 & 12. Proposed pod drawings

4.6 Use

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

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

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

Land Usage Item	Area Used	% Of Site
Ownership Area (Blue Line Boundary)	58,828 m ²	-
Site Area (Red Line Boundary)	6,096 m ²	10.4 % (of blue line)
Green Space – After Site Build	4,973 m ²	81.5 % (of red line)
Glamping Pods (6no. units)	213 m ²	3.5 %
Permeable track, parking, and turning area	945 m ²	15 %

4.7 Installation

4.7.1 Stage 1 – Access

The minimal increase in traffic associated with the glamping site will have a negligible impact on the surrounding area with a maximum of 7no. vehicles on-site at any one time. The existing access is of suitable condition and width to provide easy and safe vehicle access. The existing access will provide initial access for the installation of plant and services and will then become the main visitor access as well as provide access for any maintenance vehicles when the site is in operation.

4.7.2 Stage 2 - Groundwork

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

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

4.7.3 Stage 3 – Unit Install

All pods are to be prefabricated off-site and delivered as a full unit, ready to connect to services. By manufacturing the pods off-site, construction waste will be kept to a minimum and a high-quality finish can be achieved more easily than traditional construction. The choice of glamping pods aims to minimise disruption to the site as much as possible due to their temporary nature.

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

4.7.4 Stage 4 – Roads, Parking & Clean up

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

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



View of proposed pods.

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

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

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

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

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

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

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

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

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