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Rutland County Council

Catmose,
Oakham,
Rutland
LE15 6HP

Application:	2020/0478/FUL		ITEM 3
Proposal:	Construction of 3 no. wooden moveable pods; 2 no. shepherds huts; on site facilities pod; Reception hut. Installation of 2 no limestone pathways. Creation of gated access into field one. Creation of limestone tracks. A wooden foot bridge to enable access to the back field.		
Address:	Brook Farm, Littleworth Lane, Belton-In-Rutland		
Applicant:	Kirsty Brooks	Parish	Belton
Agent:	Mark Simmonds Planning Services Ltd	Ward	Braunston & Martinthorpe
Reason for presenting to Committee:	At the request of the Development Control Manager and due to the public interest		
Date of Committee:	20 October 2020		

EXECUTIVE SUMMARY

This proposal for a camping site in this location is considered small scale, acceptable in principle, with access to supporting facilities in Belton. The camping pods and shepherds huts and associated works will not have a detrimental impact on nearby residential amenity, the character and appearance of the landscape or impact on the visual amenity and the setting of Belton. The proposal is in an accessible location to Belton, a Smaller Service Centre and will not generate an unacceptable increase in traffic movements including car travel.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. The development 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 except in complete accordance with the details shown on the submitted plans, numbers: 2018-001 Rev I, 2018-002 Rev A, 2018-003 Rev A, 2018-004 Rev A, 2018-005 Rev C, 2018-006, 2018-007 and 2018-008.
REASON: For the avoidance of doubt and in the interests of proper planning.
3. The development hereby approved shall only be used for holiday accommodation purposes and not for any other residential use falling within Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any Statutory Instrument revoking and re-enacting that Order with or without modification. For the avoidance of doubt 'any other residential use' includes a person's or persons' main residence, or a permanent residential unit of accommodation.
REASON: The site is in a location within which new permanent residential uses would not be acceptable in policy terms. However, use for holiday purposes only is considered acceptable.
4. No means of external artificial light above 1 lux shall be installed or operated on the site at any time. Any lighting below 1 lux which is to be installed on the site should be agreed in writing with the local authority giving details of the lighting and the locations where they are to be installed.
REASON: In the interests of amenity to reduce the impact of night time illumination on the character of the area.
5. The owner/operator of the site shall maintain an up to date register of the names of all owners/occupiers of the holiday homes and of their main home addresses and shall

make this information available at all reasonable times to the local planning authority.
REASON: The site is located in open countryside where permanent residential occupation would not be permitted. This condition will allow the LPA to monitor the occupation of the holiday homes to ensure that they are not being occupied as a permanent residential home

6. No development shall take place until there has been submitted to and approved, in writing, by the Local Planning Authority a scheme of hard and soft landscaping works for the site, which shall include any proposed changes in ground levels and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication "BS 5837: 2012 Trees in Relation to Construction."
REASON: To ensure that the landscaping is designed in a manner appropriate to the locality and to enhance the appearance of the development.
7. All changes in ground levels, hard landscaping, planting, seeding or turfing shown on the approved landscaping details shall be carried out during the first planting and seeding season (October - March inclusive) following the commencement of the development or in such other phased arrangement as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of 5 years of being planted die are removed or seriously damaged or seriously diseased shall be replaced in the next planting season with others of similar size and species.
REASON: To ensure that the landscaping is carried out at the appropriate time and is properly maintained.
8. No equipment for the amplification of sound and/or the playing of music shall be operated from the site.
REASON: In the interests of the protection of the living conditions of nearby residents.
9. Vegetation clearance must either take place outside the bird-nesting season (March to July inclusive), or within 24 hours of the 'all-clear' from an appropriately qualified ecologist following a negative bird-nesting survey which is to be submitted to and approved in writing by the Local Authority. Netting to prevent bird nesting may only be done with written prior approval of the Local Planning Authority.
REASON: In the interests of the protection of wildlife and their habitat.
10. Before any footbridge is erected on the site the final details shall be submitted to and approved in writing by the Local Authority. The bridge shall be constructed only in accordance with the approved details.
REASON: In the interests of the protection of wildlife and their habitat.
11. Precautionary methods of working should be implemented to prevent trapping wildlife in excavations. Any excavations should be covered overnight, or where this is not practicable, a means of escape would be fitted (e.g. battered soil slope or scaffold plank), to allow animals (e.g. hedgehog) to vacate excavations should they fall in.
REASON: In the interests of the protection of wildlife.
12. Prior to operational use of the development, the access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 105 metres to the carriageway centreline in both directions and 2.4 metres by 43 metres to the nearside edge of the carriageway in both directions, as measured from and along the nearside edge of the carriageway. A plan demonstrating the visibility shall be submitted and approved before the access is first used by vehicular traffic and retained free of any obstruction at all times.
REASON: In the interests of highway safety.
13. Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 8 metres from the nearside edge of the carriageway. The surface for the first 8 metres shall be in a bound material.
REASON: In the interests of highway safety.
14. The development shall not be occupied until such time that the applicant has submitted a detailed plan of the vehicle parking area including any parking spaces for the mobility impaired. The vehicle parking area shall be retained in this form at all times unless otherwise agreed in writing. The vehicle parking shall not be used for any purpose other

than the parking of vehicles that are related to the use of the development.

REASON: In the interests of highway safety.

15. The development shall not be brought into operational use until such time that the drainage strategy and septic tanks have been provided in accordance with the submitted materials, unless otherwise agreed in writing.

REASON: To prevent flooding and in the interests of the control of foul water.

Notes to Applicant

1. Septic Tank Foul drainage should be connected to the main sewer. Where this is not possible, under the Environmental Permitting Regulations 2010 any discharge of sewage or trade effluent made to either surface water or groundwater will need to be registered as an exempt discharge activity or hold a permit issued by the Environment Agency, addition to planning permission. This applies to any discharge to inland freshwaters, coastal waters or relevant territorial waters.

Please note that the granting of planning permission does not guarantee the granting of an environmental permit. Upon receipt of a correctly filled in application form The Environment Agency will carry out an assessment. It can take up to 4 months before they are in a position to decide whether to grant a permit or not.

Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or less to ground or 5 cubic metres or less to surface water in any 24 hour period must comply with general binding rules provided that no public foul sewer is available to serve the development and that the site is not within an inner Groundwater Source Protection Zone.

A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply.

Further advice is available at: Septic tanks and treatment plants: permits and general binding rules.

Site & Surroundings

1. The application site for the proposed holiday use is located less than half a mile from the village of Belton in Rutland, 4 miles to Uppingham and 6.5 miles to Oakham.
2. The site is accessed from Littleworth Lane and is made up of two fields spilt by a brooke and a wooded area characterised by undulating contours, ridge and furrow and its attractive appearance at the entrance to the village.
3. This land has been actively farmed in the past using normal land management farming methods including sheep grazing, topping etc. The applicant continues to use the land on a rotational basis allowing the land to rest for periods of time.

Proposal

The planning application seeks to obtain full planning permission for an all year round holiday accommodation use which will include the following:

- 3 no. wooden moveable pods
- 2 no. shepherds huts
- On site facilities pod

- Reception hut
- A badger/nature hide to allow users of the site to observe the wildlife on site
- Small (1m width) Limestone pathways leading from the car park and between pods
- A gated access into field one
- A narrow limestone track positioned against the hedgerow to enable access from Littleworth Lane to the proposed field (to allow better access for agricultural vehicles but also to facilitate disability access to the pods and facilities)
- A 2nd narrow limestone track alongside the hedgerow by the road (behind current hedge), leading from the top field gate to the new field gate to allow easy access for the emptying of the sewage
- A wooden foot bridge to enable access to the back field, providing safe access for pedestrians across the secondary water course

The wooden accommodation pods/shepherds' huts will each consist of sleeping accommodation for up to 4 people.

- Shepherds hut 1 & 2: 3 metres x 5.2 metres
- Pod 3: 4m x 8m
- Pod 4 & 5: 3 metres by 6 metres

The Pods

4. The pods, built using spruce pine, 48mm thickness and 25mm flooring, woollen insulation and wooden cladding internally, will be placed on wooden stilts, sleepers or iron wheels allow for them to be moved if required and sewage waste tanks are to be placed underneath to be emptied periodically by a waste collection company.
5. Comprising a separate bedroom, en-suite, kitchenette living area with seating/dining area. The external water proofing is of red/brown shingles.
6. Solar electric generation systems will be installed within each pod and mains electric will be installed as a secondary power source, particularly during the winter months.

Shepherds Huts

7. To be built using spruce pine, 48mm thickness and 25mm flooring, woollen insulation and wooden cladding internally. The roof will be made of coated corrugated iron. The huts will have a bedroom and living area with a 3m x 5m decking area outside for outside dining.

Facilities

8. A shower and toilet block 3m x 2m will be provided in a wooden pod that will be placed on stilts to allow access for maintenance. All waste will be expelled into a waste tank situated beneath the wooden pod but above ground. One shower, one toilet and access to washing up facilities will be provided within the wooden structure.
9. A separate water point will be installed by Severn Trent and this will be located by the roadside close to the parking area.
10. Water for showers and hot water will be heated using the mains electric. It is proposed that solar panels be used to generate lighting.
11. A 1m wide limestone track will run between pods and to the car park to allow access to accommodation.

12. The gated access will be placed 6 meters away from the roadside with a wooden double field gate. The gate will be locked with a numeric key code for security. The field access from the A47, the track running alongside the existing hedgerow and the area for parking up to 8 cars (20 metres by 10 metres) at the bottom of the field would be constructed using limestone of various grades to provide effective drainage.
13. Public vehicles will not have access to the camp site in the field beyond the brook. Site users will walk to the accommodation blocks.
14. A further limestone track will be placed at the top of the field between field gates to allow access for the sewage truck to empty the large sewage tank.

Reception Hut

15. A shepherd's hut with a lean to is the proposed reception for visiting guests. The reception hut will provide guests with somewhere to check in at the start of their stay and a small honesty shop. It will also provide information about local attractions and services that are available.

Access to the field with holiday pods/huts

16. This will be situated on the near side of the brook and pedestrian access only for guests across the brook will be permitted. The parking area will be screened by a scheme of landscaping to be agreed with the Council. Pedestrian vehicles will not be permitted to access the field with the accommodation pods/huts and wheel barrows will be provided to transport personal items.

Access and Highways

17. Access to the site is from Littleworth Lane through a newly positioned wooden field gate 6m from the roadside. The site can be accessed from the A47 without having to access the village.
18. Stone hard standing is proposed to be laid for the access and a limestone track will be laid alongside the existing hedgerow to the parking area at the bottom of the field.
19. Pedestrian access to the application site is across a small secondary water course (brook). The foot bridge is proposed to be built in accordance with final details agreed with the Council. This will be secured with a planning condition.

Ecology, Trees & Landscaping

20. The site is already heavily screened with trees and hedgerow and the proposal is to retain the existing natural setting whilst making further improvements through a scheme of new native planting. A landscaping scheme will be approved by the Council through the implementation of an appropriate condition.
21. The remaining 10 acres of surrounding land will continue to be used as grazing land for a variety of animals and to encourage native wildlife, flora and fauna to the area.
22. A Preliminary Ecological Appraisal has been submitted alongside this application which summarises that there are no major ecological constraints associated with the current proposals. Precautionary working practices in relation to great crested newts and badgers and precautionary measures for bats must be adhered to, along with appropriate timings for nesting birds.

Relevant Planning History

No relevant planning history on the site.

Planning Guidance and Policy

National Planning Policy Framework

Section 2 – Achieving sustainable development

Section 6 – Building a strong, competitive economy

Section 9 – Promoting sustainable transport

Section 12 – Achieving well-designed places

Section 14 – Meeting the challenge of climate change, flooding and coastal change

Section 15 – Conserving and enhancing the natural environment

Rutland Core Strategy (2011)

CS1 – Sustainable development principles

CS2 – The spatial strategy

CS3 - The Settlement Hierarchy

CS4 – The Location of Development

CS15 – Tourism

CS18 – Sustainable transport and accessibility

CS19 – Promoting good design

CS21 – The natural environment

Site Allocations and Policies DPD (2014)

SP7 – Non- residential development in the countryside

SP15 – Design and amenity

SP17 – Outdoor lighting

SP24 – Caravan and camping sites

SP25 – Lodges, log cabins, chalets and similar forms of self-serviced holiday accommodation

Consultations

23. **Highway Authority**
No objections subject to conditions
24. **Rutland Tree Officer**
No objections subject to suitable planting condition
25. **Ecologist**
No objection subject to conditions
26. **Lead Flood Authority**
No objections subject to conditions
27. **Anglian Water**
No objections
28. **The Environment Agency**
No objections subject to conditions

Neighbour and Parish Representations

29. The application has been advertised in accordance with the Rutland Statement of Community Involvement and has received the following comments:

A total of 11 No. of representations were received objecting to the proposal raising the following points:

- Would create noise pollution and light pollution in an area of outstanding national beauty
- Views can be gained of the proposed site from around the village and from footpaths and further buildings would be contrary to the Belton Village Design Statement
- Part of the proposed development site will be within the conservation area
- The nature of the development could encourage social gatherings which will undoubtedly lead to operational noise and likelihood for late night parties and amplified music
- The applicant has failed to take this into account and the layout has been designed to concentrate all activity close to the sensitive south boundary
- The full length of the access track with limited passing places is also proposed close to the south boundary which will undoubtedly result in noise from vehicles continuously driving over a limestone track
- The length of the access and its proximity to the boundary with limited passing places will further result in light spill from the headlights of vehicles moving through the site.
- The layout fails to achieve an efficient internal design and vehicle movements and the siting of pods/huts are in a location which will give rise to noise pollution
- There is no justification for why the track, reception shop, shepherd huts and camping pods have to be arranged in such a linear manner which exposes the use to the full length of the boundary to neighbours
- The proposals are not in keeping with the surroundings and are inappropriate for the landscape creating a visual intrusion
- The proposed pods/huts are close to my property, with the nearest located unit only some 25 metres approx.
- The proposed parking areas are 75-100 m away from our property and will lead to noise pollution
- From a visual perspective, I have not yet seen any supporting photographs in an autumnal/winter period without the normal full covering of foliage during the spring/summer months in relation to the impacted properties
- Another intrusion to the unspoilt open countryside
- We believe that ground conditions on the proposed site during the winter period are susceptible to being heavy just as we experience each year from our own land drainage in our respective field during the winter months.
- The number and scale of proposed structures are excessive
- Failure of the proposed method for dealing with foul sewage would very quickly impinge on the Eyebrook stream, very close by, & the eponymous reservoir
- The proposed infrastructure of roadways, paths, buildings, car parks, pods & shepherd's huts would be detrimental to the environment to existing natural environment & wildlife
- The lower field, beyond the stream, would be best left undisturbed with only minimal management for the benefit of the badgers & other wildlife.
- After heavy rain parts of this proposed development is liable to flooding
- This valley is important for nesting green woodpeckers and the occasional cuckoo.
- Increased traffic
- Will impact on village as already have a glamping site
- According to a grey box survey in 2014 set up by RCC at the request of the Parish Council, it revealed there were then over 4,000 vehicles a week Littleworth Lane.

- Concerned about highway access and highway link
- there is no detailed drawing to clarify how the access will be improved and whether suitable visibility will be afforded in both directions
- The two car parking areas will be detrimental and insensitive to the landscape
- I believe this site to be a breeding point for our resident Great Crested Newts.
- This development will erode the rural landscape and natural richness of the biodiversity around Belton.
- Each pod has a septic tank under it there is a real risk of a pollution incident to the brook which would impact the Eyebrook too causing devastating loss of species
- The associated noise, partying, and light will greatly impact the site and the wildlife
- Will be an intrusion on what is left of our natural countryside around the village
- The area has never been ploughed or sprayed and contains rare grasses and flowers
- Human habitat will devastate this ancient scene
- There is a lack of passing places internally within the layout whilst there has been no thought given to manoeuvrability and access for emergency vehicles.
- Access to and egress from the site onto the narrow Littleworth Lane could cause congestion.
- This narrow Littleworth Lane road often does not allow two vehicles to pass simultaneously and proposal will make situation more dangerous
- The speed at which vehicles travel up and down Littleworth Lane accentuates this highway safety problem further
- some form of traffic calming measure is required
- It is simply not possible at certain points for a car and a bus, for example, to pass on this road.
- The existing glamping site is also only permitted to open between April & October, which raises questions over the plans to open this site on an all-year-round basis.
- The proposed site is not 1 mile outside of the village; it close to the heart of Belton.
- I also have concerns over the potential expansion of the number of pods and addition of other services in the future
- With one glamping site already existing in Belton, it does beg the question whether there is a need for another similar development
- There is no benefit to the local economy to balance the intrusion and inconvenience to the immediate neighbours.
The application fails to give assurances about how the use can be appropriately managed to protect neighbouring amenity.
- Objections raised in relation to Glamping Site, Spindleberry Woods, College Farm Road (Ref: 2013/0465/MAJ) are relevant to this application.
- There is potential for future expansion
- We request that the Council limits any use to specific periods of the year only.
- The application should be set aside for consideration whilst in pandemic

A total of 18 No. of representations were received support to the proposal raising the following points:

- Will benefit the village and the general area.
- Considered every aspect and how it will impinge on the environment and those living nearby
- Plans are of a modest scale and in keeping with the location
- Other schemes in the area have only proved to benefit Belton and Rutland
- Good idea to help the local economy and surrounding small businesses
- Will not visually impact any more than existing glamping site

- Being near A47 will add no additional traffic through the village
 - Noise pollution will be minimal verses that of the A47
 - No light pollution as pods are turned away from anywhere they can be seen
 - Height of pods cannot be seen over the tree/hedge line
 - The road proposed appears to be in keeping with the Riddlington farm one which is very close by and is limestone.
 - There would be minimal traffic associated with sewerage disposal
 - never experienced any issues with highway safety and there is a clear line of sight in both directions with good clearance and passing areas
 - The road is also a restricted road so speed levels are restricted to 30 or 40 mph max.
 - Any lighting would be minimal and contained within the back field with the pods.
 - The proposal should not have any negative impact on the character of the village given the proposed site is out of site and out of the village boundary
 - Support this application with proviso that there is no further expansion and it is seasonal ie closed October till April with a condition that no music shall be played
 - I believe that there will be no negative impact on the character of the village
 - We think this is an imaginative scheme
 - The applicants have a proven record of developing in an environmental and ecologically sound way
 - The project is discreet and sympathetic with the local environment
 - The proposal takes full account of the importance of protecting the natural environment.
 - There has been no complaints about the existing Glamping site
 - It is difficult to imagine that the additional weight of perhaps 6 vehicles and a once a week waste vehicle could tip the balance and cause the problems
 - Site cannot be seen by most of the occupants of the village
 - none of the proposed lighting for the project which is minimal and screened could possibly compete with the lights used by such farming vehicles.
 - The one working in the field yesterday continued running right up to 11.30 pm and making far more noise than would ever be heard by people talking
 - This, if approved and I hope it is, will provided much-needed accommodation for villagers who have friends and family visiting but do not have the capacity to accommodate them.
 - It will also provide much-needed employment, even on a limited basis during the build and the running and perhaps future customers for our local pub.
 - Given we can't hear people talking on the nearby footpath I suspect that would have to be very loud and even then the relentless noise from the A47 would probably drown out anything.
 - Waste lorries already in use both those under contract to the council and Biffa - as would be the case here - appear to use the lane without difficulty and I have never heard of an accident occurring since coming to the village.
30. Belton Parish Council submitted the following comments to Planning on 10 August. Following an extraordinary general meeting held on 6 August 2020 Belton Parish Council the Council decided to agree to the application in principle.
31. However all the Councillors expressed concerns with the following details outlined in the application.
- Littleworth Lane is the busiest road into the village, and traffic accessing the new site may prove a problem, should road calming be installed?
 - Grey water and black water waste disposals were not felt to be practical, especially as the site may be open all year round and is close to a water course.

- Light pollution due to installation of electric lights.
 - Noise pollution affecting properties close to the site.
 - Access for emergency vehicles.
 - Environmental concerns for flora and fauna in a previously undeveloped part of the village
32. A further extraordinary General Meeting of Belton Parish Council was held on 24th August to consider application reference 2020/0478/FUL in the light of additional representations, documentation and reports which had been received.
33. After full consideration of the additional information received the Parish Council agreed to accept the planning application for Brook Farm, Littleworth Lane. Belton.

Planning Assessment

Policy

34. The proposal is for the change of use from agricultural land to a 'Glamping Site' with associated works and landscaping. The plans indicate the construction of 3 wooden moveable pods, 2 shepherd's huts further screening and car parking areas required, on site reception and facilities along with landscaping and a bank to screen the proposed camping pods.

Core Strategy (July 2011)

CS1 – Sustainable development principles

35. The site will provide holiday accommodation throughout the year. Local produce will be provided to guests and there is the opportunity for local business to benefit from the visitors to the site.
36. The site can be accessed via public footpaths and is situated 4 miles to Uppingham and 6.5 miles to Oakham. Rutland water is 6 miles from the site by road and off road cycling routes can be accessed from Belton in Rutland.
37. There is a bus route running between Leicester through to Uppingham, the bus stop is situated at the top of Littleworth Lane approximately 300 metres from the entrance of the site.

Policy CS3 – the Settlement Hierarchy

38. Policy CS3 sets out the defined settlement hierarchy for Rutland and identifies Belton as a Smaller Service Centre, this is one of the smaller villages with a more limited range of facilities.

Policy CS4 – The Location of Development

39. The proposed site is close to the village of Belton-in-Rutland, approximately ½ a mile according to the D & A statement, CS4 sets out smaller service centres are able to

accommodate a limited scale of development appropriate to the character and needs of the village.

Policy CS15 – Tourism

40. Policy CS15 sets out the Council's strategy for tourism which allows for the provision for visitors which is appropriate in use and character to Rutland's settlements and countryside. The policy provides support for the provision of new overnight accommodation in line with the Locational Strategy in Policy CS4.
41. It is acknowledged the site is closely related to Belton where there are a few facilities within the village including a Public House. There is a regular bus service from near the site, and there are safe cycling routes according to the applicant. On this basis, the proposal may be considered in accordance with Policy CS15.

Site Allocations & Policies DPD (October 2014)

Policy SP7 – Non-residential Development in the Countryside

42. Policy SP7 allows for sustainable development in the countryside for small scale sustainable tourism providing:
 - The amount of new build is kept to a minimum
 - The development would not be detrimental to the character and appearance of the landscape, visual amenity and the setting of Belton
 - The development would not adversely affect the character of, or reduce the intervening open land between settlements
 - The development would be in an accessible location and not generate an unacceptable increase in the amount of traffic movements including car travel.
43. The proposal accords with Policy SP7 if it is considered to meet the above-mentioned provisos.

Policy SP24 – Caravan and Camping Sites

44. Policy SP24 allows for caravan and camping sites where:
 - Provision is made to minimise disruption and pollution
 - They are located with convenient access to supporting facilities
 - They are not detrimental to environmental, amenity and highway considerations
 - They are not detrimental to visual amenity and the appearance of the landscape.
45. The proposal accords with Policy SP24 if it is considered to meet the above-mentioned provisos.

Overall

46. This proposal for a camping site in this location is considered acceptable in principle, with access to supporting facilities in Belton providing the development is small scale and the amount is kept to a minimum.
47. The local authority are satisfied that :
 - The camping pods and shepherds huts and associated works will not have a detrimental impact on the character and appearance of the landscape or impact on the visual amenity and the setting of Belton.

- The proposal is in an accessible location to Belton, a Smaller Service Centre and will not generate an unacceptable increase in traffic movements including car travel.

Visual Impact and Impact on the character of the area

48. The accommodation pods/huts are to be constructed from appropriate materials which will be sympathetic with the natural surroundings.
49. The size, form and appearance of all the proposed structures are such that their siting will not give rise to an overdeveloped site. The structures are spread around the site maintaining natural green spaces and suitable separation distances. The proposed field area around the holiday pods/huts and facilities will retain the existing natural setting to ensure it sits comfortably within the surrounding landscape.
50. Whilst the proposed structures, tracks and car park will be visible from certain public vantage points it is considered that their siting will not be visually intrusive to an extent that is can be considered unacceptable. Due to existing natural foliage, trees and hedgerow the development will be mostly obscured and will be further screened by an the approved landscaping and planting scheme.
51. The parking area will be behind hedging to reduce visibility from the road and nearby residential properties.
52. The proposed hard-standing track running is considered more appropriate running alongside the existing hedge row as opposed to running centrally through the field creating a discordant scar. By following the existing natural boundary of the field this will have a lesser impact on the appearance of the site and maintain the unspoilt character.
53. The use of limestone would be in keeping with materials used by neighbouring properties and land.
54. The proposed development will not impact adversely on the character of the Belton Conservation Area due to its position in relation to the boundary, level of screening and small scale nature
55. By virtue of the design, scale and materials to be used, the proposal would be in keeping with the rural character, streetscene and surrounding context in accordance with Section 6 & Section 12 of the NPPF (2019), Policies CS1, CS2, CS1 & CS21 of the Rutland Core Strategy (2011) and Policies SP7 & SP15 of the Site Allocations and Policies Development Plan Document (2014).

Residential amenity

56. Concern has been raised about noise and light pollution form the site as a result of the proposed development.
57. The proposed field for the holiday accommodation is well screened by natural dense woodland and hedgerow which will help mitigate noise impacts for any existing residents at Littleworth Lane.
58. Due to the siting of the proposals within the site and the positioning of each holiday pod/hut in there would not be detrimental to the residential amenity of neighbouring occupiers.

59. A condition has been recommended which prevents the use of amplified sound and music on the site. The noise from users of the site will mainly come from people talking and vehicles travelling along the track. The number of holiday accommodation on offer will not lead to such an intensification of the site where the noise from the users through speech and car use will reach a level which would impact adversely on the living conditions of nearby occupants.
60. The visitor check in and check out times will be in line with normal times at similar sites, 11am check in and 3pm checkout and 3 and 7 day stays will be encouraged in preference to shorter durations.
61. Whilst the applicants are on site noise and disturbance can be managed directly. The applicants also currently use a CCTV unit to keep an eye on the fields/equipment/livestock. It operates night vision and can also track sound, streamed live to a mobile device or recorded and they can manage any concerns regarding lighting and noise using this system which they would place in the field as an additional precaution.
62. A further condition prevents the use of lighting above 1 lux on the site. Any installation of lighting below 1 lux will have to be agreed in writing with the local authority.
63. There will be a very small increase in traffic from the A47 on to Littleworth Lane but due to the level of accommodation on offer this minimal increase in traffic will not create a level of noise and disturbance which weighs against the proposal. The site can be accessed before any traffic has to travel through the main village itself.
64. Any light spill from vehicle headlights will be infrequent and mostly interrupted by the existing boundary planting and landscaping.
65. Taking into account the nature of the proposal, small scale, and adequate separation distances, it is considered that there would be no unacceptable adverse impact on the residential amenities of the occupiers of adjacent properties in accordance with Section 12 & Section 15 of the NPPF (2019), Policy CS19 of the Rutland Core Strategy (2011) and Policies SP15, SP17 & SP25 of the Site Allocations and Policies Development Plan Document (2014).

Highway Safety

66. The applicant has submitted a Traffic Feasibility Study.
67. In terms of highway users, the location does not identify as one with a history of recorded accidents and whilst rural in nature the creation of short term holiday accommodation would not have a negative impact on traffic movements i.e. it will not conflate any perceived safety concerns nor will it result in unacceptable delay on the network.
68. However, it could not be understated that the location is unsustainable for a residential offer, but as a commercial use where the appeal of the location would be to holiday the Highway Department has no issue with the traffic that it would generate.
69. The applicant has relied on a transport study undertaken by RCC and has presented this including measured speed surveys taken along the section where the access is proposed.
70. Given the rural nature of the lane the Highway Department foresee the need for a condition on visibility that relates to the measured speeds and the nature of the lane.

71. The layout and parking will be secured by condition, with the requirement to acquire approval for the final layout prior to operational use.
72. Due to the nature of the application and potential that visitors may make use of larger vehicles i.e. camper vehicles, a setback of 8m from the carriageway edge for any gates is proposed to ensure that vehicles are clear of the carriageway should the gates ever be closed on turning in.
73. The Highway Department does not object to the proposal considering it to have a suitable access and parking provision and be of a size and use which will not be an intensification to the detriment of highway safety.
74. The proposal would result in adequate access, parking and turning facilities and would not have an unacceptable adverse impact on highway safety in accordance with Section 9 of the NPPF (2019) Policy CS18 of the Rutland Core Strategy (2011) and Policy SP15 of the Site Allocations and Policies Development Plan Document (2014).

Drainage

75. The Environment Agency has reviewed the submitted information regarding removal of sewage and agree that it is sufficient to demonstrate that it would be unreasonable to expect connection to mains.
76. The Environment Agency does not object to preferred option two (the sewerage treatment plant) being the route the applicant would take, provided required maintenance work is carried out. The applicant must also accept full liability in the event of a pollution incident.
77. The Lead Flood Authority has no objection to the use of septic tanks and has recommended a condition that ensures the development is carried out in accordance with the submitted details.
78. Anglian Water has assessed the submitted drainage documents, and as the developer is looking to connect the foul water into a septic tank and the surface water is looking to be placed into a ditch, they therefore do not wish to make comments on the development.
79. The proposal would result in adequate drainage and control of foul water in accordance with Section 14 of the NPPF (2019) Policy CS19 of the Rutland Core Strategy (2011) and Policy SP15 of the Site Allocations and Policies Development Plan Document (2014).

Landscaping and Impact on trees

80. The Rutland Tree Officer has conducted a site. As result a revised plan has been submitted which now shows an access point that will be more north than the one shown in the Symbiosis Report 16th July 2020. This access point will allow more space near the Rutland County Council tree stock allowing more room for growth and tree longevity.
81. The access plans between the fields has been corrected.
82. The applicant intends to plant a high number of trees within the site that will include spinneys. These would more than compensate for the trees that require removal. Also the trees on site within the field are to be retained by the access track being an adequate distance away from them.
83. The trees on the site are not worthy of a TPO. Their removal will make an impact but possible not one that would be considered significant.

84. The local authority has sent the applicant trees that they may want to plant in the fields to form the spinney. That list is as follows:
85. All the trees selected are based on their tolerance of the high alkaline levels in the soil. The sun exposure, and the low demands of water irrigation methods.

Trees for Screening

86. Trees suitable for screening are those that grow moderate to very fast and tall:

- Acer negundo Box elder
- Acer platanoides Norway maple
- Acer saccharinum Silver maple
- Alnus cordata Italian alder
- Carpinus betulus Hornbeam
- Gleditsia triacanthos Honey locust
- Ostrya carpinifolia Hop hornbeam
- Platanus orientalis Oriental plane
- Platanus x hispanica London plane
- Populus x canescens Grey poplar (Very fast grower)
- Quercus cerris Turkey oak
- Quercus petraea Sessile oak
- Tilia tomentosa Silver lime

Native

87. Native trees that are likely to survive in the conditions of the site:

- Acer campestre Field maple (slow growing)
- Carpinus betulus Hornbeam
- Crataegus laevigata Midland hawthorn (small growing and thorny)
- Crataegus monogyna Mayflower tree (small growing and thorny)
- Euonymus europaeus Spindle tree (Very small)
- Hippophae rhamnoides Sea buckthorn (Coastal tree)
- Ilex aquifolium English holly (Poisonous to live stock)
- Pinus sylvestris Scot's pine (Conifer)
- Quercus robur English oak (This tree may require an irrigation program for 2-3 years post planting)

- Quercus petraea Sessile oak
- Sambucus nigra Elder
- Sorbus aria Whitebeam
- Taxus baccata Yew (Poisonous to live stock)

88. With the above considered and amended the Rutland Tree Officer would have no objections to the proposals from an arboricultural perspective

Ecology

89. Rutland County Council's consultant Ecologist has considered all the submitted information and carried out a site visit.

90. Regarding the proposed Footbridge the applicant has stated that they will no longer require uprights that would impact the brook. The applicant has provided details of Bison bridges which are considered acceptable. A condition has been attached which requires the submission of the final details of the footbridge for approval.
91. The digging and location of the Septic tanks will not impact adversely on protected species or their habitat.
92. The Ecologist has recommended that lighting above 1 lux should be avoided on the site and a condition has been attached which secures this.
93. The grassland habitat is species-poor rough grassland, part previously mown/part unmanaged, the shepherds huts and pods will have minimal impact on the grassland. The Ecologist therefore has no concerns regarding potential impacts on the grassland habitat.
94. A condition has been attached stating Vegetation clearance must either take place outside the bird-nesting season (March to July inclusive).
95. A note to applicant has been attached making them aware that Precautionary methods of working should be implemented to prevent trapping wildlife in excavations. Any excavations should be covered overnight, or where this is not practicable, a means of escape would be fitted (e.g. battered soil slope or scaffold plank), to allow animals (e.g. hedgehog) to vacate excavations should they fall in.
96. The applicant has expressed a willingness to erect bird boxes on the wider site. Generally we can only make recommendations within the redline boundary and the Ecologist considered that there wasn't any obvious places to install bat boxes.

Conclusion

97. This proposal for a camping site in this location is considered small scale, acceptable in principle, with access to supporting facilities in Belton.
98. The camping pods and shepherds huts and associated works will not have a detrimental impact on nearby residential amenity, ecology, floodrisk, the character and appearance of the landscape or impact on the visual amenity and the setting of Belton.
99. The proposal is in an accessible location to Belton, a Smaller Service Centre and will not generate an unacceptable increase in traffic movements including car travel
100. Taking the above into account, it is considered that the proposal is appropriate for its context and is in accordance with the NPPF (Sections 2, 6, 9, 12, 14 and 15), Policies CS1, CS2, CS3, CS4, CS15, CS18, CS19 & CS21 of the Rutland Core Strategy (2011) and Policies SP7, SP15, SP17, SP24 & SP25 of the Site Allocations and Policies Development Plan Document (2014). There are no material considerations that indicate otherwise although conditions have been attached.